TCAR OPS OM-D WORKSHOP

"Commander Course" [ORO.FC.205]

Flight Operations Standards Department

Contents

Main Regulatory References

Commander Course: CC	
ORO.GEN.200	Management System
ORO.FC.105	Designation as pilot in command/ commander
ORO.FC.115	Crew resource management (CRM) training
ORO.FC.145	Provision of training checking and assessment
ORO.FC.200	Composition of flight crew
ORO.FC.205	Command course
ORO.FC.230 (b)	Recurrent Training and checking
ORO.FTL.250	Fatigue Management Training
Part-SPA	Operations requiring a specific approval (e.g. AWOs, RNP AR APP…)

Command Course: CC

General:

The command course training is mandatory for initial appointment to the position of aircraft commander (CPT) in **MPO**. It must be documented in the OM-D.

Defining the target group and the conditions for accessing the internship:

As a preamble to the internship description, Operator must:

- Review the **Regulatory Prerequisites**,
- Define **additional experience** and **competency criteria** [acquired competencies] that it deems necessary to commence the training.

Command Course: CC

General Content (theme) of CC: [ORO.FC.205]

The command course training program must be contained at lease:

- **Ground** training (Role & responsibility of Commander, Specific CRM);
- **Flight** Training (FSTD/Aircraft, strong emphasis on **LOFT**);
- **OPC** (in the commander function);
- **LIFUS**
- **Line Check** (including **R**oute **A**rea and **A**erodrome competency [ORO.FC.205(a)(5)]).

Ground Training: CC

The content of Commander Course is summarized:

Type of training	CC
Ground Training	
➢ The ability to decide on the following points should be further developed:	
MEL/CDL	/ (1)
Fuel Planning/Management	/ (1)
Operational performance	/ (1)
Management of abnormal situations and emergencies	/ (1)
Corporate Safety Culture/Safety/Associated Forms (2)	/ (1)
CRM Training	
➢ Elements as specified in Table 1 AMC1 ORO. FC.115 Command course column	/
SPA (PBN, MNPS, RVSM, ETOPS, LVO, EFB) if applicable	
➢ RNP AR APCH *AMC1 SPA. PBN.105(b)*	/
➢ LVO *AMC1 SPA. LVO.120*	/
Fatigue Management Training FMT *ORO. FTL.250*	/
SMS Training *AMC1 ORO. GEN.200(a)(4)*	/
Regulatory reminders texts EASA, CAAT, ICAO, etc.	/ (1)
EWIS *AMC 20-22*	/ (1)

(1) CAAT Recommendation
(2) As specified by the operator's safety training programme

Recommendation for CC Ground modules

The following **teaching methods** are recommended:

- Use of **practical scenarios**;
- **Presentations** prepared and delivered **by trainees**;
- Consolidation by reminders of **key points during briefings** (in the simulator, in LIFUS); and
- **Ongoing assessment [formative]** of knowledge throughout the course. These assessment(s) should be documented.

In all cases, it would be relevant to further explore **'decision-making' skills** in the following areas:

- **MEL**/CDL,
- **Fuel** planning/management,
- Operational **performance**,
- **Management** of abnormal and emergency situations,
- Company **safety culture/security/associated** forms,
- Specific [commander] **CRM**
- **FMT** should be integrated into CC

Formative vs. Summative Assessment

Formative assessments are a part of the learning process. Instructors provide feedback to the trainee on how they are progressing toward the interim or final competency standard.(FCS.) This type of assessment enables the trainee to progressively build on competencies already acquired and should aid learning by identifying gaps as learning opportunities. If trainees receive feedback or are assessed only at the very end of the training, they have no opportunity to use that information to improve their performance. The frequency and number of formative assessments may vary depending on the duration of the training Formative assessments should serve to:

1. a) motivate trainees
2. b) identify strengths and weaknesses
3. c) promote learning

(ICAO Doc 10056 Second Edition 2022)

Summative assessments provide the method whereby a trainee demonstrates competence. This method enables the instructor or assessor to work with a trainee to collect evidence of competence. Summative assessments are carried out at defined points during the training and/or at the end of training. During summative assessments, the decision is either "competent" or "not competent". However, this can be further developed into a more refined grading system with a scale of judgements to improve feedback for the trainee and training personnel. Summative assessments that are conducted during the course to evaluate the progress of the trainee are typically carried out by the instructing team. It may be advantageous if the instructors conducting these assessments were different from those instructors working routinely with the trainee. Summative assessments conducted at the end of training and that lead to the issue of a licence and/or rating, have both legal and safety implications and therefore the personnel carrying out these assessments should have the necessary competencies to assess objectively and meet the authority's requirements.

These personnel should be provided with the tools necessary to collect evidence in a systematic and reliable manner in order to ensure inter-rater reliability

(ICAO Doc 10056 Second Edition 2022)

Flight Training (FSTD/Airplane) for CC

FT phase: (volume / number of session <u>does not</u> specified in regulation)

- **FSTD (LOFT sessions and Familiarization on LHS);**
- **UPRT "Recovery" on LHS [AMC1 ORO. FC.220&230 (b) (2)];**

Note:

o *This phase should be appropriately structured, and **consolidation sessions** can be scheduled if necessary to achieve training objective;*

o *The outcome in this phase is strongly related to the **quality of briefings and debriefings**, which should be based on standardized guidelines;*

o *A thorough understanding and application of **TEM** and **CRM** elements are essential.*

Checking / LIFUS for CC

Operator proficiency check:

- *It would be appropriate for the OPC to be conducted in a way that allows for the **assessment of command and decision-making skills**.*
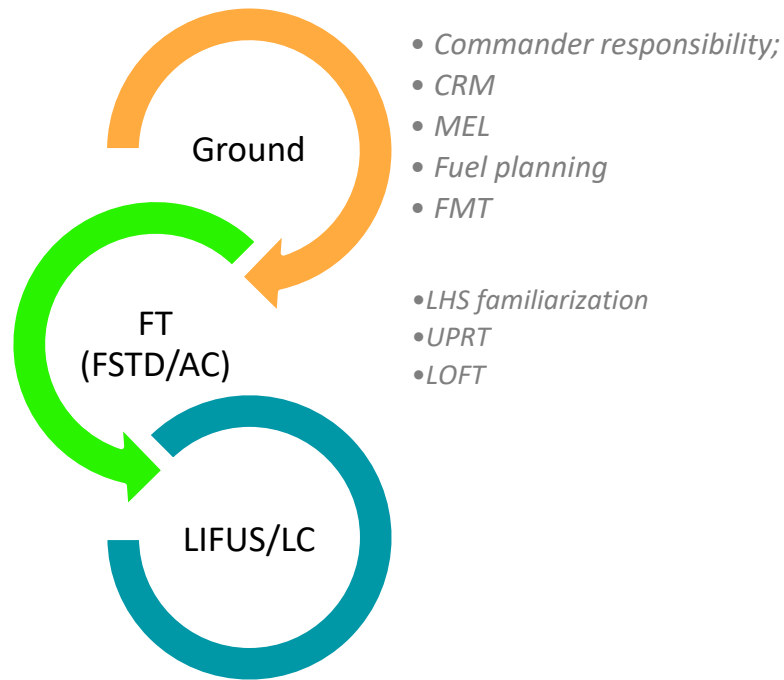
LIFUS: (minimum)

Line Check

	F/O		CPT	
	S/MH	LH	S/MH	LH
Command Course without Type Rating (TR) experience			20	16 (22)
Command Course with TR experience			20	10 (16)
OCC CPT without TR experience			20	14 (20)
OCC CPT with TR experience			10	8 (14)

Flight Crew Training Workshop – CC: Commander Course

Other Recommendations

Some criteria/mitigations may be taken into considered: *(from industry best practices)*

- PF/PM ratio in LIFUS;
- Consolidated period (PF sectors/ hours) after completing Command upgrade.

Ground

FT (FSTD/AC)

LIFUS/LC

- *Commander responsibility;*
- *CRM*
- *MEL*
- *Fuel planning*
- *FMT*

- *LHS familiarization*
- *UPRT*
- *LOFT*

Routes Areas and Aerodrome Familiarisation

/i\ The operator should comply with the **national training and checking requirements** published in the aeronautical information publication **(AIP)**

- **Routes & Areas** *[validity periods is 36 months, Refresher required when no operation for 12 months]*

- Optimum **training methods** should be chosen based on the determined **risks** and **threats.**

- **Aerodrome** *[validity periods is 12 months]*
- **Cat A, B and C**

ORO.FC.105 Designation as PIC/commander

*"The operator should comply with the **national training and checking requirements** published in the aeronautical information publication (**AIP**)."*

Route & Area Familiarisation Training *(details in GM1 ORO.FC.105(c))*

*Optimum training methods should be chosen based on the determined **risks** and **threats**:*

- *By conducting Operational Risk Assessment:*
  - *Terrain & minimum safe altitude;*
  - *Seasonal Meteorology;*
  - *Communication, ATS;*
  - *Search and rescue procedures;*
  - *Navigational facilities (e.g. GNSS, ground based)*

  Internal evidences
  from **SMS** process

- *Report System;*

- *NOTAM, AIP.*

  External evidences

Training Method & Tools could be:
- Self-briefing;
- CBT;
- VDO training;
- VR training;
- FSTD;
- In-flight fam;
- Observer

Flight Crew Training Workshop – CC: Commander Course

ORO.FC.105 Designation as PIC/commander

/i** The operator should comply with the **national training and checking requirements published in the aeronautical information publication (**AIP**)."

Aerodrome Familiarization Training (details in AMC1 ORO.FC.105(b)(2);(c))

- *Aerodrome CAT A*
- *Aerodrome CAT B: be briefed or self-briefed*
- *Aerodrome CAT C: be briefed or self-briefed + (visit as observer, suitable FSDT)*

Note: Method of categorization and list of aerodrome CAT B & C should be described in OM

Flight Crew Training Workshop – CC: Commander Course

Flight Crew Training Workshop – CC: Commander Course