

# Alternative Means of Compliance



## Train two pilots at the same time during a TRI(H) course

*AltMoC No. IT-LIC-2021-002 del 17.05.2021*

This document is an Alternative Means of Compliance (AltMoC) issued by ENAC in accordance with Reg. (EU) 1178/2011, para. ARA.GEN.120(e).

Regulatory reference:	
Regulation (EU) 1178/2011, Annex I	
Rule paragraph(s)	FCL.930.TRI - AMC2 FCL.930.TRI Part 3 (f)

List of Effective Pages:		
Page number	Revision number	Revision date
1	<i>Initial issue</i>	<i>May 17, 2021</i>
2	<i>Initial issue</i>	<i>May 17, 2021</i>
3	<i>Initial issue</i>	<i>May 17, 2021</i>

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<b>1</b>	<b><i>Full description of the AltMoC, which includes reasoning of the AltMoC</i></b>
<p>AMC1 FCL.930.TRI Part 3 (f) describes how two TRIs can be instructed during the course at the same time with the aeroplane. This AMC has been updated by EASA with no other reference or improvement to the AMC related to the helicopter.</p> <p>Since there is no difference in a TRI course if is related to aeroplane or helicopter, the AMC2 FCL.930.TRI should be updated to extend the same philosophy of the aeroplane to the helicopter.</p>	

<b>2</b>	<b><i>Assessment demonstrating that the IR(s) are met</i></b>
<p>This AltMoC meets the IR both in terms of compliance with the amount of flight activity required and the level safety assured already assessed for the aeroplane.</p>	

<b>3</b>	<b><i>Regulatory wording of the used AltMoC</i></b>
<p><b>AltMoC2 AMC2 FCL.930.TRI (d)</b></p> <p>(d) The training course should be related to the type of helicopter on which the applicant wishes to instruct and the content of the training programme should cover identified and significant exercises applicable to the helicopter type</p> <p><b>AltMoC2 AMC2 FCL.930.TRI (f)</b></p> <p>(f) In general, TRI training is designed to develop the competencies of a pilot to become an instructor. From this perspective, the training may be provided in several arrangements:</p> <ul style="list-style-type: none"> <li>— the candidate instructor is seating in either pilot seat;</li> <li>— the candidate instructor is seating at the IOS; or</li> <li>— the candidate instructor is observing (seating as an observer).</li> </ul>	



The combination of the above-mentioned training arrangements and the allocation of time to each one of them depends on an analysis of several elements, including but not limited to the following:

- previous experience and curriculum of each candidate (e.g. previous instructor experience, experience on helicopter type, total flight experience, etc.) in isolation and as part of the course group(s);
- specific requirements for helicopter type and related training exercises;
- overall maturity and experience of the ATO in providing TRI training courses; and
- type, fidelity level, and reliability of the available devices

Subject to particular training arrangements that are determined by the ATO and approved by the competent authority, a TRI may instruct in parallel two TRI 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 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 training course, such 'in parallel' instruction should be given only for a reasonable part of the overall TRI training course duration. For a TRI type extension, the amount of hours required for such an instruction may be increased.

In any case, the way of instruction largely depends on the experience of the TRI trainer in the various training arrangements and on the general experience of the candidate instructor.