

Alternative Means of Compliance with an Operations Requirement

The Belgian Civil Aviation Authority, on behalf of Belgium, approves the following AltMoC :

Implementing rule(s)	ORO.FC.230(b)
<p>[...] (b) Operator proficiency check (1) Each flight crew member shall complete operator proficiency checks as part of the normal crew complement to demonstrate competence in carrying out normal, abnormal and emergency procedures. [...]</p>	
Existing AMC	AMC1 ORO.FC.230(b)(1)(ii)(B)
<p>[...] (b) Recurrent checking Recurrent checking should comprise the following: (1) Operator proficiency checks [...] (ii) Helicopters [...] (B) For pilots required to engage in IFR operations, proficiency checks include the following additional abnormal/emergency procedures: - 3D approach operation to minima; - go-around on instruments from minima with, in the case of multi-engined helicopters, a simulated failure of one engine; - 2D approach operation to minima; - at least one of the 3D or 2D approach operations should be an RNP APCH or RNP AR APCH operation; [...]</p>	
AltMoC	
<p>[...] (b) Recurrent checking Recurrent checking should comprise the following: (2) Operator proficiency checks [...] (ii) Helicopters [...] (B) For pilots required to engage in IFR operations, proficiency checks include the following additional abnormal/emergency procedures: - 3D approach operation to minima; - go-around on instruments from minima with, in the case of multi-engined helicopters, a simulated failure of one engine;</p>	

- 2D approach operation to minima;
- **if relevant**, at least one of the 3D or 2D approach operations should be an RNP APCH or RNP AR APCH operation;
[...]

Koen Milis
Director General

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