

# VK FCL – förväntningar, utförande samt återkoppling från gjorda VK FCL

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## Syfte och intervall för och med VK FCL

### ARA.ATO.105 Oversight Programme

Regulation (EU) No 1178/2011

The oversight programme for ATOs shall include the monitoring of course standards, including the sampling of training flights with students, if appropriate to the aircraft used.

#### AMC1 ARA.ATO.105 Oversight programme

ED Decision 2012/006/R

##### GENERAL

- (a) The audit or inspection of an ATO should be conducted on the basis of checking the facility for compliance, interviewing personnel and sampling any relevant training course for its conduct and standard.
- (b) In addition to the items required in [AMC1 ARA.GEN.310\(a\)](#), such an audit or inspection should focus on:
  - (1) information on flight instructors, validity of licences, certificates, ratings and log books;
  - (2) evidence of sufficient funding;
  - (3) training aircraft in use, including their registration, associated documents and maintenance records;
  - (4) aerodromes, operating sites and associated facilities;
  - (5) facilities with regard to their adequacy to the courses being conducted and number of students;
  - (6) FSTDs, including their qualification certificates, associated documents and maintenance records;
  - (7) documentation, in particular documents related to courses, information on the updating system, and training and operations manual(s);
  - (8) training records and checking forms; and
  - (9) flight instruction, including pre-briefing, actual flight and debriefing.

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### ARA.GEN.305 Oversight programme

Regulation (EU) 2024/2076

- (c) For organisations certified by the competent authority and FSTD qualification certificate holders an oversight planning cycle not exceeding 24 months shall be applied.
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  - authority has established that, during the previous 24 months:
    - (1) the organisation has demonstrated an effective identification of aviation safety hazards and management of associated risks;
    - (2) the organisation has continuously demonstrated under ORA.GEN.130 that it has full control over all changes;
    - (3) no level 1 findings have been issued; and
    - (4) all corrective actions have been implemented within the time period accepted or extended by the competent authority as defined in [ARA.GEN.350\(d\)\(2\)](#).
  - The oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the above, the organisation has established, and the competent authority has approved, an effective continuous reporting system to the competent authority on the safety performance and regulatory compliance of the organisation itself.
  - (ca) Notwithstanding (c), for organisations only providing training towards the LAPL, PPL, SPL or BPL and associated ratings and certificates, an oversight planning cycle not exceeding 48 months shall be applied. The oversight planning cycle shall be reduced if there is evidence that the safety performance of the organisation holder has decreased.
    - The oversight planning cycle may be extended to a maximum of 72 months, if the competent authority has established that, during the previous 48 months:
      - (1) the organisation has demonstrated an effective identification of aviation safety hazards and management of associated risks, as demonstrated by the results of the annual review in accordance with ORA.GEN.200(c);
      - (2) the organisation has continuously maintained control over all changes in accordance with ORA.GEN.130 as demonstrated by the results of the annual review in accordance with ORA.GEN.200(c);
      - (3) no level 1 findings have been issued; and
      - (4) all corrective actions have been implemented within the time period accepted or extended by the competent authority as defined in [ARA.GEN.350\(d\)\(2\)](#).



## Syfte med VK FCL



### ATO VK FCL för 2026

#### AMC1 ARA.ATO.105 Oversight programme

ED Decision 2012/006/R

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### ATO VK 24 för 2027

#### AMC1 ARA.ATO.105 Oversight programme

ED Decision 2012/006/R

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## Syfte med VK FCL



Förberedelser för inspektören innan VK FCL

- Kontakta ATO' t och bestäm tid och plats
- Avisera formellt
- Granska sist genomförda VK 24
- Granska sist genomförda VK FCL
- Granska den lektion som ska genomföras (TM)



## Granskning VK FCL (samtliga)

Vid samtliga verksamhetskontroller kontrolleras att läraren/instruktören uppfyller samtliga formella krav såsom...

### ORA.GEN.200 Management system

Re

(a) The organisation shall establish, implement and maintain a management system

(1) clearly defined lines of responsibility and accountability throughout the organisation, including a direct safety accountability of the accountable manager;

(2) a description of the overall philosophies and principles of the organisation's safety, referred to as the safety policy;

(3) the identification of aviation safety hazards entailed by the activities of the organisation, their evaluation and the management of associated risks, including to mitigate the risk and verify their effectiveness;

(4) maintaining personnel trained and competent to perform their tasks;

(5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation;

(6) a function to monitor compliance of the organisation with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary; and

(7) any additional relevant requirements prescribed in [Regulation \(EU\) 2018/1139](#) and in [Regulation \(EU\) No 376/2014](#) as well as in the delegated and implementing acts adopted on the basis thereof.

### ORA.ATO.210 Personnel requirements

Regulation (EU) No 1178/2011

(a) Head of training (HT). Except in the case of ATOs providing flight test training, the nominated HT shall have extensive experience in training as an instructor for professional pilot licences and associated ratings or certificates.

Chief flight instructor (CFI). The ATO providing flight instruction shall not be responsible for the supervision of flight and flight simulation training including the standardisation of all flight instruction and flight simulation instruction, highest professional pilot licence and associated ratings related to the conducted and hold an instructor certificate with the privilege to instruct training courses provided.

Chief theoretical knowledge instructor (CTKI). The ATO providing theoretical knowledge instruction shall nominate a CTKI who shall be responsible for the supervision of theoretical knowledge instructors and for the standardisation of all theoretical knowledge. CTKI shall have extensive experience as a theoretical knowledge instructor for the training provided by the ATO.

XII Ratings, certificates and privileges / Behörigheter, intyg och befogenheter Ratings to be revalidated / Behörigheter som ska förlängas			
Class/Type/IR Klass/Typ/IR	Valid Until Gäller t.o.m.	IR valid Until IR gäller t.o.m.	Remarks and Restrictions Anmärkningar och begränsningar
A320	31/10/2025	31/10/2025	
B737 300-900	30/06/2025	30/06/2025	
Instructor Instruktör	Valid Until Gäller t.o.m.	Remarks and Restrictions Anmärkningar och begränsningar	
SFI(MPa)	31/08/2026	B737 300-900, A320	
no further entries			

TRANSPORT  
STYRELSEN



## Granskning VK FCL (samliga)

Vid samtliga verksamhetskontroller kontrolleras att läraren/instruktören uppfyller de krav som alltid gäller för instruktörer...

### FCL.920 Instructor competencies and assessment

Regulation (EU) No 1178/2011

All instructors shall be trained to achieve the following competences:

- Prepare resources,
- Create a climate conducive to learning,
- Present knowledge,
- Integrate Threat and Error Management (TEM) and crew resource manager
- Manage time to achieve training objectives,
- Facilitate learning,
- Assess trainee performance,
- Monitor and review progress,
- Evaluate training sessions,
- Report outcome.

### AMC1 FCL.920 Instructor competencies and assessment

ED Decision 2019/005/R

(a) Training should be both theoretical and practical. Practical elements should include the development of specific instructor skills, particularly in the area of teaching and assessing threat and error management and CRM.

(b) The training and assessment of instructors should be made against the following performance standards:

Competence	Performance	Knowledge
Prepare resources	(a) ensures adequate facilities; (b) prepares briefing material; (c) manages available tools; (d) plans training within the training envelope of the training platform, as determined by the ATO (Note: See GM1 ORA.ATO.125 point (f)).	(a) understand objectives; (b) available tools; (c) competency-based training methods; (d) understands the training envelope of the training platform, as determined by the ATO (Note: See GM1 ORA.ATO.125 point (f)) and avoids training beyond the boundaries of this envelope.
Create a climate conducive to learning	(a) establishes credentials, role models appropriate behaviour; (b) clarifies roles; (c) states objectives; (d) ascertains and supports student pilot's needs.	(a) barriers to learning; (b) learning styles.
Present knowledge	(a) communicates clearly; (b) creates and sustains realism; (c) looks for training opportunities.	teaching methods



## Utrustning och faciliteter FSTD

- Att FSTDn har gällande QC.
- Att FSTDn är lämplig för den utbildning som genomförs.
- Att ATOt har FSTDn upptagen på ATO-bilagan.
- Eventuella defekter som påverkar utbildningen.
- Att instruktören kan handha FSTDn.
- Säkerhetsrutiner/utrustning (utrymning, nödstop, brandsläckare, bälten etc).
- Operativ dokumentation så som IAL-kort, kartor, EFB, färdplaner, M&B etc.
- Briefing-rum.
- (Notera att vi endast kontrollerar lokaler mot de krav som finns i 1178. Vi har inte tillsynsansvar för brandsäkerhet eller arbetsmiljöfrågor)



## Utrustning och faciliteter Luftfartyg



- Luftfartygets dokumentation (loggbok, ARC, luftvärdighet, miljöbevis, radiotillstånd, bullercertifikat, registrering).
- Checklistor (Norm/Emc).
- Operativ dokumentation så som IAL-kort, kartor, EFB, färdplaner, M&B, bränsleberäkning etc.
- Eventuella defekter som påverkar utbildningen.
- Nödutrustning.
- Briefing-rum.
- Notera att vi endast ska kontrollera lokaler mot de krav som finns i 1178. Vi har inte tillsynsansvar för brandsäkerhet eller arbetsmiljöfrågor.



# Praktiskt genomförande av VK FCL

## Inspektörens checklista

Gemensamt	
<input type="checkbox"/> Lektionens (TM) överensstämmelse med regelverk och ATO-instruktion. <input type="checkbox"/> Hur väl instruktören följer TM <input type="checkbox"/> Utbildningsdokumentation, generellt	<input type="checkbox"/> Elevdokumentation för aktuell elev, fram till aktuell lektion och kommentarer efter.

**AMC1 FCL.930.FI FI Training course**

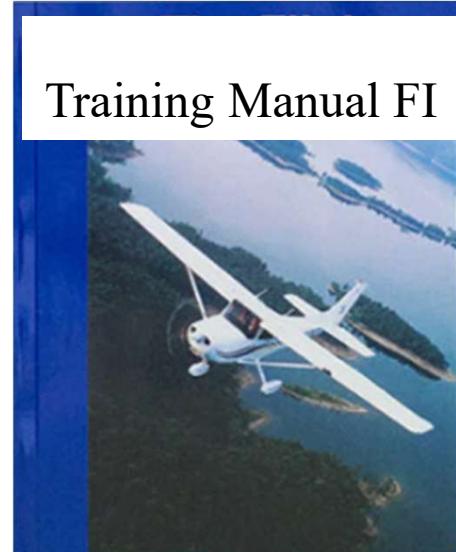
ED Decision 2020/005/R

**EXERCISE 1: FAMILIARISATION WITH THE AEROPLANE**

(a) Long briefing objectives:

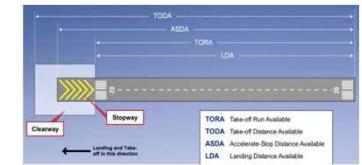
- (1) introduction to the aeroplane;
- (2) explanation of the cockpit layout;
- (3) aeroplane and engine systems;
- (4) checklists, drills and controls;
- (5) propeller safety;
  - (i) precautions general;
  - (ii) precautions before and during hand turning;
  - (iii) hand swinging technique for starting (if applicable to type).
- (6) differences when occupying the instructor's seat;
- (7) emergency drills:
  - (i) action if fire in the air and on the ground: engine, cockpit or cabin and electrical fire;
  - (ii) system failure as applicable to type;
  - (iii) escape drills: location and use of emergency equipment and exits.

(b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.





## Praktiskt genomförande av VK FCL för teorilektion



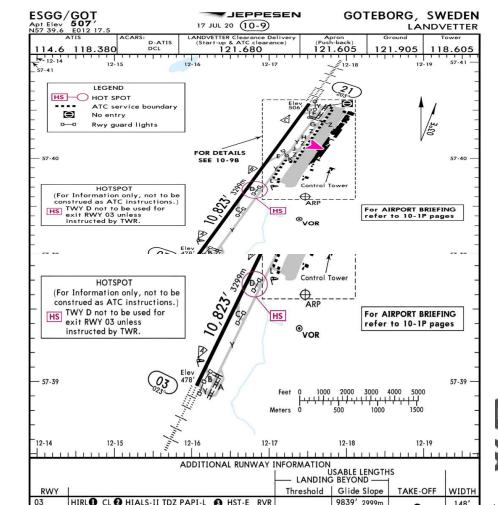
Teori
<input type="checkbox"/> Utbildning Instruktör
<input type="checkbox"/> Hjälpmittel
<input type="checkbox"/> Utbildningsmaterial
<input type="checkbox"/> Klassrum
<input type="checkbox"/> Buller/störande moment
<input type="checkbox"/> <u>Referensbibliotek</u>
<input type="checkbox"/> Utrustning för radiotelefoni utb.
<input type="checkbox"/> Kontor för instruktörer





## Praktiskt genomförande av VK FCL för flyglektion

Flyglektion	
<input type="checkbox"/>	Utbildning Instruktör
<input type="checkbox"/>	Certifikat Instruktör
<input type="checkbox"/>	Medical Instruktör
<input type="checkbox"/>	Medical Elev
<input type="checkbox"/>	EK-bevis/certifikat Elev
<input type="checkbox"/>	Dokumentation luftfartyg (LVB, ARC, Radio, M&B, POH, miljö)
<input type="checkbox"/>	Operativa dok. (IAL-kort, kartor, färdplaner, M&B, prestanda, <u>wx</u> )
<input type="checkbox"/>	Luftfartygets lämplighet för övningen, listad i OM.
<input type="checkbox"/>	Checklistor
<input type="checkbox"/>	Defekter
<input type="checkbox"/>	Nödutrustning
<input type="checkbox"/>	Briefing-rum



DRT  
SEN



## Praktiskt genomförande av VK FCL för simulatorlektion

### FSTD

- Utbildning Instruktör
- Certifikat Instruktör
- Safety briefing för instruktörer
- QC/lämplighet/ATO-bilaga.
- IAL-kort, kartor, färdplaner etc.
- Briefingrum
- Brandsläckare
- Nödstopp
- Technical remark log
- Aktuell QRH/EMC checklist



Unmaintained copy – for information only

AW139	
<b>E</b>	LIST OF WARNING MESSAGES
<b>M</b>	ELECTRICAL
<b>E</b>	ENGINE & DRIVE SHAFT FAILURE
<b>R</b>	EMERGENCY SHUT DOWN
<b>E</b>	FIRE & SMOKE
<b>R</b>	LANDING GEAR
<b>E</b>	STATIC PORT OBSTRUCTION
<b>G</b>	ROTOR & TRANSMISSION
<b>M</b>	LIST OF CAUTION MESSAGES
<b>A</b>	AUTOMATIC FLIGHT CONTROL SYSTEM
<b>L</b>	AVIONIC SYSTEMS
<b>F</b>	ELECTRICAL
<b>U</b>	ENGINE
<b>N</b>	ENGINE IN FLIGHT RESTART
<b>C</b>	FUEL SYSTEM
<b>T</b>	HYDRAULIC SYSTEM
<b>I</b>	LANDING GEAR
<b>O</b>	MISCELLANEOUS SYSTEMS (IPS, LIPS if applicable)
<b>N</b>	PFD/MFD MESSAGES
<b>E</b>	ROTOR & TRANSMISSION
<b>R</b>	CAT A/B AND IN FLIGHT PROCEDURES FOR ENGINE FAILURE
AW139-QRH	
<b>W</b>	WARNING MSGs
<b>E</b>	ELEC
<b>R</b>	ENG FAIL
<b>A</b>	GHT DWN
<b>M</b>	FIRE
<b>S</b>	LDG OR
<b>T</b>	STC PRT
<b>P</b>	ROTOR
<b>R</b>	XMMH
<b>T</b>	CAUTION MSGs
<b>U</b>	AFCS
<b>I</b>	AVIONIC
<b>N</b>	ELEC
<b>S</b>	ENG
<b>E</b>	ENG FLT
<b>R</b>	RESTART
<b>G</b>	FUEL
<b>H</b>	HYD
<b>D</b>	LDG OR
<b>M</b>	MISC
<b>S</b>	PFD/MFD MSGs
<b>C</b>	ROTOR
<b>T</b>	XMMH
<b>A</b>	CAT A/B
<b>R</b>	IN FLIGHT

Rev. 9

Emerg-Malfunc Page 1

**NSPORT  
RELSSEN**

## Sammanställning VK FCL

- Generellt är de instruktörer/lärare vi kikat på mycket duktiga 
- Om möjligt så uppskattar vi om det går att ha en CFI eller HT på plats för de-brief
- Vi undviker att åka med på flygpass där övningar såsom lågfartsövningar, autorotation, stall eller vikning ingår

## Nytt från sektionen angående åtgärdsplaner efter VK (24 & FCL)



1 månad -  
godkänd CAP

TRANSPORT STYRELSEN REDOVISNING - AVVIKELSEATGÅRD

Ärende nr: TSL Avvikelse ID: \_\_\_\_\_

Korrigeringsdagar ("Corrective days")  
- Omställningar iagtagd av en befintlig avvikelse.  
- Här kan du ange om det är vanvärme, brygge, etc. som gör det svårt att undersöka och/eller korrigera.

Åtgärdsavskräck (Risk av återuppkomst)  
- Identifierar orsakerna till varför ett fel uppkommer.  
- Ibland är återuppkomst i särskilt framtid (hösten, vintern, etc.) därför att omställningar, insatser, strategier etc. inte har utvärderats.

Korrigerande åtgärder ("Corrective actions")  
- Omställningar lagt vid som förturad uppkommer.  
- Styrer och kontrolleras i hela det område där uppkomsten är.

GEE (Gäller ej om korrigeringen är gjord för att förehindra uppkomst i nästa kommande tidsperiod) Detta är en notering.  
Avvikelsen ska kontrolleras varannan vecka till avvikelsestartet och kommande åtgärder som förturad uppkomst införs.  
Dessa ska senare redovisas till Transportstyrelsen senast det datum som framgår i rapporten om verkställande åtgärder.

Åtgärdsavskräck  
- Omställning  
- Åtgärder  
- Åtgärder

2 månader - TS till handa  
godkända åtgärd(er) som  
förhinder uppreatning av  
fel/avvikelse, inklusive  
verifikat ex.  
manualrevision



Avslut VK  
(eller möjlig förlängning)

Totalt 3 månader från avvikelsedatum



ANY  
QUESTIONS?

