



C Series

Recurrent Training and Checking

Course Description

- Situation: A pilot has a valid C Series type rating and receives training and checking once or twice annually.

Aircraft Type

- C Series CS100 and CS300 (BD-500)

Requirements of Part-FCL

- License/Rating Requirements (e.g. Europe: according to Aircrew Regulation Part FCL.740.As)
- A type rating is valid for one year.
 - To revalidate that rating, a pilot has to perform one license proficiency check (LPC).
 - If a pilot holds multiple ratings, an LPC is required for each single rating.

Requirements of Regulation Air Operations

- Besides fulfilling the requirements of Part-FCL.740.As, flight crew members of an AOC holder (i.e. an airline) must, in addition, undergo recurrent training and checking that is relevant to the type or variant of aircraft on which he/she is certificated to operate. The minimum training and checking events on a FFS per year are as follows:
 - One FFS Refresher Training
 - Two Operator Proficiency Checks (OPC)
- Most of the airlines perform two refresher trainings and two OPCs per year.
- If a pilot has a valid license and rating, but fails to perform the prescribed recurrent trainings and checks according to Regulation Air Operations, he must not execute his privileges of the rating during airline operation.
- The yearly LPC (according to Part-FCL) and an OPC may be performed together in one session.
- Actually, one of the two yearly checks is just an OPC, and the second one is a combined LPC and OPC session.
- Flight Training Alliance's training program, as prescribed below, is fully in line with the requirements of Regulation Air Operations and fulfills all IOSA standards.

License/Rating Requirement per Year



Operational Requirement per Year



For an airline pilot, both requirements must be fulfilled.
The LPC and the OPC can be combined.

Benefits

- We offer customized training
- High flexibility (customized)
- High level of expertise of the instructors
- Outstanding reliability of the Flight Training Alliance's simulators

Course Goal

- The aim of the recurrent training and checking is to remain entitled to act as an airline pilot on CSeries aircraft.

Prerequisites for Student Pilots

- The pilot has a valid type rating.

Elements of the Recurrent Training

Ground and Refresher Training

- Aircraft systems
- Operational procedures and requirements
- Ground and refresher training at the Flight Training Alliance is conducted by using CBT/WBT
- Technical and operational knowledge will be verified by using a multiple-choice questionnaire
- Checking this knowledge by an instructor/examiner is part of each simulator briefing session
- Documentation of these checks is performed by using customer's forms (if requested) or by using Flight Training Alliance's standard forms

Full-Flight Simulator Training

- Full-flight simulator training program is established in a way that all major failures of aircraft systems and associated procedures are covered in each three-year cycle.
- Flight Training Alliance recommends 4 FFS events per year. When omitting REF2, REF4, and REF6, hereby performing 3 FFS events yearly, the minimum requirements of most competent authorities (e.g. EASA, FAA) are still met.

	REF 1	OPC (LPC) 1	REF 2	OPC (LPC) 2
Year 1 (CBT 1) (CBT 2)	Electrical System	Electrical System	Hydraulic System	Hydraulic System
	Anti-Ice / De-Ice	Anti-Ice / De-Ice	Flight Controls	Flight Controls
	Pitot and Static System	APU	Slats / Flaps	Slats / Flaps
	Engine Damage	Engine Failure	Landing Gear / Brakes	Landing Gear / Brakes
	Unreliable Airspeed	Engine Relight	Engine Failure/Damage	ACAS / TCAS
	Pilot Incapacitation	Windshear Recovery	Cold WX Ops / Contam. RWY Ops	Cold WX Ops / Contam. RWY Ops
	Volcanic Ash Procedure	GPWS / CFIT Avoidance CAT 2/3	ETOPS (if applicable) HGS (if applicable)	CAT 2/3 HGS (if applicable)
Year 2 (CBT 3) (CBT 4)	REF 3	OPC (LPC) 3	REF 4	OPC (LPC) 4
	Air-Conditioning	Air-Conditioning	Fuel System	Fuel System
	Pressurization	Pressurization	Electrical System	Fuel Leak
	Communication System	Communication System	Autopilot / Flight Director	Autopilot / Flight Director
	All Engine Failure	Rapid Depressurization	Pilot Incapacitation	ACAS / TCAS
	Engine Relight	Emergency Descent	Slow Flight / Stall	Unusual Attitude Recovery
On-Ground Emergency	GPWS / CFIT Avoidance	Steep Turns	Windshear Recovery	
Evacuation	CAT 2/3	PNP RNAV (if applicable)	CAT 2/3	
Year 3 (CBT 5) (CBT 6)	REF 5	OPC (LPC) 5	REF 6	OPC (LPC) 6
	Navigation System	Navigation System	Power Plant	Power Plant
	Radio Altimeter / Transponder	Radar / NAV Receivers	Severe Engine Failure	Stall Warning System
	FMS	FMS	High Altitude Engine Failure	Inflight Engine Relight
	Fire (non-engine)	Smoke / Removal	Engine Relight	Engine Fire/Separation
	Smoke	Windshear Recovery	Depressurization	ACAS / TCAS
	Engine Start Malfunction	GPWS / CFIT Avoidance	Emergency Descent	Circling Approach
Hot WX Ops	CAT 2/3	Circling Approach	CAT 2/3	

Crew Resource Management Training

- Flight crew members are required to complete elements of Crew Resource Management training every year.
- To achieve this goal, elements of the Crew Resource Management are specifically addressed during each full-flight simulator training.
- Flight Training Alliance's training and check sessions are performed as LOFT sessions whenever possible, including the operational and communication aspects

Element	Sub-Element	Dedicated SIM Session	Element	Sub-Element	Dedicated SIM Session
Communication	Atmosphere	REF 1	Workload Management	Completion of Tasks	REF 4
	Information Transfer	OPC/LPC 4		Time Management	OPC/LPC 1
	Information Management	REF 2		Stress and Error Management	REF 5
Leadership and Teamwork	Commandability	OPC/LPC 5	Situational Awareness and Decision-Making	Efficient Preparation	OPC/LPC 2
	Team Ability	REF 3		Efficient Processing	REF 6
	Conflict Management	OPC/LPC 6		Efficient Interaction	OPC/LPC 3

Course Structure and Duration

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- Every six months (or 12 months) a four-hour (eight-hour) CBT program
- During each briefing for a check, a 25-question questionnaire will be presented by the examiner
- Briefing time for each simulator session is a minimum of one hour
- Debriefing time is at the instructor's / examiner's discretion
- During each briefing, at least one element of the Crew Resource Management is especially addressed by the instructor/examiner

■ Self-study / WBT □ Classroom ■ Training on system trainer ■ Practical training on FFS T Theoretical test T Practical test