



**MINISTÈRE
CHARGÉ
DES TRANSPORTS**

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SEMINAIRE ATO 2021

ALT-MOC À L'AMC 2 FCL.930

Organisation du règlement

La sous partie J (à partir du FCL900)	concerne les qualifications d'instructeurs
Les paragraphes FCL900 au FCL945	concerne les généralités communes à tous les instructeurs
Le paragraphes FCL910.TRI	concerne les privilèges de l'instructeur TRI
Le paragraphes FCL930.TRI	concerne la formation de l'instructeur TRI
l'AMC1 concerne l'avion	
l'AMC2 concerne l'hélicoptère	
Le paragraphes FCL935.TRI	concerne l'évaluation de compétence de l'instructeur TRI

Situation antérieure au 1747/2019

FCL.910.TRI TRI — Restricted privileges

(a) General. If the TRI training is carried out in an FFS only, the privileges of the TRI shall be restricted to training in the FFS.

In this case, the TRI may conduct line flying under supervision, provided that the TRI training course has included additional training for this purpose.

FCL.935.TRI TRI — Assessment of competence

If the TRI assessment of competence is conducted in an FFS, the TRI certificate shall be restricted to flight instruction in FFSs.

The restriction shall be lifted when the TRI has passed the assessment of competence on an aircraft.

2 formes possible pour la qualification d'instructeur de type : TRI et TRI restreint

- TRI Formation sur simulateur (si existant) et Appareil et AoC sur appareil
 - Ratio Simu/Hélicoptères imposé et peu pertinent selon les types (selon AMC2 FCL930)
- TRI restreint Formation sur simulateur ou AoC sur simulateur
 - Privilège LIFUS N/A pour l'hélicoptère
 - Levée de restriction = AoC sur appareil

Modifications apportées par le 1747/2019

FCL.910.TRI TRI – Restricted privileges

Regulation (EU) 2019/1747

- (a) General. If the TRI training is carried out in FSTDs only, the privileges of TRIs shall be restricted to training in FSTDs. This restriction shall however include the following privileges for conducting, in the aircraft:
- (1) LIFUS, provided that the TRI training course has included the training specified in point [FCL.930.TRI\(a\)\(4\)\(i\)](#);
 - (2) landing training, provided that the TRI training course has included the training specified in point [FCL.930.TRI\(a\)\(4\)\(ii\)](#); or
 - (3) the training flight specified in point FCL.060(c)(2), provided that the TRI training course has included the training referred to in points (a)(1) or (a)(2).
- The restriction to FSTD shall be removed if TRIs have completed an assessment of competence in the aircraft.

(4) the following training, as applicable:

- (i) additional specific training before conducting LIFUS;
- (ii) additional specific training before conducting landing training. That training in the FSTD shall include training for emergency procedures related to the aircraft.

2 formes possible pour la qualification d'instructeur de type : TRI et TRI restreint

- TRI Formation sur simulateur (si existant) et Appareil + AoC **sur simulateur ou** appareil
 - Ratio Simu/Hélicoptère **toujours** imposé et peu pertinent selon les types (selon AMC2 FCL930)
- TRI restreint Formation sur simulateur ou AoC sur simulateur
 - Privilège LIFUS N/A
 - **Privilège LANDING TRAINING (titre peu pertinent pour l'hélicoptère)**
 - Levée de restriction = **Formation (Landing training)** + AoC sur appareil

Mise en place de l'ALT-MOC à l'ACM 2 FCL 930

Carences de l'AMC2 en place

Pas de contenu des formations LANDING TRAINING et LIFUS

Manque de clarté :

- Sur les conditions de passage du TRI restreint au TRI Full
- Absence des règles propres au SFI

Ratio simulateur/hélicoptère contraint et peu pertinent

Mise en place de l'ALT-MOC à l'ACM 2 FCL 930

Avancées liées à l'ALT-MOC

Clarification des programmes de formations selon les objectifs visés

dont formation LANDING TRAINING et LIFUS

Ratio Simulateur/hélicoptère à la discrétion de l'ATO

Possibilité d'avoir 2 TRI au cours d'une même séance + Possibilité d'avoir un stagiaire en observateur

Suppression de l'exigence des 4 formations à la QT pour être formateur de TRI

Réorganisation des consignes quant aux différents programmes de formation



Clarification des formations selon les objectifs visés

HELICOPTERS

(a) GENERAL

- (1) The aim of the TRI(H) course is to train helicopter license holders to the level of competence defined in FCL.920 and adequate for a TRI or a SFI.
- (2) The training course should be related to the type and the variant of helicopter on which the applicant wishes to instruct. Following qualifications may be aimed:
 - (i) Initial Training for applicants wishing to instruct on FSTD or helicopter or a combination of them
Program should include Part 1, Part 2 and Part 3 as defined below. Applicant to SFI (H) or TRI (H) restricted to FSTD may be exempted from the specific trainings defined in Part 3 point (v).
 - (ii) Training for applicant already holding TRI (H) or qualification on a type and variant but restricted to FSTD, and wishing to instruct on helicopter
Program should include at least the specific training as defined in Part 3 point (v).
 - (iii) Training for applicant already holding a TRI (H) or SFI (H) qualification related to the type, but not to the variant considered and wishing to extend his/her privileges on that variant
Program should include at least relevant items of Part 2 and Part 3.
 - (iv) Training for applicant already holding a TRI (H) or SFI(H) qualification and wishing to extend his /her privileges on a new type.
Program should include at least: relevant items of part 2 and Part 3.

Clarification des formations - LIFUS & Landing Training

(v) Specific trainings

The purpose of these section is to depict the minimum air training in aircraft to undergo by applicant prior to the assessment of competence in the aircraft as required in FCL.910.TRI (a).

(A) LIFUS training

(not relevant for helicopter)

(B) Landing Training

(l) This training session may be divided in two part.

- (1) If necessary, first part may be done in an FSTD to ensure that maneuvers are correctly known by the trainee.
- (2) The second part should be done on the helicopter to reinforce safety awareness during critical maneuvers. It should cover all content and done under the supervision and to the satisfaction of a TRI (H) trainer who is nominated for that purpose by the ATO . It should be performed by role-play.

Clarification des formations - LIFUS & Landing Training

- (II) Content of training should include the following maneuvers:
- (1) taxiing, ground and air;
 - (2) take-off and landings;
 - (3) engine failure during take-off and landing ; relevant CAT A and CAT B profiles should be taken into account (if applicable);
 - (4) engine inoperative approach and go-around;
 - (5) one engine simulated inoperative landing;
 - (6) any exercise and TASE as defined in OSD (if applicable and relevant to air exercise);
 - (7) use of training modes or equipment dedicated to flight training;
 - (8) autorotative landing with/without power recovery.

Option de 2 stagiaires lors d'une même séance

(D) Subject to particular training arrangements that are determined by the ATO and approved by the competent authority, a TRI (H) or SFI (H) may instruct in parallel two TRI (H) or SFI(H) candidate instructors under the following scenarios:

- one candidate is sitting at the controls (supported by a suitable pilot), while the second candidate is sitting at the IOS; this scenario may be used for demonstration of flight manoeuvres or engine out exercises; or
- both candidates receive instruction (general introduction and handling) at the IOS.

In this way, both candidates can independently develop specific competencies.

Additional TRI (H) or SFI (H) candidate instructors may be present as observers during such an instruction given in parallel, with no credit of hours for their TRI training.

For an initial TRI (H) or SFI (H) training course, such 'in parallel' instruction should be given only for a reasonable part of the overall TRI training course duration.

Formateur de TRI

Rappel des nouvelles règles

- « Grandpérisation » des formateurs de TRI ayant eu une qualification TRI avant le 11 novembre 2016

- (b) the issue of a TRI or SFI certificate, provided that the holder meets all of the following conditions:
 - (1) it has at least 50 hours of instructional experience as a TRI or SFI in accordance with this Regulation or Commission Regulation (EU) No 965/2012;
 - (2) it has conducted the flight instruction syllabus of the relevant part of the TRI training course according to point [FCL.930.TRI\(a\)\(3\)](#) to the satisfaction of the head of training of an ATO; and



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