

EUROPEAN AVIATION SAFETY AGENCY

Operational Evaluation Guidance Material (OE GM) – Flight Crew

**Guidance Material for Pilot Training for Turbo-Jet,
Pressurised Turbo-Prop and Multi-Engine Turbo-Prop
(HPA) Single-Pilot Aeroplanes
(for which OSD FC provisions do not exist)**

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Acronyms

ATO	Approved Training Organisation
CRM	Crew Resource Management
EFIS	Electronic Flight Instrumentation System
FMS	Flight Management System
GM	Guidance Material
HPA	High Performance Aircraft
IFIS	Integrated Flight Information System
JAA	Joint Aviation Authorities
MCC	Multi-Crew Cooperation
MFD.....	Multifunction Display
MP	Multi-Pilot
OE GM	Operational Evaluation Guidance Material
OPC	Operator Proficiency Check
OSD	Operational Suitability Data
Part-FCL.....	Annex I to Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (as amended)
PFD	Primary Flight Display
SOE	Supervised Operating Experience
SP	Single-Pilot

1. Preamble

This document contains Guidance Material which was originally developed by Industry, National Authorities and EASA in support of initial training and operations for Turbo-Jet, Pressurised Turbo-Prop and Multi-Engine Turbo-Prop (HPA) Single-Pilot Aeroplanes under the framework of JAA JAR-FCL 1.

With the transition from JAR-FCL 1 to Part-FCL, certain elements of the original recommendations regarding training prerequisites, training content and flights under supervision of an instructor have been integrated into pilot licensing requirements. Those requirements also include scope to establish OSD FC provisions, where applicable.

This Guidance Material is provided to assist Competent Authorities, operators, training organisations, instructors and any other personnel involved in flight crew training and air operations with regard to aircraft for which OSD FC provisions have not been established, either because these aircraft are not subject to a pilot type rating or are no longer in production.

This GM does not establish any regulatory requirements and does not constitute Operational Suitability Data (neither mandatory nor non-mandatory elements).

2. Guidance Material for Pilot Training for Turbo-Jet, Pressurised Turbo-Prop and Multi-Engine Turbo-Prop (HPA) Single-Pilot Aeroplanes (for which OSD FC provisions do not exist)

2.1 EFIS / FMS / MFD / PFD experience

Many Turbo-Jet, Pressurised Turbo-Prop and Multi-Engine Turbo-Prop (HPA) Single-Pilot Aeroplanes are equipped with complex EFIS, FMS or MFD/PFD installations. Pilots without any previous experience in such systems should be offered additional training prior to or during the training, unless basic training for the applicable integrated avionics systems are incorporated in the training for such aircraft,

A pre-screening process is recommended to check if additional training is necessary in case of little or no experience with automatic flying (FMS, PFD, glass cockpit) and/or high performance aeroplanes.

2.2 High Performance Aeroplanes (HPA)

Pilots with limited or no experience of high performance aeroplanes will benefit from additional training which should be completed before starting pilot training on the relevant aircraft.

2.3 Multi-Pilot Operations on aircraft certified SP

Pilots undergoing training as MP crew should have completed an MCC course, before commencing MP training. For MP operations CRM and MCC aspects should be incorporated throughout the theoretical and practical training.

2.4 Flights under supervision / Mentoring Flights

Part-FCL, FCL.720.A (g) contains provisions to initially limit to exercise of the privileges of a type rating to flight under the supervision of an instructor, when so determined in the OSD FC.

Where no OSD FC provisions exist, the following guidance is recommended for pilots completing training on their first Turbo-Jet, Pressurised Turbo-Prop and Multi-Engine Turbo-Prop (HPA) Single-Pilot Aeroplane:

	License and previous experience requirements	Flights under supervision / Mentoring Flights
SP Operations or MP Operations as PILOT IN COMMAND (PIC)	ATPL(A)	none
	PPL / CPL / ATPL(A); and ME Rating + IR Rating; and Minimum of 1000 hrs. total flying experience	25 hrs
	PPL / CPL / ATPL(A); and ME Rating + IR Rating	50 hrs

Flight hours under supervision may be annotated in the pilot's logbook or equivalent record and signed by the supervising pilot.

Flights under supervision / Mentoring flights should include a representative cross-section of the normal operation of the aircraft.

Flights under supervision / Mentoring flights are not proposed for pilots subject to LIFUS (as PF) when engaged in commercial air transport operations.

No flights under supervision / Mentoring flights are recommended for MP operations as co-pilot.