

# **TCAR OPS Flight Crew Training Program**

## **“Either Seat Training and Checking: ESTC (A) ”**

Flight Operations Standards Department

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# Key Regulatory References

## TCAR OPS Air Operations Regulation

AMC1 ORO.FC.220&230	Operator conversion training and checking & Recurrent training and checking [UPRT]
ORO.FC. 135 & 235	Pilot qualification to operate in either pilot's seat

# Initial and Recurrent Training for ESTC (A)

## Principle:

Commander who is required to perform **co-pilot** or **training, checking duties**, which necessitate them to **operate from the co-pilot's seat**, must undergo **additional training and checking** in this regard.

*Beyond the requirements of ORO.FC.235, it is the responsibility of the Operator to define in its OM additional training and checking for its pilots qualified to operate from either of the pilot seats to ensure they safely perform the functions on the right-hand side (RHS CPT), of **TRI**, or **LTC**.*



# Additional Training & Checking for ESTC (A)

**Minimum** exercises required for training and checking must be carried out in **PF**:

- **Once a year**, those defined in ORO.FC.235 (b) and including at least:
  - An engine failure on takeoff;
  - An approach and a go-around with one engine inoperative; and
  - A landing with one engine inoperative.
- **Over a three-year cycle**, according to AMC1.ORO.FC 220&230 (b) table 2:
  - Upset recovery exercises.



# Additional Training & Checking for ESTC (A)

- Training and checking should be **tailored** to the specific **characteristics** of the aircraft used, cover at least those define in ORO.FC.235 (b);
- Cover recommendation in OSD (if any);

***Note:** operator should assess the relevance of adding additional exercises based on the **unique characteristics** of its fleet and operation.*





# **TCAR OPS Flight Crew Training Program**

## **"In-Flight Relief Flight Crew Member "**

Flight Operations Standards Department



# Key Regulatory References

TCAR OPS Air Operations Regulation	
ORO.FC.100 (d)	Composition of flight crew
ORO.FC.105	Designation as pilot-in-command/commander
ORO.FC.145	Provision of training
ORO.FC.235	Pilot qualification to operate in either pilot's seat
ORO.FC.A.201	In-flight relief of flight crew member
TCAR PEL Air Crew Regulation	
AMC1 FCL.050	Recording of flight time GENERAL (b) (3)
FCL.060	Recent experience (b) (3)
FCL.720.A	Experience requirements and prerequisites for the issue of the type rating



# Terminology used IRFCM

- **CRP: Cruise relief pilot**, pilot relieving another pilot during cruise phase (>FL200), with or without of flight control.
- **CRCP: Cruise relief co-pilot**, co-pilot relieving another copilot during cruise phase (>FL200) (only under FCL.720.A(c)).



# Cruise relief Pilot [possible situations]

- **Captain on RHS** (if during cruise > FL 200 only ,no requirement for additional training);
- **Co-pilot on LHS** (relief commander).
- **Relief Co-pilot** (cruise pilot, Copilot who could not perform Takeoff & Landing) [FCL.A.720 (c)]



# In-Flight relief of Flight Crew Member

- **CRP (minimum qualifications):**
  - *ATPL;*
  - *TR +OCC;*
  - *RTC;*
  - *Route, Area and Aerodrome (RAA).*
- **CRCP (minimum qualifications):**
  - *CPL;*
  - *TR + OCC;*
  - *RTC (excluded T/O & L/D).*



# In-Flight relief of Flight Crew Member [Copilot relief commander]

- **Considerations for training** [when performing duties in another primary assigned seat]

## Example:

- EMER DESCENT (AIRBUS);
- ELEC EMER CONFIG (AIRBUS);
- ETC.

/i\ Cruise pilot must also be trained as PM during Landing

In point ORO.FC.A.201(b)(2), point (iii) is replaced by the following:

‘(iii) recurrent training and checking in accordance with point ORO.FC.230, with the exception that the checking:

(A) may not include take-off manoeuvres; and

(B) shall include landing manoeuvres at least in the role of the pilot monitoring.’

### **Rationale**

RMT.0190

See NPA 2014-25.

*In reaction to comments received for NPA 2014-25, as well as on the basis of an analysis of the RMT.0190 review group, the proposal for amending point ORO.FC.A.201 was further developed, to address implementation issues related to the current wording and to clarify the following principles.*

— *The CRCP does not need to perform any checking for the take-off manoeuvres, since a CRCP will never need to perform a take-off. In the event of crew issues before take-off, the crew will not continue with the departure and return to the gate.*

— *The CRCP is required to be checked in the landing manoeuvre at least in the role of the pilot monitoring, in order to have the competence to take over a pilot function in the event of a possible incapacitation of a crew member in flight.*

*Additionally, the intention is that operators develop training programmes that ensure a proper development of the CRCP by practising both take-off and landing in a training environment.*

