



Exploration & Production

GENERAL SPECIFICATION

Logistics and Operational Support

GS EP LSO 130

Fixed wings personnel specification
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1. Scope

This General Specification summarises the requirements to crew an AIRPLANE contracted by TOTAL. The attached specifications here below are considered as a minimum of standard for contracted aircraft. The general specification and the crew specifications can be amended by aviation experts before to be attached on the TOTAL aviation standard contract 1304 & 1306.

This General Specification is based on the following main documents: the [ICAO Annex 6 Part 1](#), [ICAO annex 1](#) and [OGP Report No. 390](#).

2. Reference documents

The reference documents listed below form an integral part of this General Specification. Unless otherwise stipulated, the applicable version of these documents, including relevant appendices and supplements, is the latest revision published at the EFFECTIVE DATE of the CONTRACT.

Standards

Reference	Title
ICAO Annex 6 Part I ICAO Annex 1	Operation of Aircraft – International commercial – Aeroplanes Personnel licensing

Professional Documents

Reference	Title
Not applicable	

Regulations

Reference	Title
EASA part 66 Annex 3	Certifying staff

Codes

Reference	Title
Not applicable	

Other documents

Reference	Title
OGP Report No. 390	Aircraft Management Guidelines



Total General Specifications

Reference	Title
Not applicable	

3. Work rotation

Contractor is responsible for arranging the rotation of permanent based staff so that the work continues uninterrupted.

4. Personnel qualifications required for pilots

4.1 General

Pilot age limitation:

- For single pilot operations, the pilot shall be younger than 60th birthday.
- For operations with two (2) pilots, one (1) pilot shall be younger than 60th birthday; the second pilot shall be younger than 65th birthday.

Two (2) pilots are requested for IFR and VFR operations notwithstanding the number of passenger on board.

For passenger transport, the commander shall hold the Airline Transport Pilot Licence (ATPL) for airplane, including Instrument Flight Rating. Frozen ATPL may be accepted with LSO approval.

For passenger transport, the co-pilot shall hold the Commercial Pilot Licence (CPL Airplane), including Instrument Flight Rating.

For aerial work under visual flying rules, the Commercial Pilot Licence is acceptable.

4.2 Experience

4.2.1 Commander

Total flight hours with functions of airplane pilot shall be a minimum of three thousand (3,000) hours which shall includes:

- a minimum of fifteen hundred (1500) HRS with function of Commander on any type of airplane or shall have received an appropriate commander course validated by the DGEP aviation advisors;
- a minimum of one thousand (1000) HRS on multiengine airplane.
- a minimum of one hundred (100) HRS as a total of night flight experience.
- a minimum of one hundred (100) HRS as Commander on airplane type concerned by CONTRACT.

Depending on the scope of work (Standard contract, Exhibit "A"), additional experience might be required. (e.g: remote compacted runways, bush area, mountain area...etc...).



4.2.2 Co-pilot

The total flight hours with the functions of airplane pilot shall be a minimum of five hundred (500) hours, which shall include a minimum of fifty (50) hours on the type of airplane concerned by the CONTRACT.

4.3 Additional training required for pilots

- English ICAO level 4 as a minimum (non English native)
- Six (6) months proficiency checks;
- Yearly Instrument check;
- Yearly line check;
- Yearly emergency drills and survival training;
- Yearly, a minimum of four (4) hours per pilot flying on simulator (on the contracted Aircraft type if available):
 - The simulator used shall be a Full Flight Simulator minimum level C or D or a Flight Training Device minimum level 3 (European Aviation Safety Agency (EASA) certified) or level 6 (Federal Aviation Administration (FAA) certified);
 - Line Oriented Flight Training (LOFT) shall be conducted during simulator training.
- Initial Crew Resource Management + Yearly CRM recurrent training.

5. Flight and Duty time limitations

The Company limitations mentioned here below shall be applied, except if local regulations are more stringent.

5.1 Flight time for dual pilots:

- one thousand two hundred (1200) hours of flight time for each pilot per twelve (12) consecutive months,
- hundred and twenty (120) hours of flight time for each pilot in twenty eight (28) consecutive days,
- forty five (45) hours of flight time for each pilot in seven (7) consecutive days,
- ten (10) hours of flight time for each pilot in twenty four (24) consecutive hours for dual pilot operations,
- eight (8) hours of flight time for each pilot in twenty four (24) consecutive hours for cargo sling operations.

5.2 Flight time for single pilot operations:

- One thousand (1000) hours of flight time for each pilot per twelve (12) consecutive months,
- hundred (100) hours of flight time for each pilot in twenty eight (28) consecutive days,
- thirty five (35) hours of flight time for each pilot in seven (7) consecutive days,



- eight (8) hours of flight time for each pilot in twenty four (24) consecutive hours for single pilot operations,

5.3 Duty time limitations

- Fourteen (14) hours in the consecutive twenty four (24) hours.

6. Personnel qualifications required for Mechanics

6.1 Personnel number

Contractor shall provide adequate number of mechanics in order to support the flight activity. This number shall not be less than one (1) full time dedicated mechanic per Aircraft, fully qualified on airframe and power plant (B1, [EASA part 66 Annex 3](#)) or equivalent.

6.2 Certifying staff and support staff qualification

Certifying staff shall be qualified as B1 ([EASA part 66 Annex 3](#)) or B2 ([EASA part 66 Annex 3](#)) or Airframe & Power plant or Avionics (American standards). National equivalence of the qualification shall be demonstrated.

The certifying staff shall be in compliance with the following conditions:

- The person shall hold a licence or a certifying staff authorisation issued under the country's National regulations in compliance with [ICAO Annex 1](#).
- Line maintenance certifying staff and base maintenance support staff shall receive type training at a level corresponding to ATA 104 level 3 ([EASA part 66 Annex 3](#)) for every aircraft on which they are authorised to make certification.
- Base maintenance certifying staff must receive type training at a level corresponding to at least ATA 104 level 1 ([EASA part 66 Annex 3](#)) for every aircraft on which they are authorised to make certification.
- Aircraft type training course shall be approved by the Authority, or shall be provided by the helicopter or engine manufacturer).

6.3 Personnel experience

The mechanics whose specialisation is engine or airframe shall have six (6) years minimum experience as mechanics, of which two (2) years shall have been performed on the same type of Aircraft (except for new type introduction and with approval of LSO aviation advisers) and as responsible for signing up technical documents (capability to sign up a Certificate of Release to Service).

The mechanics whose specialisation is avionics shall have three (3) years minimum experience as avionics of which one (1) year shall have been performed on the same type of aircraft (except for new type introduction and with approval of LSO aviation advisers), and as responsible for signing up technical documents (capability to sign up a Certificate of Release to Service).

The mechanics must be able to speak, to read and to write in the language of the technical documentation and of the maintenance procedures defined by the Contractor or the approved maintenance organization.



6.4 Work time limitations:

- twelve hours (12) in the consecutive twenty four (24) hours.

6.5 Additional training required for mechanics:

- initial and recurrent (every 2 years) "Human Factor" and "Airworthiness Regulations" courses;
- initial and recurrent (every 2 years) "Internal Procedure" course;
- initial and recurrent (every 2 years) "Aircraft Type" course;
- initial and recurrent (every 2 years) "Fire Fighting and Emergency" course.



Appendix 1 Flight and duty time limitation Summary table

1 - Flight time (FTL)

6.5.1.1 Dual pilots (Total EP Standard contract Exhibit "E" 2.2.1)	
12 consecutive months	1200 hours
28 consecutive days	120 hours
7 consecutive days	45 hours
24 consecutive hours	10 hours
24 consecutive hours (cargo sling Ops)	8 hours
6.5.1.2 Single pilot (Total EP Standard contract Exhibit "E" 2.2.1)	
12 consecutive months	1000 hours
28 consecutive days	100 hours
7 consecutive days	35 hours
24 consecutive hours	8 hours
24 consecutive hours (cargo sling Ops)	7 hours

2 - Duty Time (DTL)

24 consecutive hours	14 hours
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Appendix 2 : Crews requirements summary table Fixed Wings (FW)

(Reference: Standard Contract 2304: Exhibit E or Current contract)

1 - Commander fixed wings		
Type of operations	VFR / IFR: 2 pilots	Aerial Work: 1 pilot
Age (as per ICAO or Local regulation if more stringent) (Exhibit “E” 2.1.1)		
Airline Transport Pilot License (ATPL) (Exhibit “E” 2.1.1)		
Mandatory JAR/FAR 25 certified airplane		
Frozen Airline Transport Pilot License (ATPL) (Exhibit “E” 2.1.1)		
May be accepted by TOTAL upon review		
Commercial Pilot License CPL (Exhibit “E” 2.1.1) for Aerial work only		
Instrument Rating (Exhibit “E” 2.1.1)		
English ICAO Level 4 minimum (except English native)		
Experience (Total EP Standard contract Exhibit “E” 2.1.2.1)		
Total Flight Time on Helicopter	(Mini 3000 h)	
As Commander (all types)	(Mini 1500 h)	
Multi Engine	(Mini 1000 h)	
Night Flight	(Mini 100 h)	
On type	(Mini 100 h)	
Additional recurrent Training & Checking (Total EP Standard contract Exhibit “E” 2.3)		
Training subject	Validity	
Proficiency check (PPC/OPC)	(6) Six month	
Line check	(12)Twelve month	
Instrument check	(12)Twelve month	
Emergency drills and survival training	(12)Twelve month	
Simulator on FFS level “C” or “D” or FTD level 3 (EASA) level 6 (FAA) certified (4 hours minimum & LOFT training included)	(12)Twelve month	
CRM initial and recurrent training	(12) twelve months (recurrent)	
Night recency practice	90 days	



2 - Co-Pilot fixed wings		
Type of operations	VFR / IFR: 2 pilots	Aerial Work: 1 pilot
Age (as per ICAO or Local regulation if more stringent)		
Medical		
ATPL or CPL (Exhibit “E” 2.1.1)		
Instrument Rating (Exhibit “E” 2.1.1)		
English ICAO Level 4 minimum (except English native)		
Experience (Total EP Standard contract Exhibit “E” 2.1.2.2)		
Total Time	(Mini 500 h)	
Night Flight	No minimum requirement	
On type	(Mini 50 h)	
Additional mandatory recurrent Training & Checking (Total EP Standard contract Exhibit “E” 2.3)		
Training subject	Validity	
Proficiency check (PPC/OPC)	(6) Six month	
Line check	(12)Twelve month	
Instrument rating	(12)Twelve month	
Emergency drills and survival training	(12)Twelve month	
Simulator on FFS level “C” or “D” or FTD level 3 (EASA) level 6 (FAA) certified (4 hours minimum & LOFT training included)	(12)Twelve month	
CRM initial and recurrent training	(12) twelve months (recurrent)	
Night recency practice	90 days	