

GPI Geospatial



Standard Operating Procedures
Manual

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4.1.2 Training

A. In addition to the items prescribed in FAR 61.56, initial or annual recurrent training shall consist of at least the following.

- Company Standard Operating Procedures Manual.
- Aircraft type and aircraft systems.
- Emergency procedures.
- Flight planning.
- Human factors (emphasis on distractions, complacency/drift, and pressure);
- Workload and time management in aircraft.

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- Effects of fatigue on performance, avoidance strategies, and mitigations.

B. Initial and every two years thereafter, training in:

- Aircraft surface contamination.
- Crew Resource Management / Single-Pilot Resource Management.

C. Many resources are available to assist the LBA Operator in customizing a training program that meets the objectives of this section:

- Aircraft manufacturer;
- Type-specific ownership clubs or associations;
- Independent CFIs, flight schools, and training facilities;
- Flight Review Guidance: http://www.faa.gov/pilots/training/media/flight_review.pdf
- IPC Guidance: http://www.faa.gov/pilots/training/media/IPC_Guidance.pdf
- FAA Risk Management Handbook, Including Single-Pilot Resource Management: <http://www.faa.gov/library/manuals/aviation/media/FAA-H-8083-2.pdf>
- FAA Online Training Course Catalog: https://www.faasafety.gov/qsac/ALC/course_catalog.aspx
- NBAA VLJ/TAA Training Guidelines: <http://www.nbaa.org/ops/safety/vlj/>
- AOPA Air Safety Institute: <http://www.aopa.org/asf/>