



FOCA GM/INFO

Guidance Material / Information

Conduct of PC/LPC, OPC and LC in Multi Pilot Operation



Source: BAZL/mae, Zürich-Flughafen

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List of Abbreviations

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The following abbreviations are within this GM/INFO:

Abbreviation	Definition	Abbreviation	Definition
AOC	Air Operator Certificate	OPC	Operator Proficiency Check
ARA	Authority Requirements for Aircrew	OPS	Operation
CRM	Crew Resource Management	ORA	Organisation Requirements for Aircrew
EASA	European Aviation Safety Agency	ORO	Organisation Requirements for air Operations
EC	European Community	OTS	Other Than Standard
EVS	Enhanced Vision System	PC	Proficiency Check
FCL	Flight Crew Licencing	SBFP	Section Flight Personnel
FOCA	Federal Office of Civil Aviation	SBOC	Section Operation of Complex airplanes
FSTD	Flight Synthetic Training Devices	SFE	Synthetic Flight Examiner
GM/INFO	Guidance Material / Information	SPO	Specialised Operations
LC	Line Check	TRE	Type Rating Examiner
LPC	Licence Proficiency Check	TRI	Type Rating Inspector/Instructor
LTS	Lower Than Standard category		
LVTO	Low Visibility Take-Off		
MPO	Multi Pilot OPS		
n/a	Not Available		

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0 Introduction

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The requirements to conduct a PC/LPC (proficiency check / licence proficiency check) are described in FCL.740, OPC (Operator proficiency check), whereas the requirements to conduct an OPC/LC are described in ORO.FC.230, LC (Line check). These requirements do not clearly specify the composition of flight crew and the seat position of the examiner. These open questions have earlier led to misunderstandings and left in some cases much room for interpretation.

Whenever discrepancies between applicable rules and this GM/INFO occur, the valid legal rules shall prevail.

0.1 Terms and Conditions

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The use of the male **gender** should be understood to include male and female persons.

The most frequent **abbreviations** used by the **EASA** are listed here: easa.europa.eu/abbreviations.

When used throughout the GM/INFO the following terms shall have the meaning as defined below:

Term	Meaning	Reference
<i>shall, must, will</i>	These terms express an obligation, a positive command.	EC English Style Guide
<i>may</i>	This term expresses a positive permission.	EC English Style Guide
<i>shall not, will not</i>	These terms express an obligation, a negative command.	EC English Style Guide
<i>may not, must not</i>	These terms express a prohibition.	EC English Style Guide
<i>need not</i>	This term expresses a negative permission.	EC English Style Guide
<i>should</i>	This term expresses an obligation when an acceptable means of compliance should be applied.	EASA Acceptable Means of Compliance publications FOCA policies and requirements
<i>could</i>	This term expresses a possibility.	http://oxforddictionaries.com/definition/english/could
<i>ideally</i>	This term expresses a best possible means of compliance and/or best experienced industry practice.	FOCA recommendation

Multi Pilot Operation means an operation requiring at least 2 pilots using multi-crew cooperation in either multi pilot or single pilot aeroplanes.

PC / LPC (Proficiency Check / Licence Proficiency Check) is a check in accordance with Part-FCL.740 to demonstrate skills to revalidate or renew ratings in the relevant type or class of aeroplane. PC/LPC serve for revalidation of a current Rating / IR(A) or renewal of an expired Rating / IR(A).

OPC (Operator Proficiency Check) is a check in accordance with Part-ORO.FC.230(b) to demonstrate competence in carrying out normal, abnormal and emergency procedures. This check may be combined with the proficiency check (PC/LPC).

LC (Line Check) is a check in accordance with Part-ORO.FC.230 (c) to demonstrate on the aircraft competence in carrying out normal line operations described in the operations manual. Line checks should be conducted by a commander nominated by the operator. The operator should inform the competent authority about the persons nominated.

TRE (Type Rating Examiner) is a check airmen in accordance with Part-FCL.1005.TRE, he/she is privileged by the competent authority to conduct checks for skill tests for the initial issue of type ratings for aeroplanes, proficiency checks for revalidation or renewal of type and IRs and skill tests for ATPL(A) issue.

SFE (Synthetic Flight Examiner) is a check airmen in accordance with Part-FCL.1005.SFE, he/she is privileged by the competent authority to conduct checks for skill tests and proficiency checks for the issue, revalidation or renewal of type ratings for multi pilot aeroplanes and proficiency checks for revalidation or renewal of IRs.

0.2 Legal References

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Basic Regulation (EU) No 2018/1139

Commission Regulation (EU) No 965/2012:

- Part-ORO

Commission Regulation (EU) No 1178/2011:

- Part-FCL
- Part-ORA

0.3 Purpose of this GM/INFO

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This GM/INFO improves the awareness of the responsible personnel conducting checks regarding requirements and prerequisites. It shall clarify the above mentioned points, keeping in mind the particular circumstances of different operations. It shall be the guideline for all involved persons.

0.4 Scope

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This GM/INFO applies to TREs/SFEs accredited by the Swiss FOCA (PC/LPC and OPC), to all Swiss AOC holders engaged in commercial air transport of passengers, cargo or mail (PC/LPC, OPC and LC) as well as to all holders of a pilot licenses on Multi Pilot Operation issued by FOCA. Specialised Operation, where applicable, is included in the scope of this GM/INFO.

1 Summary of Requirements Regarding Conduct of Checks

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	PC / LPC	OPC	LC
Validity	1 year. If the check was conducted within 3 calendar months of the expiry date, the validity period shall be extended until the end of the relevant month. Otherwise, 1 year from the date of the check, extended to the end of the relevant month.	Six calendar months. If the check was conducted within 3 calendar months of the expiry date, the validity period shall be extended until the end of the relevant month. Otherwise, 1 year from the date of the check, extended to the end of the relevant month.	12 calendar months. If the check was conducted within 3 calendar months of the expiry date, the validity period shall be extended until the end of the relevant month. Otherwise, 1 year from the date of the check, extended to the end of the relevant month.
Check must be conducted by	TRE or SFE → see Note 4	TRE or SFE, trained in CRM concepts and the assessment of CRM skills. → see Note 4	Conducted by a suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skills. → see Note 5
Equipment to be used	Simulator or airplane → see Note 1, 3 The simulator must be certified according to Part-ARA Subpart FSTD.	Simulator or airplane → see Note 2, 3 The simulator must be certified according to Part-ARA Subpart FSTD.	Airplane → see Note 3
Crew composition check conducted in simulator	Two pilots occupying a pilot seat. Both shall have a type rating. However, one or both may be applicants for the type rating. The TRE/SFE shall normally not be part of the checked crew. The final decision lies, however, with the TRE/SFE. Cases, where the TRE/SFE is part of the checked crew must be reported to FOCA-SBFP.	Two pilots occupying a pilot seat. Both shall be familiar with the respective type and with the company procedures. The TRE/SFE shall normally not be part of the checked crew. The final decision lies, however, with the TRE/SFE. Cases, where the TRE/SFE is part of the checked crew must be reported to FOCA-SBOC. The TRE/SFE must be familiar with the company procedures. Those must be applied.	n/a
Crew composition check conducted on an airplane	Two pilots occupying a pilot seat. Both shall be type-rated on the respective type or one may be an applicant for the type rating. The second pilot occupying a pilot seat must be a TRI.	Two pilots occupying a pilot seat. Both shall be type-rated on the respective type. The second pilot occupying a pilot seat must be a TRI. The TRE shall normally not be part of the checked crew. If no TRI is available, the TRE will be in either pilot's seat.	The check must be conducted under normal crew complement. Exception: If the aircraft is not equipped with a jump-seat on the flight deck, the check-pilot may be part of the crew.

	The TRE shall normally not be part of the checked crew. If no TRI is available, the TRE will be in either pilot's seat.	The TRE must be familiar with the company procedures. Those must be applied.	
If no qualified examiner is available, the check may be conducted by	Examiner will be appointed by FOCA-SBFP	Examiner will be appointed by FOCA-SBOC (For OPC/LPC combined by FOCA-SBFP)	Conducted by a suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skills.

Note 1: As a basic rule, the check must be performed in a simulator. If no simulator is available, the check may be conducted on an aircraft after consultation of FOCA-SBOC.

The use of a simulator is compulsory for LVTO (< 150 m), Cat II and III operation, EVS, LTS and OTS. For granting approvals to use a simulator which is not certified according to Part-ARA Subpart FSTD a request shall be sent to FOCA.

Note 2: Preferably the check should be performed in a simulator. The use of a simulator is compulsory for Cat II and Cat III operation for LVTO (< 150 m), EVS, LTS and OTS.

If the check is performed on an aircraft, the associated risks shall be evaluated and where necessary mitigated (check AMC1 ORO.FC.230 Recurrent training and checking (e)(3)).

For granting approvals to use a simulator which is not certified according to Part-ARA Subpart FSTD a request shall be sent to FOCA-SBOC.

Note 3: AOC holders have to comply with their OM-D.

Note 4: Additionally, the personnel providing training and conducting checking towards specialised operations shall be suitably qualified for the relevant operation.

Note 5: For specialised operations, the qualifications in AMC1 ORO.FC.146(e);(f)&(g) must be fulfilled.