

OPS MODULES PROGRAM

Description: the OPS MODULES PROGRAM is a response to EASA and FAA recommendations for initial or recurrent crew training. Each course is associated with a validation quiz.

TITLE	DESCRIPTION	TIME
ADS-B	Automatic Dependent Surveillance – Broadcast (ADS–B) is a Surveillance technique that relies on aircraft broadcasting in order to facilitate airborne traffic situational awareness, spacing, separation (“ADS-B out”) and self-separation (“ADS-B In”).	60 min
AVSEC	This course focuses on security in aviation, including airports, passengers, cargo and in-flight security to provide understanding of common rules to protect civil aviation against acts of unlawful interference.	90 min
CFIT / TAWS	The Controlled Flight into Terrain (CFIT) occurs when an aircraft is flown unintentionally and without prior awareness into terrain, water, or an obstacle. This course familiarizes pilots with the key factors in the successful avoidance of CFIT accident prevention strategies.	70 min
COLD WEATHER	This course covers aircraft inspection, approved methods of de-icing/anti-icing, holdover time comprehension, towing, engine start, taxi check, ground operations, take-off techniques, climb and cruise, landing and parking techniques under icing conditions.	70 min
CRM CCRM DRM	CRM is the effective management of available resources to mitigate a situation while minimizing errors and improving air safety. To fulfil CRM recurrent training requirements, the course topics are divided into 3 modules to guarantee that the training content is repeated within a 3 years period.	90 min (each)
DANGEROUS GOODS	This course is based on IATA Dangerous Goods Regulations (DGR) and ICAO Technical Instructions for the Transportation of Dangerous Goods by Air for "No carry" Operators. This module helps to recognize dangerous goods and what exceptions are allowed on board.	90 min
ESET (Part I & II)	The Emergency and Safety Equipment Training (ESET) is designed to provide regulation knowledge and description about emergency and safety equipment carried on board. A second Part is dedicated to Fire Fighting. This course should be followed with practical training in specific facilities (according to each type of aircraft).	100 min

ETOPS	This course aims to familiarize pilots with the regulations, procedures and safety considerations when performing ETOPS.	60 min
FANS - CPDLC	Future Air Navigation System (FANS) in addition to Controller Pilot Data Link Communications (CPDLC) training course is designed for pilots flying in aircraft with FANS avionics capability. This course includes also human factors associated with data link communications errors.	55 min
FATIGUE MANAGEMENT	This course is designed to raise awareness on the causes of fatigue and countermeasures to reduce or mitigate the effects of fatigue in aviation.	60 min
FIRST AID MEDICAL	The course is designed to provide crew members travel health or hygiene, and the necessary aeromedical knowledge and skills to manage onboard medical emergencies.	120 min
HOT WEATHER	The purpose of this course is to describe the characteristics of warm weather that can cause aircraft accidents and incidents and identify the ways to avoid hazardous warm weather phenomena.	35 min
LVO (including LVTO)	The aim of the course is to provide flight crews with the required theoretical knowledge of low visibility operations (including LVTO) in order to receive further approval to conduct low visibility operations	80 min
MCF	The Maintenance Check Flights (MCF) ground course is especially designed for Airline MCF Pilots. It should be used in conjunction with Airline MCF Manual.	60 min
NAT - HLA	MNPS airspace between Europe and North America (renamed NAT HLA) is the busiest oceanic airspace in the world, demanding high standard navigation performances and pilot proficiency. This course proposes information and updated procedures for flight crews and Dispatchers.	60 min
PBN	The aim of the course is to provide the flight crews with the required theoretical knowledge of performance-based navigation systems in order to receive further approval to conduct PBN operations. This course sets out good practices for planning and carrying out RNAV (GNSS) approaches.	110 min
PILOT INCAPACITATION	Given certain conditions, anyone can become incapacitated. It is essential that pilots know what incapacitation is, how best to avoid it, and how to deal with it. The Pilot Incapacitation course familiarizes Flight and Cabin crew members with the special requirements and causes when a pilot becomes incapacitated.	40 min
RVSM International	This course shows the operating practices, procedures and training items related to RVSM operations in airspace that requires State operational approval.	55 min

TCAS	This training courseware was developed to give flight crews an understanding of the Airborne Collision Avoidance Systems and the different ways to alert pilots about potential conflict with any other traffic.	40 min
UPRT	The aim of the UPRT Training is to identify the threats for potential undesired aircraft states, define the different states of undesired aircraft state, and learn mitigation strategies and recovery techniques. An additional flight simulator training is mandatory.	65 min
VOLCANIC ASH ENCOUNTER	There are numerous reasons why flying through volcanic ash cloud can be highly dangerous to aircraft operations. This module provides information to flight crews about characteristics of volcanic ash, associated hazards, how to avoid volcanic ash and the procedures to be followed if ash is encountered.	30 min