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| **Denetleme İle İlgili Bilgiler** | |
| **Görev Onayı Tarih ve Sayısı** |  |
| **Denetlenen İşletmenin Unvanı** |  |
| **Denetlemeyi Gerçekleştiren** |  |
| **Denetleme Tarihi** |  |
| **Denetleme Yeri** |  |
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| **Denetleme Heyeti** | |
| **Unvan** | **Adı Soyadı** |
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| **Görüşülen Kişiler** | |
| **Unvan** | **Adı Soyadı** |
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| # | | Ref. | Konu | S | U | UD | BS | Açıklamalar |
| **Procedures for cabin crew attestations** | | | | | | | | |
| 1 | ARA.CC.100 (b) | | Cabin crew attestations shall be issued, using the format and specifications established in Appendix II to Annex VI Part ARA, by an organisation approved to do so by the Turkish DGCA (competent authority). |  |  |  |  |  |
| **Organisations providing cabin crew training or issuing cabin crew attestations/**  **Approval of organisations to provide cabin crew training or to issue cabin crew attestations** | | | | | | | | |
| 2 | ARA.CC.200 (a) (1) / (2) | | Before issuing an approval to a training organisation or a commercial air transport operator to provide cabin crew training, the Turkish DGCA (competent authority) shall verify that: |  |  |  |  |  |
| the conduct, the syllabi and associated programmes of the training courses provided by the organisation comply with the relevant requirements of Part-CC. |  |  |  |  |  |
| the training devices used by the organisation realistically represent the passenger compartment environment of the aircraft type(s) and the technical characteristics of the equipment to be operated by the cabin crew. |  |  |  |  |  |
| **Documents and record-keeping** | | | | | | | | |
| 3 | CC.GEN.030 | | To show compliance with the applicable requirements as specified in CC.GEN.025(b), each holder shall keep, and provide upon request, the cabin crew attestation, the list and the training and checking records of his/her aircraft type or variant qualification(s), unless the operator employing his/her services keeps such records and can make them readily available upon request by a Turkish DGCA (competent authority) or by the holder. |  |  |  |  |  |
| 4 | ORO.GEN.220 | | The operator shall establish a system of record-keeping that allows adequate storage and reliable traceability of all activities developed, covering in particular all the elements indicated in ORO.GEN.200. |  |  |  |  |  |
| The format of the records shall be specified in the operator’s procedures. |  |  |  |  |  |
| Records shall be stored in a manner that ensures protection from damage, alteration and theft. |  |  |  |  |  |
| 5 | ORO.MLR.115 (a)(1) | | The following records shall be stored for at least 5 years for CAT operators, records of the activities referred to in ORO.GEN.200. |  |  |  |  |  |
| 6 | ORO.MLR.115 (c) | | Personnel records shall be stored for the periods indicated below: |  |  |  |  |  |
| Crew member training, checking and qualifications – 3 years |  |  |  |  |  |
| Records on crew member recent experience – 15 months |  |  |  |  |  |
| Dangerous goods training, as appropriate – 3 years |  |  |  |  |  |
| 7 | ORO.MLR.115 (d) | | The operator shall: |  |  |  |  |  |
| maintain records of all training, checking and qualifications of each crew member, as prescribed in Part-ORO; and |  |  |  |  |  |
| make such records available, on request, to the crew member concerned. |  |  |  |  |  |
| 8 | ORO.MLR.115 (e) | | The operator shall preserve the information used for the preparation and execution of a flight and personnel training records, even if the operator ceases to be the operator of that aircraft or the employer of that crew member, provided this is within the timescales prescribed in ORO.MLR.115 (c). |  |  |  |  |  |
| 9 | ORO.MLR.115 (f) | | If a crew member becomes a crew member for another operator, the operator shall make the crew member’s records available to the new operator, provided this is within the timescales prescribed in ORO.MLR.115 (c). |  |  |  |  |  |
| **Issue of the cabin crew attestation** | | | | | | | | |
| 10 | CC.CCA.100 (a) | | Cabin crew attestations shall only be issued to applicants who have passed the examination following completion of the initial training course in accordance with Part CC. |  |  |  |  |  |
| 11 | CC.CCA.100 (b) | | Cabin crew attestations shall be issued:   1. by the competent authority; and/or 2. by an organisation approved to do so by the competent authority. |  |  |  |  |  |
| **Validity of the cabin crew attestation** | | | | | | | | |
| 12 | CC.CCA.105 | | The cabin crew attestation shall be issued with unlimited duration and shall remain valid unless: |  |  |  |  |  |
| it is suspended or revoked by the Turkish DGCA (competent authority); or |  |  |  |  |  |
| its holder has not exercised the associated privileges during the preceding **60 months** on at least one aircraft type. |  |  |  |  |  |
| **Provision of training** | | | | | | | | |
| 13 | CC.TRA.215 | | Training required in Part CC shall be: |  |  |  |  |  |
| provided by training organisations or commercial air transport operators approved to do so by Turkish DGCA (competent authority); |  |  |  |  |  |
| performed by personnel suitably experienced and qualified for the training elements to be covered; and |  |  |  |  |  |
| conducted according to a training programme and syllabus documented in the organisation’s approval. |  |  |  |  |  |
| **Initial training course and examination** | | | | | | | | |
| 14 | CC.TRA.220 (a) | | Applicants for a cabin crew attestation shall complete an initial training course to familiarise themselves with the aviation environment and to acquire sufficient general knowledge and basic proficiency required to perform the duties and discharge the responsibilities related to the safety of passengers and flight during normal, abnormal and emergency operations. |  |  |  |  |  |
| 15 | CC.TRA.220 (b) | | The programme of the initial training course shall cover at least the elements specified in Appendix 1 to Part CC. It shall include theoretical and practical training. |  |  |  |  |  |
| 16 | Appendix 1 to Part-CC | | The training programme of the initial training course shall include at least the following: |  |  |  |  |  |
| General theoretical knowledge of aviation and aviation regulations covering all elements relevant to the duties and responsibilities required from cabin crew |  |  |  |  |  |
| Communication |  |  |  |  |  |
| Introductory course on human factors (HF) in aviation and crew resource management (CRM) |  |  |  |  |  |
| Passenger handling and cabin surveillance |  |  |  |  |  |
| Aero-medical aspects and first-aid |  |  |  |  |  |
| Dangerous goods in accordance with the applicable ICAO Technical Instructions |  |  |  |  |  |
| General security aspects in aviation, including awareness of the provisions laid down in Regulation (EC) No 300/2008 |  |  |  |  |  |
| Fire and smoke training |  |  |  |  |  |
| Survival training |  |  |  |  |  |
| 17 | CC.TRA.220 (c) | | Applicants for a cabin crew attestation shall undergo an examination covering all elements of the training programme specified in CC.TRA.220 (b), except CRM training, to demonstrate that they have attained the level of knowledge and proficiency required in CC.TRA.220 (a). |  |  |  |  |  |
| **Operations manual — general** | | | | | | | | |
| 18 | ORO.MLR.100 (e) | | The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. |  |  |  |  |  |
| 19 | ORO.MLR.100 (f) | | Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator. |  |  |  |  |  |
| **Conditions for assignment to duties** | | | | | | | | |
| 20 | ORO.CC.110 (a)(3) | | Cabin crew members shall only be assigned to duties on an aircraft if they have successfully completed all applicable training and checking required by Subpart CC and are competent to perform the assigned duties in accordance with the procedures specified in the operations manual. |  |  |  |  |  |
| **Conduct of training courses and associated checking** | | | | | | | | |
| 21 | ORO.CC.115 (a) | | A detailed programme and syllabus shall be established by the operator for each training course in accordance with the applicable requirements of Subpart CC and of Annex V (Part-CC) to Regulation (EU) No 290/2012 where applicable, to cover the duties and responsibilities to be discharged by the cabin crew members. |  |  |  |  |  |
| 22 | ORO.CC.115 (b) | | Each training course shall include theoretical and practical instruction together with individual or collective practice, as relevant to each training subject, in order that the cabin crew member achieves and maintains the adequate level of proficiency in accordance with Subpart CC. |  |  |  |  |  |
| 23 | ORO.CC.115 (c) | | Each training course shall be: |  |  |  |  |  |
| conducted in a structured and realistic manner; and |  |  |  |  |  |
| performed by personnel appropriately qualified for the subject to be covered. |  |  |  |  |  |
| 24 | ORO.CC.115 (d) | | During or following completion of all training required by Subpart CC, each cabin crew member shall undergo a check covering all training elements of the relevant training programme, except for crew resource management (CRM) training. Checks shall be performed by personnel appropriately qualified to verify that the cabin crew member has achieved and/or maintains the required level of proficiency. |  |  |  |  |  |
| 25 | ORO.CC.115 (e) | | CRM training courses and CRM modules where applicable shall be conducted by a cabin crew CRM instructor. When CRM elements are integrated in other training, a cabin crew CRM instructor shall manage the definition and implementation of the syllabus. |  |  |  |  |  |
| **Aircraft type specific training and operator conversion training** | | | | | | | | |
| 26 | ORO.CC.125 (a) | | Each cabin crew member shall have completed appropriate aircraft type specific training and operator conversion training, as well as the associated checks, before being: |  |  |  |  |  |
| first assigned by the operator to operate as a cabin crew member; or |  |  |  |  |  |
| assigned by that operator to operate on another aircraft type. |  |  |  |  |  |
| 27 | ORO.CC.125 (c)(2) | | The aircraft type specific training programme shall: |  |  |  |  |  |
| involve training and practice on a representative training device or on the actual aircraft; and |  |  |  |  |  |
| cover at least the following aircraft type specific training elements: |  |  |  |  |  |
| aircraft description as relevant to cabin crew duties; |  |  |  |  |  |
| all safety equipment and systems installed relevant to cabin crew duties; |  |  |  |  |  |
| operation and actual opening, by each cabin crew member, of each type or variant of normal and emergency doors and exits in the normal and emergency modes; |  |  |  |  |  |
| demonstration of the operation of the other exits including flight crew compartment windows; |  |  |  |  |  |
| fire and smoke protection equipment where installed; |  |  |  |  |  |
| evacuation slide training, where fitted; |  |  |  |  |  |
| operation of the seat, restraint system and oxygen system equipment relevant to pilot incapacitation. |  |  |  |  |  |
| 28 | ORO.CC.125 (d) | | The operator conversion training programme for each aircraft type to be operated shall: |  |  |  |  |  |
| 29 | ORO.CC.125 (d)(1) | | involve training and practice on a representative training device or on the actual aircraft; |  |  |  |  |  |
| 30 | ORO.CC.125 (d)(2) | | include training in the operator’s standard operating procedures for cabin crew members to be first assigned to duties by the operator; |  |  |  |  |  |
| 31 | ORO.CC.125 (d)(3) | | cover at least the following operator specific training elements as relevant to the aircraft type to be operated: |  |  |  |  |  |
| description of the cabin configuration; |  |  |  |  |  |
| location, removal and use of all portable safety and emergency equipment carried on-board; |  |  |  |  |  |
| all normal and emergency procedures; |  |  |  |  |  |
| passenger handling and crowd control; |  |  |  |  |  |
| fire and smoke training including the use of all related fire-fighting and protective equipment representative of that carried on-board; |  |  |  |  |  |
| evacuation procedures; |  |  |  |  |  |
| pilot incapacitation procedures; |  |  |  |  |  |
| applicable security requirements and procedures; |  |  |  |  |  |
| crew resource management. |  |  |  |  |  |
| **Differences training** | | | | | | | | |
| 32 | ORO.CC.130 (a) | | In addition to the training required in ORO.CC.125, the cabin crew member shall complete appropriate training and checking covering any differences before being assigned on: |  |  |  |  |  |
| a variant of an aircraft type currently operated; or |  |  |  |  |  |
| a currently operated aircraft type or variant with different: |  |  |  |  |  |
| safety equipment; |  |  |  |  |  |
| safety and emergency equipment location; or |  |  |  |  |  |
| normal and emergency procedures. |  |  |  |  |  |
| 33 | ORO.CC.130 (b) | | The differences training programme shall: |  |  |  |  |  |
| be determined as necessary on the basis of a comparison with the training programme completed by the cabin crew member, in accordance with ORO.CC.125(c) and (d), for the relevant aircraft type; and |  |  |  |  |  |
| involve training and practice in a representative training device or the actual aircraft as relevant to the difference training element to be covered. |  |  |  |  |  |
| 34 | ORO.CC.130 (c) | | When establishing a differences training programme and syllabus for a variant of an aircraft type currently operated, the operator shall include, where available, the mandatory elements for the relevant aircraft type and its variants as defined in the data established in accordance with Regulation (EC) No 1702/2003. |  |  |  |  |  |
| **Familiarisation** | | | | | | | | |
| 35 | ORO.CC.135 | | After completion of aircraft type specific training and operator conversion training on an aircraft type, each cabin crew member shall complete appropriate supervised familiarisation on the type before being assigned to operate as a member of the minimum number of cabin crew required in accordance with ORO.CC.100. |  |  |  |  |  |
| **Recurrent training** | | | | | | | | |
| 36 | ORO.CC.140 (a) | | Each cabin crew member shall complete annually recurrent training and checking. |  |  |  |  |  |
| 37 | ORO.CC.140 (b) | | Recurrent training shall cover the actions assigned to each member of the cabin crew in normal and emergency procedures and drills relevant to each aircraft type and/or variant to be operated. |  |  |  |  |  |
| 38 | ORO.CC.140 (c) | | Aircraft type specific training elements: |  |  |  |  |  |
| 39 | ORO.CC.140 (c)(1) | | Recurrent training shall include annually touch-drills by each cabin crew member for simulating the operation of each type or variant of normal and emergency doors and exits for passenger evacuation. |  |  |  |  |  |
| 40 | ORO.CC.140 (c)(2) | | Recurrent training shall also include at intervals not exceeding three years: |  |  |  |  |  |
| operation and actual opening by each cabin crew member, in a representative training device or in the actual aircraft, of each type or variant of normal and emergency exits in the normal and emergency modes; |  |  |  |  |  |
| actual operation by each cabin crew member, in a representative training device or in the actual aircraft, of the flight crew compartment security door, in both normal and emergency modes, and of the seat and restraint system, and a practical demonstration of the oxygen system equipment relevant to pilot incapacitation; |  |  |  |  |  |
| demonstration of the operation of all other exits including the flight crew compartment windows; and |  |  |  |  |  |
| demonstration of the use of the life-raft, or slide raft, where fitted. |  |  |  |  |  |
| 41 | ORO.CC.140 (d) | | Operator specific training elements: |  |  |  |  |  |
| 42 | ORO.CC.140 (d)(1) | | Recurrent training shall include annually: |  |  |  |  |  |
| by each cabin crew member: location and handling of all safety and emergency equipment installed or carried on board; and the donning of life-jackets, portable oxygen and protective breathing equipment (PBE); |  |  |  |  |  |
| stowage of articles in the passenger compartment; |  |  |  |  |  |
| procedures related to aircraft surface contamination; |  |  |  |  |  |
| emergency procedures; |  |  |  |  |  |
| evacuation procedures; |  |  |  |  |  |
| incident and accident review; |  |  |  |  |  |
| crew resource management; |  |  |  |  |  |
| aero-medical aspects and first aid including related equipment; |  |  |  |  |  |
| security procedures. |  |  |  |  |  |
| 43 | ORO.CC.140 (d)(2) | | Recurrent training shall also include at intervals not exceeding three years: |  |  |  |  |  |
| use of pyrotechnics (actual or representative devices); |  |  |  |  |  |
| practical demonstration of the use of flight crew checklists; |  |  |  |  |  |
| realistic and practical training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft; |  |  |  |  |  |
| by each cabin crew member: extinguishing a fire characteristic of an aircraft interior fire and donning and use of PBE in an enclosed simulated smoke-filled environment. |  |  |  |  |  |
| 44 | ORO.CC.140 (e) | | Validity periods: |  |  |  |  |  |
| 45 | ORO.CC.140 (e)(1) | | The annual recurrent training validity period shall be 12 calendar months counted from the end of the month when the check was taken. |  |  |  |  |  |
| 46 | ORO.CC.140 (e)(2) | | If the recurrent training and checking required in (a) are undertaken within the last three calendar months of the validity period, the new validity period shall be counted from the original expiry date. |  |  |  |  |  |
| 47 | ORO.CC.140 (e)(3) | | For the additional triennial training elements specified in (c)(2) and (d)(2), the validity period shall be 36 calendar months counted from the end of the month when the checks were taken. |  |  |  |  |  |
| **Refresher training** | | | | | | | | |
| 48 | ORO.CC.145 (a) | | When a cabin crew member, during the preceding six months within the validity period of the last relevant recurrent training and checking: |  |  |  |  |  |
| has not performed any flying duties, he/she shall, before being reassigned to such duties, complete refresher training and checking for each aircraft type to be operated; or |  |  |  |  |  |
| has not performed flying duties on one particular aircraft type, he/she shall, before being reassigned to duties, complete on that aircraft type: |  |  |  |  |  |
| refresher training and checking; or |  |  |  |  |  |
| two familiarisation flights in accordance with ORO.CC.135. |  |  |  |  |  |
| 49 | ORO.CC.145 (b) | | The refresher training programme for each aircraft type shall at least cover: |  |  |  |  |  |
| emergency procedures; |  |  |  |  |  |
| evacuation procedures; |  |  |  |  |  |
| operation and actual opening, by each cabin crew member, of each type or variant of normal and emergency exits and of the flight crew compartment security door in the normal and emergency modes; |  |  |  |  |  |
| demonstration of the operation of all other exits including the flight crew compartment windows; |  |  |  |  |  |
| location and handling of all relevant safety and emergency equipment installed or carried on-board. |  |  |  |  |  |
| 50 | ORO.CC.145 (c) | | The operator may elect to replace refresher training by recurrent training if the reinstatement of the cabin crew member’s flying duties commences within the validity period of the last recurrent training and checking. If that validity period has expired, refresher training may only be replaced by aircraft type specific and operator conversion training as specified in ORO.CC.125. |  |  |  |  |  |
| **Senior cabin crew member** | | | | | | | | |
| 51 | ORO.CC.200 (a) | | When more than one cabin crew member is required, the composition of the cabin crew shall include a senior cabin crew member nominated by the operator. |  |  |  |  |  |
| 52 | ORO.CC.200 (b) | | The operator shall nominate cabin crew members to the position of senior cabin crew member only if they: |  |  |  |  |  |
| have at least one year of experience as operating cabin crew member; and |  |  |  |  |  |
| have successfully completed a senior cabin crew training course and the associated check. |  |  |  |  |  |
|  | ORO.CC.200 (c) | | The senior cabin crew training course shall cover all duties and responsibilities of senior cabin crew members and shall include at least the following elements: |  |  |  |  |  |
| pre-flight briefing; |  |  |  |  |  |
| cooperation with the crew; |  |  |  |  |  |
| review of operator requirements and legal requirements; |  |  |  |  |  |
| accident and incident reporting; |  |  |  |  |  |
| human factors and crew resource management (CRM); and |  |  |  |  |  |
| flight and duty time limitations and rest requirements. |  |  |  |  |  |
| **Training and checking programs and related documentation** | | | | | | | | |
| 53 | ORO.CC.215 (a) | | Training and checking programmes including syllabi required by this Subpart shall be approved by the competent authority and specified in the operations manual. |  |  |  |  |  |
| 54 | ORO.CC.215 (b) | | After a cabin crew member has successfully completed a training course and the associated check, the operator shall: |  |  |  |  |  |
| update the cabin crew member’s training records in accordance with ORO.MLR.115; and |  |  |  |  |  |
| provide him/her with a list showing updated validity periods as relevant to the aircraft type(s) and variant(s) on which the cabin crew member is qualified to operate. |  |  |  |  |  |
| **Single cabin crew member operations** | | | | | | | | |
| 55 | ORO.CC.255 (b) | | Cabin crew members who have no previous operating experience as single cabin crew member shall only be assigned to such type of operation after they have: |  |  |  |  |  |
| completed training as required in ORO.CC.255 (c) in addition to other applicable training and checking required by this Subpart; |  |  |  |  |  |
| successfully passed the checks verifying their proficiency in discharging their duties and responsibilities in accordance with the procedures specified in the operations manual; and |  |  |  |  |  |
| undertaken familiarisation flying of at least 20 hours and 15 sectors on the relevant aircraft type under the supervision of an appropriately experienced cabin crew member. |  |  |  |  |  |
| 56 | ORO.CC.255 (c) | | The following additional training elements shall be covered with particular emphasis to reflect single cabin crew operations: |  |  |  |  |  |
| responsibility to the commander for the conduct of normal and emergency procedures; |  |  |  |  |  |
| importance of coordination and communication with the flight crew, in particular when managing unruly or disruptive passengers; |  |  |  |  |  |
| review of operator requirements and legal requirements; |  |  |  |  |  |
| documentation; |  |  |  |  |  |
| accident and incident reporting; and |  |  |  |  |  |
| flight and duty time limitations and rest requirements. |  |  |  |  |  |
| **Instructor Qualification Requirements** | | | | | | | | |
| 57 | ARA.CC.200 (a)(3)  ORO.CC.115 (c)(2) | | the trainers and instructors conducting the training sessions are suitably experienced and qualified in the training subject covered. |  |  |  |  |  |
| 58 | SHT OPS N-O Item 7 | | **Ground Instructor shall have;** |  |  |  |  |  |
| Minimum 1 year civil aviation experience |  |  |  |  |  |
| One of the following training and/or certificate; Train the trainer training, Pedagogical training |  |  |  |  |  |
| Training on human factors/CRM subjects concerning the training he/she will deliver |  |  |  |  |  |
| Vocational experience defined in the operations manuals in the areas that instruction and checking will be performed. |  |  |  |  |  |
| 59 | SHT OPS N-O Item 8 | | **ESET Instructor shall have;** |  |  |  |  |  |
| Minimum 1 year civil aviation experience |  |  |  |  |  |
| One of the following training and/or certificate; Train the trainer training, Pedagogical training |  |  |  |  |  |
| Vocational experience defined in the operations manuals in the areas that instruction and checking will be performed. |  |  |  |  |  |
| 60 | SHT OPS N-O Item 9 (2)/(3)/(4)/(5)/(6)  AMC1 ORO.CC.115 (e) | | **CRM Instructor;** |  |  |  |  |  |
| shall have suitable experience of commercial air transport as a cabin crew member; and |  |  |  |  |  |
| shall have received instruction on HPL; and |  |  |  |  |  |
| shall have completed an Introductory CRM Course and the Operator’s CRM training; and |  |  |  |  |  |
| shall be supervised by suitably qualified CRM instructors when conducting their first CRM training course. |  |  |  |  |  |
| shall have knowledge and experience defined in the operations manuals in the areas that instruction and checking will be performed.  An experienced non-cabin crew CRM instructor may continue to be a cabin crew CRM instructor,  provided that the provisions specified in AMC1 ORO.CC.115(e)(c)(3)(ii) to AMC1 ORO.CC.115(e)(c) (3)(v) are satisfied and that the instructor demonstrates a satisfactory knowledge of the nature of the operation, the relevant specific aircraft types and the cabin crew working environment. |  |  |  |  |  |
| shall have one of the following training and/or certificate; |  |  |  |  |  |
| Train the trainer training / have received instruction in training skills in order to conduct CRM courses; Pedagogical training |  |  |  |  |  |
| Shall completed human factors training |  |  |  |  |  |
| Shall completed CRMI course / have received instruction in training skills in order to conduct CRM courses; / A training and standardisation programme for CRM instructors should be established. |  |  |  |  |  |
| Person who are not cabin crew member, but graduated from aviation, sociology and psychology of the universities may become CRM Instructors. This person needs to have satisfactory knowledge about operations, cabin crew working environment and HPL. / An experienced non-cabin crew CRM instructor may continue to be a cabin crew CRM instructor, provided that the provisions specified in (3)(ii) to (3)(v) are satisfied and that the instructor demonstrates a satisfactory knowledge of the nature of the operation, the relevant specific aircraft types and the cabin crew working environment. |  |  |  |  |  |
| Person previously worked as cabin crew member can become CRM Trainer on condition that having HPL knowledge, keeping operation and aircraft type knowledge at required level. |  |  |  |  |  |
| 61 | SHT OPS N-O Item 10  AMC1 SPA.DG.105(a)(b) | | **DGR Instructor shall;** |  |  |  |  |  |
| have minimum 1 year civil aviation experience |  |  |  |  |  |
| take initial DGR training course and DGR Instructor course. |  |  |  |  |  |
| Instructors should have knowledge of training techniques as well as in the field of transport of dangerous goods by air so that the subject is covered fully and questions can be adequately answered. |  |  |  |  |  |
| 62 | SHT OPS N-O Item 12 (1) | | **Cabin Crew Line Training and Checking Personnel** |  |  |  |  |  |
| has adequate knowledge and experience on operations conducted be operator |  |  |  |  |  |
| has minimum 1 year company experience as a SCCM |  |  |  |  |  |
| Being successful in all training and checking in the last 1 year |  |  |  |  |  |
| Has completed ground and flight training successfully in the areas that line training and checking will be performed |  |  |  |  |  |
| 63 | SHT OPS N-O Item 13 (1)/(2) | | Procedures related to assessment of Instructors at the interval of 12 months. |  |  |  |  |  |

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| **Tespit Edilen Bulgular ve düşünceler** |
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| **İşletme temsilcilerinin tespit edilen bulguları kabul edip etmediği** |
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**Kontrol listesinde kullanılan kısaltmalar:**

S: Sorulmadı

U: Uygun

UD: Uygun değil

BS: Bulgu seviyesi

#: Standart bulgu numarası

**Not**: Bu kontrol listesinde UO-OPS-KE-# tipi standart bulgu numaraları kullanılır.