**LVTO-TRN**

**Reference Model: LVTO-TRN**

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| **Version** | ***1*** |
| **Description:**  *Training Syllabus for LVTO non-commercial operations in fixed wing single-engine and/or fixed wing multi-engine aircraft.* | |

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| **Number** | **Details** |
| **LVTO.TRN.100** | **General provisions**  The operator ensures that flight this pilot training program for LVTO operations includes ground training, FSTD and/or flight training. |
| **LVTO.TRN.110** | **Administrative**  The training objectives and training results shall be recorded for the pilot(s) and kept on record for at least a 12-month period. |
| **LVTO.TRN.200** | **Ground training**  Ground training for LVTO operations includes the following: (1) characteristics of fog; (2) use and limitations of RVR assessment systems; (3) procedures and precautions to be followed with regard to surface movement during operations when the RVR is 400 m or less and any additional procedures required for take-off in conditions below 150 m (but not less than 125 m); (4) qualification requirements for the pilot to obtain and retain the LVTO approval; (5) the importance of correct seating and eye position, and (6) the check of satisfactory functioning of equipment, before commencing LVTO operations and equipment failure during the LVTO operation. |
| **LVTO.TRN.300** | **FSTD training and/or flight training** |
| **LVTO.TRN.310** | **FSTD and/or flight training for LVTO operations**  The training should include at least (1) checks of satisfactory functioning of equipment on the ground before commencing the flight; (2) actions to be taken in the event of failures of engines, electrical systems, hydraulics or flight control systems;and (3) operating limitations of the aircraft during LVTO operations. |
| **LVTO.TRN.320** | **Modular training**  Training is divided into phases covering normal operation with no aircraft or equipment failures but including all weather conditions that may be encountered and detailed scenarios of aircraft engine and equipment failure that could affect LVTO operations. Incapacitation procedures appropriate to LVTO operations are practised. Where take-offs are conducted in RVRs of 400 m and below, training is established to cover systems failures and engine failure resulting in continued (in multi-engine aircraft) as well as rejected take-offs. If the Cirrus aircraft is flown, the usability of the CAPS parachute system is discussed. |
| **LVTO.TRN.330** | **Proficiency check**  If the operator is approved to conduct take-off with RVR less than 150 m, at least one LVTO to the lowest applicable minima should be flown during the conduct of the operator’s proficiency check. The check can be done in simulated conditions on the simulator. |
| **LVTO.TRN.400** | **LVTO operations**  Prior to conducting take-offs in RVRs below 400 m, the pilot should have done simulated or actual LVTO training in an FSTD for (1) normal take-off in minimum approved RVR conditions, (2) take-off in minimum approved RVR conditions with an engine failure before rotation and resulting in a rejected take-off as well as after rotation in the previous 6 months. |