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Legislation on which the instruction is based:
ARA.GEN.120
Regulation (EU) 1178/2011 as amended

Modification details:

Version 0 (13.12.2024): New guidance

Alternative means of Compliance for AMC1 to Appendix 3

Flight training exercise of engine shutdown and restart in modular CPL(A) course

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1 Purpose

These instructions establish an alternative means of compliance (AltMoC) to AMC1 to Appendix 3 to Regulation (EU) 1178/2011 (Aircrew).

Alternative means of compliance (AltMoC) means those means that propose an alternative to an existing AMC or those that propose new means to establish compliance with Regulation (EU) No 2018/1139 and its implementing rules for which no associated AMC have been adopted by the Agency.

2 Alternative Means of Compliance

These instructions present one possible means of commencing engine shutdown and restart flight training exercise in modular CPL(A) course so that the Finnish Transport and Communications Agency (Traficom) considers the requirements of Appendix 3 to Regulation Aircrew fulfilled.

An organisation suggesting any other procedure is required to seek approval for the procedure in accordance with paragraph ORA.GEN.120 and perform a safety review, demonstrating that operations in accordance with the proposed procedure will lead to at least an equivalent level of flight safety compared to the procedure described in these instructions.

3 AltMoC AMC1 to Appendix 3/Finland - Flight training exercise of engine shutdown and restart in modular CPL(A) course

Traficom approves the following Alternative Means of Compliance to the AMC1 to Appendix 3:

If the CPL(A) skill test is to be flown in ME aircraft and therefore training in ME aircraft is required, the ME flight training exercise of engine shutdown and restart in modular CPL(A) course may be carried out also in an FSTD, with the following limitations:

- when the student is a holder of valid IR(A), the flight time flown in FSTD cannot be included
 - o in the required minimum 15 hours of dual visual flight instruction (see Appendix 3 Chapter E point 10 (a)), or
 - o in the required minimum 6 hours of flight time in a multi-engine aeroplane (see Appendix 3 Chapter E point 12 (d))
- when the student does not hold valid IR(A), the flight time flown in FSTD cannot be included in the minimum hours required to be flown in an aeroplane

The alternative means of compliance are in accordance with the Appendix 3 to Regulation (EU) 1178/2011.