

Initial audit – what to look for:

Facilities and Equipment



European Union Aviation Safety Agency

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Facilities

(ORA.GEN.215)

→ The organization shall have facilities allowing the performance and management of all planned tasks and activities in accordance with the applicable requirements.



Facilities

(ORA.GEN.215)

- For ATOs providing flight training, the following flight operations accommodation should be available:
- an operations room with facilities to control flying operations;
- a flight planning room with the following facilities:
- What else??

Facilities

(ORA.GEN.215)

- adequate briefing rooms/cubicles of sufficient size and number;
- suitable offices for the supervisory personnel and room(s) to allow flight instructors to write reports on students, complete records and other related documentation;
- furnished crew-room(s) for instructors and students



Facilities

(ORA.GEN.215)

- For ATOs providing theoretical knowledge training, the following facilities for theoretical knowledge instruction should be available:
- adequate classroom accommodation for the current student population;
- suitable demonstration equipment to support the theoretical knowledge instruction;
- a radiotelephony training and testing facility;
- a reference library containing publications giving coverage of the syllabus;
- offices for the instructional personnel.

Training aircraft and FSTDs (ORA.ATO.135)

- The ATO shall use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training courses provided. The fleet of aircraft shall be composed of aircraft that comply with all requirements defined in the regulation
- The competent authority has authorised the use of the aircraft for training in the ATO.



Training Aircraft

- Aircrafts must have duplicated primary flight controls (swing-over controls are not acceptable).
- In determining fleet size the ATO must ensure that a sufficient number of aircraft, suitably equipped and appropriate to the course on offer, are provided to achieve continuity of flying training for the number of students attending the courses.



Training Aircraft

Internal Procedure for Approval of Aircraft

- The Operations Manual should include the means by which the training impact of any deficiency is monitored and managed.
- A procedure listing the checks carried out by the HT or Nominated Deputies to qualify an aircraft is to be published in the Operations Manual.
- Changes to the training fleet need to have CAA approval.



Training Aircraft

- Aircraft must be maintained in accordance with the appropriate maintenance schedule and the following documentation must be available for inspection by the CAA Inspectors:
- Aircraft, engine and component log books as appropriate
- Certificates of Airworthiness and Registration
- Mass and Balance Schedules
- Certificates of Maintenance Review and Release to Service
- Aircraft Radio Licenses
- Flight Manuals or Pilot's Operating Handbooks
- Certificates of Insurance
- Checklists
- Noise Certificate (if required)



Training Aircraft

- In addition to the items listed in the previous slide, the record of hours and days remaining to the next maintenance check and the record of rectification or deferring of previously reported defects must be readily available for scrutiny by pilots before each flight.
- Each aircraft must be fitted with duplicated primary flying controls, for use by the instructor and the student. Robinson helicopter cyclic controls are not considered swing-over controls for this purpose.
- ATOs conducting training for the FI(A) rating shall have available an aeroplane suitable for developed spinning.

Criteria for Aircraft

- Flight, primary engine and associated ancillary instruments, as required by the CAA must be fitted and appropriate airworthiness requirements must be met.
- These instruments must be readily visible to both the instructor and the student when sitting normally in their customary seats with seat belts and diagonal shoulder straps or safety harness fastened.



Criteria for Aircraft

- A sample of aircraft will be inspected for condition and compliance with the regulations prior to initial approval and periodically in respect of continuation of approval.
- Where an aircraft or its associated documentation is found to be noncompliant, the aircraft should be removed from training until such items are rectified.

Criteria for Aircraft

- Aircraft operator (third party liability) insurance must be compliant with current Regulation .
- Where an aircraft is operated by an ATO which is not the owner of the aircraft, a letter of operational transfer or lease agreement should be in place to support the validity of the insurance.



Technical Logs and Authorisation of Flights

- For all training flights, Aircraft Technical Logs or an approved Authorisation Sheet must be used to record flight details. The Technical Log / Authorisation Sheet must include at least:
- The date
- The aircraft registration
- The times when the aircraft took-off and landed
- Particulars of any defect known to the commander that might affect the
- airworthiness or safe operation of the aircraft, or if no such defect is known an
- entry to that effect
- Fuel and oil states
- Intended duration of flight

Technical Logs and Authorization of Flights

- The Technical Log or Authorization Sheet should be left at the initial point of departure.
- Flight authorization for all training flights shall be confined to instructors employed by the ATO to give instruction on the approved courses.
- Where an aircraft is hired for use on an approved course of training, or where an aircraft used for approved training ceases to be used by the ATO, a copy of all Technical Logs relating to the approved training shall be retained by the ATO for a period of 5 years.
- All Technical Logs shall be maintained in accordance with the current CAA regulations.

Changes to the fleet

- Changes to the fleet of training aircraft shall be notified to the Authority by the ATO using the procedure approved for the purpose in accordance with national regulation.



Flight Simulation Training Devices

- The basic distinction between “Device Qualification” and “User Approval” is that Qualification is a measure of the device’s capabilities against a set of technical specifications whereas the “User Approval” relates to the extent to which a device may be used, in lieu of the aircraft for licensing and/or operational training, testing or checking.



Flight Simulation Training Devices

- This also takes into account where appropriate, the aircraft to device differences and the operating and training ability of the ATO. The “User Approval” effectively links the use of a “qualified device” to a particular course of training by giving credits against “flight time” or more specifically allowing a given device to be used, in lieu of the aircraft, to satisfy various licensing and operational requirements i.e. skill test or proficiency check.



Flight Simulation Training Devices

- Organisations should refer to national regulations for more information relating to the issue of a FSTD Qualification certificate.
- The training manual would also include details of how any differences between FSTD and the User's aircraft are addressed.



Flight Simulation Training Devices

- In summary, a FSTD qualification certificate will be issued by the CAA where a device satisfies the mandatory regulatory requirements.
- The ATO approval certificate will be annotated to reflect which device(s) are acceptable for which course(s). It is therefore essential that Organisations keep the CAA informed, giving as much notice as possible, where new devices are proposed for use to ensure that approved training can be conducted without interruption to the associated training course.



Aerodromes and operating sites ORA.ATO.140

- When providing flight training on an aircraft, the ATO shall use aerodromes or operating sites that have the appropriate facilities and characteristics to allow training of the relevant maneuvers, taking into account the training provided and the category and type of aircraft used



Aerodromes and operating sites ORA.ATO.140

- Except in the case of balloons, the base aerodrome or operating site and any alternative base aerodromes at which flight training is being conducted should have at least the following facilities:
- at least one runway or final approach and take-off area (FATO) that allows training aircraft to make a normal take-off or landing within the performance limits of all the aircraft used for the training flights.



Aerodromes and operating sites ORA.ATO.140

- a wind direction indicator that is visible at ground level from the ends of each runway or at the appropriate holding points;
- adequate runway electrical lighting if used for night training;
- an air traffic service, except for uncontrolled aerodromes or operating sites where the training requirements may be satisfied safely by another acceptable means of air-to-ground communication.

Aerodromes and operating sites ORA.ATO.140

- Except in the case of ATOs providing flight test training, in addition to the previous slide, for helicopters, training sites should be available for:
- confined area operation training;
- simulated engine off autorotation; and
- sloping ground operation.





Thank you very much for your attention and patience



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