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SEMINAIRE ATO 2021

ALT-MOC À L'AMC2 FCL.815

OBJET : DÉFINITION D'UN « GLACIER » POUR LA QUALIFICATION MONTAGNE SKI

Modifications apportées par l'AltMoC

Texte original :

AMC2 FCL.815 Mountain rating

ED Decision 2011/016/R

SKILL TEST AND PROFICIENCY CHECK

The skill test for the issue or the proficiency check for the revalidation or renewal of a mountain rating should contain the following elements:

(a) oral examination

This part should be done before the flight and should cover all the relevant parts of the theoretical knowledge. At least one question for each of the following sections should be asked:

- (1) specific equipment for a mountain flight (personal and aircraft);
- (2) rules of the mountain flight.

If the oral examination reveals a lack in theoretical knowledge, the flight test should not be done and the skill test is failed.

(b) practical skill test

During the flight test, two sites different from the departure airport should be used for recognition, approach, landing and take-off. For the mountain rating ski or the extension from wheel to ski, one of the two different sites should be a glacier.

Synthèse de l'AltMoC :

Glacier est remplacé par « site with no axis or boundaries clearly defined with visual clues »

AMC2 FCL.815 Mountain rating

(b) practical skill test

During the flight test, two sites different from the departure airport should be used for recognition, approach, landing and take-off. For the mountain rating ski or the extension from wheel to ski, one of the two with no axis or boundaries clearly defined with visual clues.



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ALT-MOC À L'AMC2 ORA.ATO.210 (b)

OBJET : QUALIFICATION DU CHIEF FLIGHT INSTRUCTOR - CFI

Modifications apportées par l'AltMoC

Texte original :

AMC2 ORA.ATO.210 Personnel requirements

ED Decision 2012/007/R

QUALIFICATION OF HEAD OF TRAINING AND CHIEF FLIGHT INSTRUCTOR

(a) Head of training (HT)

The nominated HT should hold or have held in the 3 years prior to first appointment as HT, a professional pilot licence and associated ratings or certificates issued in accordance with Part-FCL, related to the flight training courses provided.

(b) Chief flight instructor (CFI)

(1) The CFI may delegate standardisation and supervision to the flight instructors. In all cases it is the CFI who is ultimately responsible for ensuring quality and standards.

(2) The CFI should, except in the case of ATOs providing flight test training, have completed 1 000 hours of flight time as pilot-in-command (PIC).

At least 500 of those hours should be on flying instructional duties related to the flying courses provided, of which 200 hours may be instrument ground time.

Synthèse de l'AltMoC :

Certains ATO de compagnies aériennes dispensent une formation pour une ou deux qualifications de type.

Il est extrêmement difficile de trouver des instructeurs admissibles à l'exigence de 500 heures d'instruction en vol sur une qualification de type.

Pour ces raisons, la DGAC propose un AltMoc pour l'ORA.ATO.210 étendant l'exigence d'expérience sur les tâches d'instruction en vol liées aux cours de pilotage dispensés aux qualifications de type d'avion de certification similaire (avion mono-pilote (SPA) / SPA HPA / SPA Complex + SPA HPA Complex / avion multi-pilote), à condition que le candidat ait une expérience suffisante en tant que pilote et d'instructeur sur le type applicable.

AltMoC to AMC2 ORA.ATO.210 Personnel requirements (b)

QUALIFICATION OF HEAD OF TRAINING AND CHIEF FLIGHT INSTRUCTOR

(b) Chief flight instructor (CFI)

(1) The CFI may delegate standardisation and supervision to the flight instructors. In all cases it is the CFI who is ultimately responsible for ensuring quality and standards.

(2) The CFI should, except in the case of ATOs providing flight test training, have completed 1 000 hours of flight time as pilot-in-command (PIC).

At least 500 of those hours should be on flying instructional duties related to the flying courses provided, of which 200 hours may be instrument ground time.

In the case of ATOs providing training for aeroplane type rating courses :

(i) At least 500 of those hours should be on flying instructional duties for similar aeroplane type ratings (single-pilot (SP) / SP HPA / SP complex + SP HPA complex / multi-pilot) to the aeroplane type rating courses provided by the ATO. 200 of those 500 hours may be instrument ground time.

(ii) At least 250 of those hours should be as PIC on the aeroplane type for which a type rating course is provided.

(iii) At least 50 of those hours should be on flying instructional duties on the aeroplane type for which a type rating course is provided.



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