هيئة الطيران المدني
CIVIL AVIATION AUTHORITY

Acceptable Means of Compliance and Guidance Material for CAR-FCL

Effective: 1st September 2024

Approved by: Mr Mubarak Saleh Al-Ghelani

Acting Director General of Civil Aviation Regulation

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CIVIL AVIATION AUTHORITY

Directorate General for Civil Aviation Regulation (DGCAR)

Pursuant to ICAO Critical Element (5) "Technical Guidance, Tools and Provision of Safety Critical Information", the Directorate General for Civil Aviation Regulation (DGCAR), hereby approves the

AMC/GM for CAR-FCL

Effective on 01/09/2024

as an Acceptable Means of Compliance and Guidance Manual of the Industry and Personal Licensing Inspector and staff.

Mr. Mubarak Saleh Mubarak Al-Ghelani

Acting Director General of Civil Aviation Regulation

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Corrigendum of Amendments

Rev	Effective Date	Description
First Issue	10 Oct 23	First issue of Acceptable Means of Compliance (AMC) and Guidance Material (GM) for CAR-FCL.
01	01 Sep 24	• Minor amendment in AMC1 FCL.1015 • Update of the CAA Logo • Typo correction in AMC1 FCL.930.TRI (b)(2)(ii)

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FOREWORD

(a) The Acceptable Mean of Compliance (AMC) and Guidance Material (GM) for Civil Aviation Regulation Flight Crew Licensing (CAR-FCL) has been issued by the Civil Aviation Authority of Oman (CAA) under the provisions of the Civil Aviation Law of the Sultanate of Oman.

(b) The AMC/GM for CAR-FCL contains Mean of Compliance and relevant Guidance Materials which are necessary to comply CAR-FCL Requirements.

(C) The AMC/GM contents are in accordance with relevant standards and recommended practices (SARPs) of ICAO Annex 1 and its amendments.

(c) CAA has established a designated Safety Regulations Department (SRD) to control the rulemaking process. Civil Aviation Industry of the Sultanate may contact this department in case of having any query on the CAA regulations or to submit their feedbacks, with the objective of improving CAA Regulations.

Note: CAR-11 contains more information on rulemaking process.

(d) The editing practices used in this document are as follows:

(1) **'Shall'** is used to indicate a mandatory requirement within the contents of a Regulation.

(2) **'Should'** is used to indicate a recommendation and normally is used in the contents of an AMC.

(3) **'May'** is used to indicate discretion by the Authority, or the industry as appropriate.

(4) **'Will'** indicates a mandatory requirement and is used to advise of action incumbent on the Authority.

(5) '**Revision'** is an amendment to the text of a CAA document, issued as a complete set of amended pages formed in a revised document (revised Document replaces previous one).

Note: The use of the male gender implies the female gender and vice versa.

(e) Formatting notes:

The elements (AMC and GM) are colour-coded and can be identified according to the illustration below.

Acceptable means of compliance
Guidance material

The above colour coding has been adjusted to make the content of this document user-friendly.

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AMC & GM FOR CAR-FCL

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COVER REGULATION (ARTICLES)

GM1 Article 2 Definitions

Following is a list of acronyms that are used throughout the AMC/GM to CAR-FCL:

(A)	aeroplane
(H)	helicopter
A/C	aircraft
ACAS	airborne collision avoidance system
AMC	acceptable means of compliance
APU	auxiliary power unit
ATO	approved training organisation
ATPL	airline transport pilot licence
BITD	basic instrument training device
bpm	beats per minute
CAT	category
CC	cabin crew
cm	centimetre
CPL	commercial pilot licence
CS	certification specification
CS-FSTD(A)	Certification Specifications for Aeroplane Flight Simulation Training Devices
CS-FSTD(H)	Certification Specifications for Helicopter Flight Simulation Training Devices
DH	decision height
DPATO	defined point after take-off
DPBL	decision point before landing
ECG	electrocardiogram
ENT	ear, nose and throat
EOG	electro-oculography
ETOPS	extended range operations with twin-engined aeroplanes
FANS	future air navigation system
FD	flight director
FEV1	forced expiratory volume in 1 second
FFS	full flight simulator
FMECA	failure mode, effects and criticality analysis
FMGC	flight management and guidance computer
FMS	flight management system FNPT flight navigation and procedures trainer
FSTD	flight simulation training device
FTD	flight training device
FTE	full-time equivalent
ft	foot; feet
FVC	forced vital capacity
GM	guidance material
GPS	global positioning system
HF	human factors
Hg	mercury
HUD/HUGS	head-up display/head-up guidance system
Hz	Hertz
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IGE	in ground effect
ILS	instrument landing system
IOS	instructor operating station
IR	instrument rating
kg	kilogram

LDP	landing decision point
LVTO	low-visibility take-off
m	metre
mm	millimetre
OGE	out of ground effect
ORA	organisation requirements for aircrew
ORO	organisation requirements for air operations
OSD	operational suitability data
QTG	qualification test guide
ROD	rate of descent
RVR	runway visual range
TDP	take-off decision point
VDR	validation data roadmap

SUBPART A – GENERAL REQUIREMENTS

GM1 FCL.005 Scope

INTERPRETATIVE MATERIAL

(a) Whenever licences, ratings, approvals or certificates are mentioned in CAR-FCL, these are meant to be valid licences, ratings, approvals or certificates issued in accordance with CAR-FCL. In all other cases, these documents are specified.

(b) (Reserved).

(c) Whenever an inclusive or exclusive 'or' is used, it should be understood within the context of the whole meaning of the requirement in which it is used.

GM1 FCL.010 Definitions

ABBREVIATIONS

The following abbreviations apply to the Acceptable Means of Compliance and Guidance Material to CAR-FCL:

A	Aeroplane
AC	Alternating Current
ACAS	Airborne Collision Avoidance System
ADF	Automatic Direction Finding
ADS	Aeronautical Design Standard
AFCS	Automatic Flight Control System
AFM	Aircraft Flight Manual
AGL	Above Ground Level
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIS	Aeronautical Information Services
AMC	Acceptable Means of Compliance
AeMC	Aero-medical Centre
AME	Aero-medical Examiner
AoA	Angle of Attack
AOM	Aircraft Operating Manual
APU	Auxiliary Power Unit
As	Airship
ASI	Air Speed Indicator
ATC	Air Traffic Control

ATIS	Automatic Terminal Information Service
ATO	Approved Training Organisation
ATP	Airline Transport Pilot
ATPL	Airline Transport Pilot Licence
ATS	Air Traffic Service
AUM	All Up Mass
AUPRTA	Airplane Upset Prevention and Recovery Training Aid
B	Balloon
BEM	Basic Empty Mass
BIR	Basic instrument rating
BITD	Basic Instrument Training Device
BPL	Balloon Pilot Licence
CAS	Calibrated Airspeed
CAT	Clear Air Turbulence
CB-IR	Competency-based training course for Instrument Rating
CDFA	Constant-Descent Final Approach
CDI	Course Deviation Indicator
CFI	Chief Flight Instructor
CG	Centre of Gravity
CPL	Commercial Pilot Licence
CRE	Class Rating Examiner
CRI	Class Rating Instructor
CRM	Crew Resource Management
CS	Certification Specification
CTKI	Chief Theoretical Knowledge Instructor
DC	Direct Current
DF	Direction Finding
DME	Distance Measuring Equipment
DPATO	Defined Point After Take-Off
DPBL	Defined Point Before Landing
DR	Dead Reckoning navigation
DVE	Degraded Visual Environment
EFIS	Electronic Flight Instrument System
EIR	En route Instrument Rating

EOL	Engine Off Landings
ERPM	Engine Revolutions per Minute
ETA	Estimated Time of Arrival
ETOPS	Extended-range Twin-engine Operation Performance Standard
FAF	Final Approach Fix
FAR	Federal Aviation Regulations
FCL	Flight Crew Licensing
FE	Flight Examiner
F/E	Flight Engineer
FEM	Flight Examiner Manual
FFS	Full-Flight Simulator
FI	Flight Instructor
FIE	Flight Instructor Examiner
FIS	Flight Information Service
FMC	Flight Management Computer
FMS	Flight Management System
FNPT	Flight and Navigation Procedures Trainer
FS	Flight Simulator
FSTD	Flight Simulation Training Device
ft	feet
FTD	Flight Training Device
FTI	Flight Test Instructor
G	Gravity forces
GLONASS	Global Orbiting Navigation Satellite System
GM	Guidance Material
GNSS	Global Navigation Satellite Systems
GPS	Global Positioning System
H	Helicopter
HF	High Frequency
HOFCS	High Order Flight Control System
HPA	High-Performance Aeroplane
hrs	Hours
HUMS	Health and Usage Monitoring System
HT	Head of Training

IAS	Indicated Airspeed
ICAO	International Civil Aviation Organization
IGE	In-Ground Effect
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IOS	Instructor Operating Station
IR	Instrument Rating
IRE	Instrument Rating Examiner
IRI	Instrument Rating Instructor
ISA	International Standard Atmosphere
JAR	Joint Aviation Requirements
kg	Kilogram
LAPL	Light Aircraft Pilot Licence
LDP	Landing Decision Point
LMT	Local Mean Time
LO	Learning Objectives
LOC-I	Loss of Control In-flight
LOFT	Line-Orientated Flight Training
m	Meter
MCC	Multi-Crew Cooperation
MCCI	Multi-Crew Cooperation Instructor
ME	Multi-Engine
MEL	Minimum Equipment List
MEP	Multi-Engine Piston
MET	Multi-Engine Turboprop
METAR	Meteorological Aerodrome Report
MP	Multi-Pilot
MPA	Multi-Pilot Aeroplane
MPL	Multi-crew Pilot Licence
MPH	Multi-Pilot Helicopter
MTOM	Maximum Take-Off Mass

NDB	Non-Directional Beacon
NM	Nautical Miles
NOTAM	Notice To Airmen
NOTAR	No Tail Rotor
OAT	Outside Air Temperature
OBS	Omni Bearing Selector
OEI	One Engine Inoperative
OEM	Original Equipment Manufacturer
OGE	Out of Ground Effect
OML	Operational Multi-pilot Limitation
OSL	Operational Safety Pilot Limitation
OTD	Other Training Devices
PAPI	Precision Approach Path Indicator
PBN	Performance-based Navigation
PF	Pilot Flying
PIC	Pilot-In-Command
PICUS	Pilot-In-Command Under Supervision
PL	Powered-lift
PM	Pilot Monitoring
PNF	Pilot Not Flying[1]
POM	Pilot Operating Manual
PPL	Private Pilot Licence
QDM	Magnetic Heading (aircraft to station)
QDR	Magnetic Heading (station to aircraft)
QFE	Atmospheric pressure at aerodrome elevation
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
RAIM	Receiver Autonomous Integrity Monitoring
RNAV	Radio Navigation
RPM	Revolutions per Minute
RRPM	Rotor Revolutions per Minute
R/T	Radio-telephony

[1] Pilot Monitoring (PM) is the more recent terminology replacing PNF.

S	Sailplane
SATCOM	Satellite Communication
SE	Single-Engine
SEP	Single-Engine Piston
SET	Single-Engine Turboprop
SFE	Synthetic Flight Examiner
SFI	Synthetic Flight Instructor
SID	Standard Instrument Departure
SIGMET	Significant Meteorological Weather
SLPC	Single Lever Power Control
SOP	Standard Operating Procedure
SP	Single-Pilot
SPA	Single-Pilot Aeroplane
SPH	Single-Pilot Helicopter
SPIC	Student PIC
SPL	Sailplane Pilot Licence
SSR	Secondary Surveillance Radar
STI	Synthetic Training Instructor
TAF	(Terminal Area Forecasts) Aerodrome Forecast
TAS	True Airspeed
TAWS	Terrain Awareness Warning System
TCH	Type Certificate Holder
TDP	Take-off Decision Point
TEM	Threat and Error Management
TK	Theoretical Knowledge
TMG	Touring Motor Glider
TORA	Take-Off Run Available
TODA	Take-Off Distance Available
TR	Type Rating
TRE	Type Rating Examiner
TRI	Type Rating Instructor
UPRT	Upset Prevention and Recovery Training
UTC	Universal Time Coordinated
V	Velocity

VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Conditions
VOLMET	Meteorological Information for Aircraft in-Flight
VOR	VHF Omni-directional Radio Range
ZFTT	Zero Flight Time Training
ZFM	Zero Fuel Mass

GM2 FCL.010 Definitions – lateral and vertical navigation

Lateral and vertical navigation guidance refers to the guidance provided either by:

(a) a ground-based radio navigation aid; or

(b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.

GM3 FCL.010 Definitions

UPSET PREVENTION AND RECOVERY TRAINING (UPRT) DEFINITIONS

In the context of UPRT, the following abbreviations apply to the Acceptable Means of Compliance and Guidance Material to CAR-FCL:

'Advanced UPRT' refers to the advanced UPRT course in accordance with point FCL.745.A.

'Aeroplane upset' refers to an undesired aircraft state characterised by unintentional divergences from parameters normally experienced during operations. An aeroplane upset may involve pitch and/or bank angle divergences as well as inappropriate airspeeds for the conditions.

'Angle of Attack (AoA)' refers to the angle between the oncoming air, or relative wind, and a defined (chordline) reference line on the aeroplane or wing.

'Approach-to-stall' refers to flight conditions indicated by the stall warning and stall.

'Basic UPRT' refers to the UPRT elements and exercises integrated into training courses for the issue of a CPL, MPL or Phases 1 to 3 of the integrated ATP course.

'Developed upset' refers to a condition meeting the definition of an aeroplane upset.

'Developing upset' refers to any time the aeroplane begins to unintentionally diverge from the intended flight path or airspeed.

'Energy state' refers to how much of each kind of energy (kinetic or potential) the aeroplane has available at any given time.

'First indication of a stall' refers to the initial aural, tactile or visual sign of a stall event which can be either naturally or synthetically induced.

'Flight crew resilience' refers to the ability of a flight crew member to recognise, absorb and adapt to disruptions.

'Fidelity level' refers to the level of realism assigned to each of the defined FSTD features.

'Flight path' refers to the trajectory or path of the aeroplane travelling through the air over a given space of time.

'Flight path management' refers to active manipulation, using either the aeroplane's automation or manual handling, to command the aeroplane's flight controls in order to direct the aeroplane along a desired trajectory.

'FSTD validation envelope' refers to the envelope consisting of the following three subdivisions:

(a) Flight test validated region

This is the region of the flight envelope which has been validated with flight test data, typically by comparing the performance of the FSTD against the flight test data through tests incorporated in the qualification test guide (QTG) and other flight test data utilised to further extend the model beyond the minimum requirements. Within this region, there is high confidence that the simulator responds similarly to the aircraft. Note that this region is not strictly limited to what has been tested in the QTG; as long as the aerodynamics mathematical model has been conformed to the flight test results, that portion of the mathematical model can be considered to be within the flight test validated region.

(b) Wind tunnel and/or analytical region

This is the region of the flight envelope for which the FSTD has not been compared to flight test data, but for which there has been wind tunnel testing or the use of other reliable predictive methods (typically by the aircraft manufacturer) to define the aerodynamic model. Any extensions to the aerodynamic model that have been evaluated in accordance with the definition of an exemplar stall model (as described in the stall manoeuvre evaluation section) must be clearly indicated. Within this region, there is moderate confidence that the simulator will respond similarly to the aircraft.

(c) Extrapolated region

This is the region extrapolated beyond the flight test validated and wind tunnel/analytical regions. The extrapolation may be a linear extrapolation, a holding of the last value before the extrapolation began, or some other set of values. Whether this extrapolated data is provided by the aircraft or simulator manufacturer, it is a 'best guess' only. Within this region, there is low confidence that the simulator will respond similarly to the aircraft. Brief excursions into this region may still retain a moderate confidence level in FSTD fidelity; however, the instructor should be aware that the FSTD's response may deviate from that of the actual aircraft.

'Load factor' refers to the ratio of a specified load to the weight of the aeroplane, the former being expressed in terms of aerodynamic forces, propulsive forces or ground reactions.

'Loss of Control In-flight (LOC-I)' refers to a categorisation of an accident or incident resulting from a deviation from the intended flight path.

'Manoeuvre-based training' refers to training that focuses on a single event or manoeuvre in isolation.

'Negative training' refers to training which unintentionally introduces incorrect information or invalid concepts, which could actually decrease rather than increase safety.

'Negative transfer of training' refers to the application (and 'transfer') of what was learned in a training environment (i.e. a classroom, an FSTD) to normal practice, i.e. it describes the degree to which what was learned in training is applied to actual, normal practices. In this context, negative transfer of training refers to the inappropriate generalisation of knowledge and skills to a situation or setting in normal practice that does not equal the training situation or setting.

'Original Equipment Manufacturer (OEM)' refers to the original equipment manufacturer of an aircraft or associated parts or equipment or of parts or equipment installed on the basis of a supplemental type certificate (STC).

'Post-stall regime' refers to flight conditions at an AoA greater than the critical AoA.

'Scenario-based training' refers to training that incorporates manoeuvres into real-world experiences to cultivate practical flying skills in an operational environment.

'Stall' refers to loss of lift caused by exceeding the aeroplane's critical AoA.

Note: A stalled condition can exist at any attitude and airspeed, and may be recognised by continuous stall warning activation accompanied by at least one of the following:

(a) buffeting, which could be heavy at times;

(b) lack of pitch authority and/or roll control; and

(c) inability to arrest the descent rate.

Note: It is possible that in certain conditions the stall warning may not be activated.

'Stall event' refers to an occurrence whereby the aeroplane experiences conditions associated with an approach-to-stall or a stall.

'Stall (event) recovery procedure' refers to the manufacturer-approved aeroplane-specific stall recovery procedures, such as those contained in the flight crew operations manual (FCOM). If an OEM-approved recovery procedure does not exist, the aeroplane-specific stall recovery procedure developed by the ATO, based on the stall recovery template, may be used.

'Stall warning' refers to a natural or synthetic indication provided when approaching a stall that may include one or more of the following indications:

(a) aerodynamic buffeting (some aeroplanes will buffet more than others);

(b) reduced roll stability and aileron effectiveness;

(c) visual or aural cues and warnings;

(d) reduced elevator (pitch) authority;

(e) inability to maintain altitude or arrest rate of descent; and

(f) stick shaker activation (if installed).

Note: A stall warning indicates an immediate need to reduce the AoA.

'Startle' refers to the initial, short-term, involuntary physiological and cognitive reactions to an unexpected event that commence the normal human stress response.

'Stick pusher' refers to any device that automatically applies a nose-down movement and pitch force to an aeroplane's control columns to attempt to decrease the aeroplane's AoA. Device activation may occur before or after aerodynamic stall, depending on the aeroplane type.

Note: A stick pusher is not installed on all aeroplane types.

'Stick shaker' refers to a device that automatically vibrates the control column to warn the pilot of an approaching stall.

Note: A stick shaker is not installed on all aeroplane types.

'Stress (response)' refers to the response to a threatening event that includes physiological, psychological and cognitive effects. These effects may range from positive to negative and can either enhance or decrease performance.

'Surprise' refers to the emotionally based recognition of a difference in what was expected and what is actual.

'Train-to-proficiency' refers to approved training designed to achieve end-state performance objectives, providing sufficient assurances that the trained individual is capable of consistently carrying out specific tasks safely and effectively.

Note: In the context of this definition, 'train-to-proficiency' can be replaced by 'training-to-proficiency'.

'Type-specific UPRT' refers to UPRT elements and exercises integrated into training courses for the issue of a class or type rating pursuant to CAR-FCL or during recurrent or refresher training for a specific aeroplane class or type.

'Undesired aircraft state' refers to flight-crew-induced aircraft position or speed deviation, misapplication of controls, or incorrect systems configuration, associated with a reduction in margins of safety.

Note (1): Undesired states can be managed effectively, restoring margins of safety, or flight crew response(s) can induce an additional error, incident or accident.

Note (2): All countermeasures are necessary flight crew actions. However, some countermeasures to threats, errors and undesired aircraft states that flight crew employ are built upon 'hard'/systemic-based resources provided by the aviation system.

'Unsafe situation' refers to a situation which has led to an unacceptable reduction in safety margin.

'Unusual attitude' refers to an aircraft in flight intentionally exceeding the parameters normally experienced in line operations or training, as applicable.

'Incipient spin' refers to a transient flight condition in the post-stall regime where an initial, uncommanded roll in excess of 45° has resulted from yaw asymmetry during a stall and which, if recovery action is not taken, will lead rapidly to a developing spin. Prompt recovery during this incipient spin stage will normally result in an overall heading change, from pre-stall conditions, of not more than 180°.

'Developing spin' refers to a flight condition in the post-stall regime where the aeroplane exhibits abnormal, but varying, rates of yaw and roll, together with changing pitch attitude, following an incipient spin but before the establishment of a developed spin. A developing spin follows an unrecovered incipient spin and will usually persist, in the absence of any recovery action, until a developed spin ensues.

'Developed spin' refers to a flight condition in the post-stall regime where the aeroplane has achieved approximately constant pitch attitude, yaw rate and roll rate on a descending flight path. In transition from a stall with significant, persistent yaw, with no recovery action, to attaining a developed spin, the aeroplane is likely to have rolled through at least 540°.

'FSTD training envelope' refers to the high and moderate confidence regions of the FSTD validation envelope.

GM4 FCL.010 Definitions

DEFINITIONS IN GM3 FCL.010 RELATED TO THE POST-STALL REGIME

The definitions for 'incipient spin', developing spin' and 'developed spin' in GM3 FCL.010 relate to the post-stall regime in aeroplanes that might typically be used in the context of the advanced UPRT in accordance with point FCL.745.A. The definitions are not intended for application to commercial air transport operations.

GM5 FCL.010 Definitions

AVAILABLE AND ACCESSIBLE FSTDs

(a) To determine the availability of an FSTD, the following additional criteria should be taken into account. The FSTD should be:

(1) certified by the CAA;

(2) approved by the CAA for use;

(3) representative of the operator's or applicant's aircraft class or type, and serviceable; and

(4) representative of the configuration of the operator's or applicant's aircraft.

(b) To determine the accessibility of an FSTD, the following additional criteria should be taken into account. The FSTD should be:

(1) accessible to the instructor or examiner of the applicant;

(2) accessible for use within the scope of the candidate's/operator's training and checking activities; and

(3) accessible to allow normal programming and prevent excessive scheduling disruptions within the operator's crew roster patterns.

(c) 'irrespective of any time considerations' means that the FSTD may be used at any time during day or night.

(d) If an FSTD is not available or accessible, mitigating measures to ensure the required level of safety should be agreed with the CAA before testing or checking the applicant in an aircraft.

AMC1 FCL.015 Application and issue of licences, ratings and certificates

APPLICATION AND REPORT FORMS

Common application and report forms can be found:

(a) For skill tests, proficiency checks for issue, revalidation or renewal of LAPL, BPL, SPL, PPL, CPL and IR in AMC1 to Appendix 7.

(b) For training, skill tests or proficiency checks for ATPL, MPL and class and type ratings, in AMC1 to Appendix 9.

(c) For assessments of competence for instructors, in AMC5 FCL.935.

GM1 FCL.015(a) Application and issue, revalidation and renewal of licences, ratings and certificates

(Reserved).

GM1 FCL.025 Theoretical knowledge examinations for the issue of licences

TERMINOLOGY

The meaning of the following terms used in FCL.025 should be as follows:

(a) 'Entire set of examinations': an examination in all subjects required by the licence level.

(b) 'Examination': the demonstration of knowledge in one or more examination papers.

(c) 'Examination paper': a set of questions, which covers one subject required by the licence level or rating, to be answered by a candidate for examination.

(d) 'Attempt': a trial to pass a specific paper.

(e) 'Sitting': a period of time established by the CAA within which a candidate can take an examination. This period should not exceed 10 consecutive days. Only one attempt at each examination paper is allowed in one sitting.

AMC1 FCL.025(a)(2) Theoretical knowledge examinations for the issue of licences and ratings

COMPLETION OF THE AREA 100 KSA ASSESSMENT BEFORE FINAL EXAMINATION

Before being recommended by an ATO to sit the final examination paper at the first attempt, an applicant for a professional licence should have successfully completed the applicable Area 100 KSA summative assessments and mental maths test at the ATO.

AMC1 FCL.050 Recording of flight time

GENERAL

(a) The record of the flights flown should contain at least the following information:

(1) personal details: name(s) and address of the pilot;

(2) for each flight:

(i) name(s) of PIC;

(ii) date of flight;

(iii) place and time of departure and arrival;

(iv) type, including make, model and variant, and registration of the aircraft;

(v) indication if the aircraft is SE or ME, if applicable;

(vi) total time of flight;

(vii) accumulated total time of flight.

(3) for each FSTD session, if applicable:

(i) type and qualification number of the training device;

(ii) FSTD instruction;

(iii) date;

(iv) total time of session;

(v) accumulated total time.

(4) details on pilot function, namely PIC, including solo, SPIC and PICUS time, co-pilot, dual, FI or FE;

(5) Operational conditions, namely if the operation takes place at night, or is conducted under instrument flight rules.

(b) Logging of time:

(1) PIC flight time:

(i) the holder of a licence may log as PIC time all of the flight time during which he or she is the PIC;

(ii) the applicant for or the holder of a pilot licence may log as PIC time all solo flight time, flight time as SPIC and flight time under supervision provided that such SPIC time and flight time under supervision are countersigned by the instructor;

(iii) the holder of an instructor certificate may log as PIC all flight time during which he or she acts as an instructor in an aircraft;

(iv) the holder of an examiner's certificate may log as PIC all flight time during which he or she occupies a pilot's seat and acts as an examiner in an aircraft;

(v) a co-pilot acting as PICUS on an aircraft on which more than one pilot is required under the type certification of the aircraft or as required by operational requirements provided that such PICUS time is countersigned by the PIC;

(vi) if the holder of a licence carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights may be recorded as a single entry.

(2) co-pilot flight time: the holder of a pilot licence occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations under which the flight is conducted;

(3) cruise relief co-pilot flight time: a cruise relief co-pilot may log all flight time as co-pilot when occupying a pilot's seat;

(4) instruction time: a summary of all time logged by an applicant for a licence or rating as flight instruction, instrument flight instruction, instrument ground time, etc., may be logged if certified by the appropriately rated or authorised instructor from whom it was received;

(5) PICUS flight time: provided that the method of supervision is acceptable to the CAA, a co-pilot may log as PIC flight time flown as PICUS when all the duties and functions of PIC on that flight were carried out in such a way that the intervention of the PIC in the interest of safety was not required.

(c) Format of the record:

(1) details of flights flown under commercial air transport may be recorded in an electronic format maintained by the operator.

In this case an operator should make the records of all flights operated by the pilot, including differences and familiarisation training, available upon request to the flight crew member concerned;

(2) for other types of flights in aeroplanes, helicopters and powered-lift aircraft, the pilot should record the details of the flights flown in the following logbook format, which may be kept in electronic format. All data set out in (a) should be included.

(3) For airships, a suitable format, which may be electronic, should be used. That format should contain the relevant items mentioned in (a) and any additional information specific to the type of operation.

PILOT LOGBOOK

Holder's name(s) ____

Holder's licence number ____

HOLDER'S ADDRESS:	
____ ____ ____	____ ____ ____ *[space for address change]*
____ ____ ____ *[space for address change]*	____ ____ ____ *[space for address change]*
____ ____ ____ *[space for address change]*	____ ____ ____ *[space for address change]*

1	2		3		4		5				6		7	8	
DATE (dd/mm/yy)	DEPARTURE		ARRIVAL		AIRCRAFT		SINGLE-PILOT TIME		MULTI-PILOT TIME		TOTAL TIME OF FLIGHT		NAME(S) PIC	LANDINGS	
	PLACE	TIME	PLACE	TIME	MAKE, MODEL, VARIANT	REGISTRATION	SE	ME						DAY	NIGHT
						TOTAL THIS PAGE									
						TOTAL FROM PREVIOUS PAGES									
						TOTAL TIME									

9				**10**								**11**				**12**
OPERATIONAL CONDITION TIME				PILOT FUNCTION TIME								FSTD SESSION				REMARKS AND ENDORSEMENTS
NIGHT		IFR		PIC		CO-PILOT		DUAL		INSTRUCTOR		DATE (dd/mm/yy)	TYPE	TOTAL TIME OF SESSION		
																I certify that the entries in this log are true.
																PILOT'S SIGNATURE

INSTRUCTIONS FOR USE

(d) FCL.050 requires holders of a pilot licence to record details of all flights flown. This logbook enables pilot licence holders to record flying experience in a manner which will facilitate this process while providing a permanent record of the licence holders flying. Pilots who fly regularly aeroplanes and helicopters or other aircraft categories are recommended to maintain separate logbooks for each aircraft category.

(e) Flight crew logbook entries should be made as soon as practicable after any flight undertaken. All entries in the flight crew logbook should comply with the following:

(1) in case of paper records, they should be made in ink or indelible pencil; or

(2) in case of electronic records, they should be made and kept in a way to be readily available at the request of the CAA, and contain all relevant items that are mentioned in (a), certified by the pilot, and in a format acceptable by the CAA.

(f) The particulars of every flight in the course of which the holder of a flight crew licence acts as a member of the operating crew of an aircraft are to be recorded in the appropriate columns using one line for each flight, provided that if an aircraft carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights may be recorded as a single entry.

(g) Flight time is recorded:

(1) for aeroplanes, touring motor gliders and powered-lift aircraft, from the moment an aircraft first moves to taking off until the moment it finally comes to rest at the end of the flight;

(2) for helicopters, from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;

(3) for airships, from the moment an airship is released from the mast to taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;

(h) When an aircraft carries two or more pilots as members of the operating crew, one of them shall, before the flight commences, be designated by the operator as the aircraft PIC, according to operational requirements, who may delegate the conduct of the flight to another suitably qualified pilot. All flying carried out as PIC is entered in the logbook as 'PIC'. A pilot flying as 'PICUS' or 'SPIC' enters flying time as 'PIC' but all such entries are to be certified by the PIC or FI in the 'Remarks' column of the logbook.

(i) Notes on recording of flight time:

(1) column 1: enter the date (dd/mm/yy) on which the flight commences;

(2) column 2 or 3: enter the place of departure and destination either in full or the internationally recognised three or four letter designator. All times should be in UTC;

(3) column 5: indicate whether the operation was SP or MP, and for SP operation whether SE or ME;

Example:

1	**2**		**3**		**4**		**5**				**6**		**7**	**8**	
DATE (dd/mm/yy)	DEPARTURE		ARRIVAL		AIRCRAFT		SINGLE PILOT TIME		MULTI-PILOT TIME		TOTAL TIME OF FLIGHT		NAME(S) PIC	LANDINGS	
	PLACE	TIME	PLACE	TIME	MAKE, MODEL, VARIANT	REGISTR ATION	SE	ME						DAY	NIGHT
08/04/12	LFAC	1025	EGBJ	1240	PA34-250	G-SENE		✓			2	15	SELF	1	
09/04/12	EGBJ	1810	EGBJ	1930	C152	G-NONE	✓				1	20	SELF		2
11/04/12	LGW	1645	LAX	0225	B747-400	G-ABCD			9	40	9	40	NAME(S) PIC		1

(4) column 6: total time of flight may be entered in hours and minutes or decimal notation as desired;

(5) column 7: enter the name(s) of PIC or SELF as appropriate;

(6) column 8: indicate the number of landings as pilot flying by day or night;

(7) column 9: enter flight time undertaken at night or under instrument flight rules if applicable;

(8) column 10: pilot function time:

(i) enter flight time as PIC, SPIC and PICUS as PIC;

(ii) all time recorded as SPIC or PICUS is countersigned by the aircraft PIC/FI in the 'remarks' (column 12);

(iii) instructor time should be recorded as appropriate and also entered as PIC.

(9) column 11: FSTD:

(i) for any FSTD enter the type of aircraft and qualification number of the device. For other flight training devices enter either FNPT I or FNPT II as appropriate;

(ii) total time of session includes all exercises carried out in the device, including pre- and after-flight checks;

(iii) enter the type of exercise performed in the 'remarks' (column 12), for example operator proficiency check, revalidation.

(10) column 12: the 'remarks' column may be used to record details of the flight at the holder's discretion. The following entries, however, should always be made:

(i) instrument flight time undertaken as part of the training for a licence or rating;

(ii) details of all skill tests and proficiency checks;

(iii) signature of PIC if the pilot is recording flight time as SPIC or PICUS;

(iv) signature of instructor if flight is part of an SEP or TMG class rating revalidation.

(j) When each page is completed, accumulated flight time or hours should be entered in the appropriate columns and certified by the pilot in the 'remarks' column.

Example:

9				**10**								**11**				**12**
OPERATIONAL CONDITION TIME				PILOT FUNCTION TIME								FSTD SESSION				REMARKS AND ENDORSEMENTS
NIGHT		IFR		PIC		CO-PILOT		DUAL		INSTRUCTOR		DATE (dd/mm/yy)	TYPE	TOTAL TIME OF SESSION		
		2	15	2	15											
1	20			1	20					1	20					Night rating training
												10/04/12	B747-400 (Q1234)	4	10	Revalidation proficiency check
8	10	9	40	9	40											PIC(US): signature of NAME(S) PIC

(e) The demonstration of language proficiency and the use of the English language for IR holders shall be done through a method of assessment established by the CAA.

AMC1 FCL.055 Language proficiency

GENERAL

(a) The method of assessment of the language proficiency level (hereafter: assessment) should be designed to reflect a range of tasks undertaken by pilots but with specific focus on language rather than operational procedures.

(b) The assessment should determine the applicant's ability to:

(1) communicate effectively using standard R/T phraseology;

(2) deliver and understand messages in plain language in both usual and unusual situations that necessitate departure from standard R/T phraseology.

Note: refer to the 'Manual on the Implementation of ICAO Language Proficiency Requirements' (ICAO Doc 9835), Appendix A Part III and Appendix B for further guidance.

ASSESSMENT

(c) The assessment may be subdivided into three elements, as follows:

(1) listening: assessment of comprehension;

(2) speaking: assessment of pronunciation, fluency, structure and vocabulary;

(3) interaction.

(d) The three elements mentioned above may be combined and they can be covered by using a wide variety of means or technologies.

(e) Where appropriate, some or all of these elements may be achieved through the use of the R/T testing arrangements.

(f) When the elements of the testing are assessed separately, the final assessment should be consolidated in the language proficiency endorsement issued by the CAA.

(g) The assessment may be conducted during one of the several existing checking or training activities, such as licence issue or rating issue and revalidation, line training, operator line checks or proficiency checks.

(h) The CAA may use its own resources in developing or conducting the language proficiency assessment, or may delegate this task to language testing bodies.

(i) The CAA should establish an appeal procedure for applicants.

(j) The holder of a licence should receive a statement containing the level and validity of the language endorsements.

(k) Where the assessment method for the English language established by the CAA is equivalent to that established for the assessment of use of the English language in accordance with AMC2 FCL.055, the same assessment may be used for both purposes.

BASIC ASSESSMENT REQUIREMENTS

(l) The aim of the assessment is to determine the ability of an applicant for a pilot licence or a licence holder to speak and understand the language used for R/T communications.

(1) The assessment should determine the ability of the applicant to use both:

(i) standard R/T phraseology;

(ii) plain language, in situations when standardised phraseology cannot serve an intended transmission.

(2) The assessment should include:

(i) voice-only and face-to-face situations;

(ii) common, concrete and work-related topics for pilots.

(3) The applicants should demonstrate their linguistic ability in dealing with an unexpected turn of events, and in solving apparent misunderstandings.

(4) The assessment should determine the applicant's speaking and listening abilities. Indirect assessments, of grammatical knowledge, reading and writing, are not appropriate.

(5) The assessment should determine the language skills of the applicant in the following areas:

(i) pronunciation:

(A) the extent to which the pronunciation, stress, rhythm and intonation are influenced by the applicant's first language or national variations;

(B) how much they interfere with ease of understanding.

(ii) structure:

(A) the ability of the applicant to use both basic and complex grammatical structures;

(B) the extent to which the applicant's errors interfere with the meaning.

(iii) vocabulary:

(A) the range and accuracy of the vocabulary used;

(B) the ability of the applicant to paraphrase successfully when lacking vocabulary.

(iv) fluency:

(A) tempo;

(B) hesitancy;

(C) rehearsed versus spontaneous speech;

(D) use of discourse markers and connectors.

(v) comprehension:

(A) on common, concrete and work-related topics;

(B) when confronted with a linguistic or situational complication or an unexpected turn of events.

Note: the accent or variety of accents used in the test material should be sufficiently intelligible for an international community of users.

(vi) interactions:

(A) quality of response (immediate, appropriate, and informative);

(B) the ability to initiate and maintain exchanges:

(a) on common, concrete and work-related topics;

(b) when dealing with an unexpected turn of events.

(C) the ability to deal with apparent misunderstandings by checking, confirming or clarifying.

Note: the assessment of the language skills in the areas mentioned above is conducted using the rating scale in AMC2 FCL.055.

ASSESSORS

(m) It is essential that the persons responsible for language proficiency assessment ('assessors') are suitably trained and qualified. They should be either aviation specialists (for example current or former flight crew members or air traffic controllers), or language specialists with additional aviation related training. An alternative approach would be to form an assessment team consisting of an operational expert and a language expert.

(1) The assessors should be trained on the specific requirements of the assessment.

(2) The assessors should not test applicants to whom they have given language training.

CRITERIA FOR THE ACCEPTABILITY OF LANGUAGE-TESTING BODIES

(n) To ensure an impartial assessment process, the language assessment should be independent of the language training.

(1) To be accepted, the language-testing bodies should demonstrate:

(i) appropriate management and staffing;

(ii) quality system established and maintained to ensure compliance with, and adequacy of, assessment requirements, standards and procedures.

(2) The quality system established by a language-testing body should address the following:

(i) management;

(ii) policy and strategy;

(iii) processes;

(iv) the relevant provisions of ICAO or CAR-FCL, standards and assessment procedures;

(v) organisational structure;

(vi) responsibility for the development, establishment and management of the quality system;

(vii) documentation;

(viii) quality assurance programme;

(ix) human resources and training (initial and recurrent);

(x) assessment requirements;

(xi) customer satisfaction.

(3) The assessment documentation and records should be kept for a period of time determined by the CAA.

(4) The assessment documentation should include at least the following:

(i) assessment objectives;

(ii) assessment layout, time scale, technologies used, assessment samples, voice samples;

(iii) assessment criteria and standards (at least for the levels 4, 5 and 6 of the rating scale mentioned in AMC2 FCL.055);

(iv) documentation demonstrating the assessment validity, relevance and reliability;

(v) assessment procedures and responsibilities:

(A) preparation of individual assessment;

(B) administration: location(s), identity check and invigilation, assessment discipline, confidentiality or security;

(C) reporting and documentation provided to the CAA or to the applicant, including sample certificate;

(D) retention of documents and records.

Note: refer to the ‘Manual on the Implementation of ICAO Language Proficiency Requirements’ (ICAO Doc 9835) for further guidance.

AMC2 FCL.055 Language proficiency

RATING SCALE

The following table describes the different levels of language proficiency:

LEVEL	PRONUNCIATION Assumes a dialect or accent intelligible to the aeronautical community	STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Expert (Level 6)	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, for example to emphasise a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.
Extended (Level 5)	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker or listener relationship effectively.

LEVEL	PRONUNCIATION Assumes a dialect or accent intelligible to the aeronautical community	STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Operational (Level 4)	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary particularly in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers and connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.
Pre-Operational (Level 3)	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate effectively on common, concrete, and work-related topics but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fall to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an

LEVEL	PRONUNCIATION Assumes a dialect or accent intelligible to the aeronautical community	STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
						unexpected turn of events.
Elementary (Level 2)	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of few simple memorised grammatical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorised phrases.	Can produce very short, isolated, memorised utterances with frequent pausing and a distracting use of fillers to search for expressions and articulate less familiar words.	Comprehension is limited to isolated, memorised phrases when they are carefully and slowly articulated.	Response time is slow, and often inappropriate. Interaction is limited to simple routine exchanges.
Pre-Elementary (Level 1)	Performs at a level below the elementary level.	Performs at a level below the elementary level.	Performs at a level below the elementary level.	Performs at a level below the elementary level.	Performs at a level below the elementary level.	Performs at a level below the elementary level.

Note: operational Level (Level 4) is the minimum required proficiency level for R/T communication.

Levels 1 through 3 describe pre-elementary, elementary and pre-operational levels of language proficiency respectively, all of which describe a level below the language proficiency requirement.

Levels 5 and 6 describe extended and expert levels at levels of proficiency more advanced than the minimum required standard.

AMC3 FCL.055 Language proficiency

(Reserved).

AMC1 FCL.060(b)(1) Recent experience

When a pilot needs to carry out one or more flights with an instructor or an examiner to comply with the requirement of FCL.060(b)(1) before the pilot can carry passengers, the instructor or examiner on board those flights will not be considered as a passenger.

GM1 FCL.060(b)(1) Recent experience

AEROPLANES, HELICOPTERS, POWERED-LIFT, AND AIRSHIPS

If a pilot or a PIC is operating under the supervision of an instructor to comply with the required three take-offs, approaches and landings, no passengers may be on board.

AMC1 FCL.060(b)(5) Recent experience

NON-COMPLEX HELICOPTERS

Grouping of non-complex helicopters with similar handling and operational characteristics:

(a) Group 1: Bell 206/206L, Bell 407;

(b) Group 2: Hughes 369, MD 500N, MD 520N, MD 600;

(c) Group 3: SA 341/342, EC 120;

(d) Group 4: SA 313/318, SA 315/316/319, AS 350, EC 130;

(e) Group 5: all types listed in AMC1 FCL.740.H(a)(3) and R 22 and R 44.

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SUBPART B – LIGHT AIRCRAFT PILOT LICENCE – LAPL

SECTION 1 – COMMON REQUIREMENTS

AMC1 FCL.115 LAPL(A) – Training course

FLIGHT INSTRUCTION FOR THE LAPL (A)

(a) Entry to training

Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.

(b) Flight instruction

(1) The LAPL (A) flight instruction syllabus should take into account the principles of threat and error management and also cover:

(i) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;

(ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(iii) control of the aircraft by external visual reference;

(iv) flight at critically low air speeds, recognition of, and recovery from, incipient and full stalls;

(v) flight at critically high air speeds, recognition of, and recovery from, spiral dive;

(vi) normal and crosswind take-offs and landings;

(vii) maximum performance (short field and obstacle clearance) take-offs, short-field landings;

(viii) cross-country flying using visual reference, dead reckoning and radio navigation aids;

(ix) emergency operations, including simulated aeroplane equipment malfunctions;

(x) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures and communication procedures.

(2) Before allowing applicants to undertake their first solo flight, the FI should ensure that the applicants can use R/T communication can operate the required systems and equipment.

(c) Syllabus of flight instruction

(1) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

(i) the applicant's progress and ability;

(ii) the weather conditions affecting the flight;

(iii) the flight time available;

(iv) instructional technique considerations;

(v) the local operating environment;

(vi) applicability of the exercises to the aeroplane or TMG type.

(2) Each of the exercises involves the need for the applicant to be aware of the needs of good airmanship and look-out, which should be emphasised at all times.

(i) Exercise 1a: Familiarisation with the aeroplane or TMG:

(A) characteristics of the aeroplane or TMG;

(B) cockpit layout;

(C) systems;

(D) checklists, drills and controls.

(ii) Exercise 1b: Emergency drills:

(A) action if fire on the ground and in the air;

(B) engine cabin and electrical system fire;

(C) systems failure;

(D) escape drills, location and use of emergency equipment and exits.

(iii) Exercise 2: Preparation for and action after flight:

(A) flight authorisation and aeroplane or TMG acceptance;

(B) serviceability documents;

(C) equipment required, maps, etc.;

(D) external checks;

(E) internal checks;

(F) harness, seat or rudder panel adjustments;

(G) starting and warm-up checks;

(H) power checks;

(I) running down system checks and switching off the engine;

(J) parking, security and picketing (for example tie down);

(K) completion of authorisation sheet and serviceability documents.

(iv) Exercise 3: Air experience: flight exercise.

(v) Exercise 4: Effects of controls:

(A) primary effects when laterally level and when banked;

(B) further effects of aileron and rudder;

(C) effects of:

(a) air speed;

(b) slipstream;

(c) power;

(d) trimming controls;

(e) flaps;

(f) other controls, as applicable.

(D) operation of:

(a) mixture control;

(b) carburettor heat;

(c) cabin heating or ventilation.

(vi) Exercise 5a: Taxiing:

(A) pre-taxi checks;

(B) starting, control of speed and stopping;

(C) engine handling;

(D) control of direction and turning;

(E) turning in confined spaces;

(F) parking area procedure and precautions;

(G) effects of wind and use of flying controls;

(H) effects of ground surface;

(I) freedom of rudder movement;

(J) marshalling signals;

(K) instrument checks;

(L) air traffic control procedures.

(vii) Exercise 5b: Emergencies: brake and steering failure.

(viii) Exercise 6: Straight and level:

(A) at normal cruising power, attaining and maintaining straight and level flight;

(B) flight at critically high air speeds;

(C) demonstration of inherent stability;

(D) control in pitch, including use of trim;

(E) lateral level, direction and balance, trim;

(F) at selected air speeds (use of power);

(G) during speed and configuration changes;

(H) use of instruments for precision.

(ix) Exercise 7: Climbing:

(A) entry, maintaining the normal and max rate climb, levelling off;

(B) levelling off at selected altitudes;

(C) en-route climb (cruise climb);

(D) climbing with flap down;

(E) recovery to normal climb;

(F) maximum angle of climb;

(G) use of instruments for precision.

(x) Exercise 8: Descending:

(A) entry, maintaining and levelling off;

(B) levelling off at selected altitudes;

(C) glide, powered and cruise descent (including effect of power and air speed);

(D) side slipping (on suitable types);

(E) use of instruments for precision flight.

(xi) Exercise 9: Turning:

(A) entry and maintaining medium level turns;

(B) resuming straight flight;

(C) faults in the turn (in correct pitch, bank and balance);

(D) climbing turns;

(E) descending turns;

(F) slipping turns (for suitable types);

(G) turns onto selected headings, use of gyro heading indicator and compass;

(H) use of instruments for precision.

(xii) Exercise 10a: Slow flight: Note: the objective is to improve the student's ability to recognise inadvertent flight at critically low speeds and provide practice in maintaining the aeroplane or TMG in balance while returning to normal air speed.

(A) safety checks;

(B) introduction to slow flight;

(C) controlled flight down to critically slow air speed;

(D) application of full power with correct attitude and balance to achieve normal climb speed.

(xiii) Exercise 10b: Stalling:

(A) safety checks;

(B) symptoms;

(C) recognition;

(D) clean stall and recovery without power and with power;

(E) recovery when a wing drops;

(F) approach to stall in the approach and in the landing configurations, with and without power and recovery at the incipient stage.

(xiv) Exercise 11: Spin avoidance:

(A) safety checks;

(B) stalling and recovery at the incipient spin stage (stall with excessive wing drop, about 45°);

(C) instructor induced distractions during the stall.

(xv) Exercise 12: Take-off and climb to downwind position:

(A) pre-take-off checks;

(B) into wind take-off;

(C) safeguarding the nose wheel (if applicable);

(D) crosswind take-off;

(E) drills during and after take-off;

(F) short take-off and soft field procedure or techniques including performance calculations;

(G) noise abatement procedures.

(xvi) Exercise 13: Circuit, approach and landing:

(A) circuit procedures, downwind and base leg;

(B) powered approach and landing;

(C) safeguarding the nose wheel (if applicable);

(D) effect of wind on approach and touchdown speeds and use of flaps;

(E) crosswind approach and landing;

(F) glide approach and landing;

(G) short landing and soft field procedures or techniques;

(H) flapless approach and landing;

(I) wheel landing (tail wheel aeroplanes);

(J) missed approach and go-around;

(K) noise abatement procedures.

(xvii) Exercise 12/13: Emergencies:

(A) abandoned take-off;

(B) engine failure after take-off;

(C) mislanding and go-around;

(D) missed approach.

Note: in the interests of safety, it will be necessary for pilots trained on nose wheel aeroplanes or TMGs to undergo dual conversion training before flying tail wheel aeroplanes or TMGs, and vice versa.

(xviii) Exercise 14: First solo:

(A) instructor’s briefing including limitations;

(B) use of required equipment;

(C) observation of flight and de-briefing by instructor.

Note: during flights immediately following the solo circuit consolidation the following should be revised:

(A) procedures for leaving and rejoining the circuit;

(B) the local area, restrictions, map reading;

(C) use of radio aids for homing;

(D) turns using magnetic compass, compass errors.

(xix) Exercise 15: Advanced turning:

(A) steep turns (45 °), level and descending;

(B) stalling in the turn and recovery;

(C) recoveries from unusual attitudes, including spiral dives.

(xx) Exercise 16: Forced landing without power:

(A) forced landing procedure;

(B) choice of landing area, provision for change of plan;

(C) gliding distance;

(D) descent plan;

(E) key positions;

(F) engine cooling;

(G) engine failure checks;

(H) use of radio;

(I) base leg;

(J) final approach;

(K) landing;

(L) actions after landing.

(xxi) Exercise 17: Precautionary landing:

(A) full procedure away from aerodrome to break-off height;

(B) occasions necessitating a precautionary landing;

(C) in-flight conditions;

(D) landing area selection:

(a) normal aerodrome;

(b) disused aerodrome;

(c) ordinary field.

(E) circuit and approach;

(F) actions after landing.

(xxii) Exercise 18a: Navigation:

(A) flight planning:

(a) weather forecast and actuals;

(b) map selection and preparation:

(1) choice of route;

(2) airspace structure;

(3) safety altitudes.

(c) calculations:

(1) magnetic heading(s) and time(s) en-route;

(2) fuel consumption;

(3) mass and balance;

(4) mass and performance.

(d) flight information:

(1) NOTAMs, etc.;

(2) radio frequencies;

(3) selection of alternate aerodromes.

(e) aeroplane or TMG documentation;

(f) notification of the flight:

(1) pre-flight administrative procedures;

(2) flight plan form.

(B) departure:

(a) organisation of cockpit workload;

(b) departure procedures:

(1) altimeter settings;

(2) ATC liaison in regulated airspace;

(3) setting heading procedure;

(4) noting of ETAs.

(c) maintenance of altitude and heading;

(d) revisions of ETA and heading;

(e) log keeping;

(f) use of radio;

(g) minimum weather conditions for continuation of flight;

(h) in-flight decisions;

(i) transiting controlled or regulated airspace;

(j) diversion procedures;

(k) uncertainty of position procedure;

(l) lost procedure.

(C) arrival and aerodrome joining procedure:

(a) ATC liaison in regulated airspace;

(b) altimeter setting;

(c) entering the traffic pattern;

(d) circuit procedures;

(e) parking;

(f) security of aeroplane or TMG;

(g) refuelling;

(h) closing of flight plan, if appropriate;

(i) post-flight administrative procedures.

(xxiii) Exercise 18b: Navigation problems at lower levels and in reduced visibility:

(A) actions before descending;

(B) hazards (for example obstacles, and terrain);

(C) difficulties of map reading;

(D) effects of wind and turbulence;

(E) vertical situational awareness (avoidance of controlled flight into terrain);

(F) avoidance of noise sensitive areas;

(G) joining the circuit;

(H) bad weather circuit and landing.

(xxiv) Exercise 18c: Radio navigation (basics):

(A) use of GNSS or VOR/ADF:

(a) selection of waypoints or stations;

(b) to or from indications and orientation;

(c) error messages.

(B) use of VHF/DF:

(a) availability, AIP and frequencies;

(b) R/T procedures and ATC liaison;

(c) obtaining a QDM and homing.

(C) use of en-route or terminal radar:

(a) availability and AIP;

(b) procedures and ATC liaison;

(c) pilot’s responsibilities;

(d) secondary surveillance radar:

(1) transponders;

(2) code selection;

(3) interrogation and reply.

(xxv) Exercise 19: Stopping and restarting the engine (in the case of TMGs only):

(A) engine cooling;

(B) switching-off procedure;

(C) restarting of the engine.

AMC2 FCL.115 LAPL(H) Training course

FLIGHT INSTRUCTION FOR THE LAPL(H)

(a) Entry to training

Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.

(b) Flight instruction

(1) The LAPL(H) flight instruction syllabus should take into account the principles of threat and error management and also cover:

(i) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;

(ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(iii) control of the helicopter by external visual reference;

(iv) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover;

(v) emergency procedures, basic autorotations, simulated engine failure and ground resonance recovery if relevant to type;

(vi) sideways and backwards flight and turns on the spot;

(vii) incipient vortex ring recognition and recovery;

(viii) touchdown autorotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;

(ix) steep turns;

(x) transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;

(xi) limited power and confined area operations including selection of and operations to and from unprepared sites;

(xii) cross-country flying by using visual reference, dead reckoning and, where available and radio navigation aids;

(xiii) operations to and from aerodromes; compliance with air traffic services procedures and communication procedures.

(2) Before allowing applicants to undertake their first solo flight, the FI should ensure that the applicants can use R/T communication and can operate the required systems and equipment.

(c) Syllabus of flight instruction

(1) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

(i) the applicant's progress and ability;

(ii) the weather conditions affecting the flight;

(iii) the flight time available;

(iv) instructional technique considerations;

(v) the local operating environment;

(vi) applicability of the exercises to the helicopter type.

(2) Each of the exercises involves the need for the applicant to be aware of the needs of good airmanship and look-out, which should be emphasised at all times.

(i) Exercise 1a: Familiarisation with the helicopter:

(A) characteristics of the helicopter, external features;

(B) cockpit layout;

(C) systems;

(D) checklists, procedures, controls.

(ii) Exercise 1b: Emergency procedures:

(A) action if fire on the ground and in the air;

(B) engine, cabin and electrical system fire;

(C) systems failures;

(D) escape drills, location and use of emergency equipment and exits.

(iii) Exercise 2: Preparation for and action after flight:

(A) flight authorisation and helicopter acceptance;

(B) serviceability documents;

(C) equipment required, maps, etc.;

(D) external checks;

(E) internal checks;

(F) seat, harness and flight controls adjustments;

(G) starting and warm-up checks clutch engagement and starting rotors;

(H) power checks;

(I) running down system checks and switching off the engine;

(J) parking, security and picketing;

(K) completion of authorisation sheet and serviceability documents.

(iv) Exercise 3: Air experience:

(A) to introduce the student to rotary wing flight;

(B) flight exercise.

(v) Exercise 4: Effects of controls:

(A) function of flight controls, primary and secondary effect;

(B) effect of air speed;

(C) effect of power changes (torque);

(D) effect of yaw (sideslip);

(E) effect of disc loading (bank and flare);

(F) effect on controls of selecting hydraulics on/off;

(G) effect of control friction;

(H) instruments;

(I) use of carburettor heat or anti-icing control.

(vi) Exercise 5: Power and attitude changes:

(A) relationship between cyclic control position, disc attitude, fuselage attitude and air speed;

(B) flapback;

(C) power required diagram in relation to air speed;

(D) power and air speed changes in level flight;

(E) use of instruments for precision;

(F) engine and air speed limitations.

(vii) Exercise 6a: Straight and level:

(A) at normal cruising power, attaining and maintaining straight and level flight;

(B) control in pitch, including use of control friction or trim;

(C) maintaining direction and balance, (ball or yawstring use);

(D) setting power for selected air speeds and speed changes;

(E) use of instruments for precision.

(viii) Exercise 6b: Climbing:

(A) optimum climb speed, best angle or rate of climb from power required diagram;

(B) initiation, maintaining the normal and maximum rate of climb, levelling off;

(C) levelling off at selected altitudes or heights;

(D) use of instruments for precision.

(ix) Exercise 6c: Descending:

(A) optimum descent speed and best angle or rate of descent from power required diagram;

(B) initiation, maintaining and levelling off;

(C) levelling off at selected altitudes or heights;

(D) descent (including effect of power and air speed);

(E) use of instruments for precision.

(x) Exercise 6d: Turning:

(A) initiation and maintaining medium level turns;

(B) resuming straight flight;

(C) altitude, bank and coordination;

(D) climbing and descending turns and effect on rate of climb or descent;

(E) turns onto selected headings, use of gyro heading indicator and compass;

(F) use of instruments for precision.

(xi) Exercise 7: Basic autorotation:

(A) safety checks, verbal warning and look-out;

(B) entry, development and characteristics;

(C) control of air speed and RRPM, rotor and engine limitations;

(D) effect of AUM, IAS, disc loading, G-forces and density altitude

(E) re-engagement and go-around procedures (throttle over-ride or ERPM control);

(F) vortex condition during recovery;

(G) gentle and medium turns in autorotation;

(H) demonstration of variable flare simulated engine off landing.

(xii) Exercise 8a: Hovering:

(A) demonstrate hover IGE, importance of wind effect and attitude, ground cushion, stability in the hover, effects of over controlling;

(B) student holding cyclic stick only;

(C) student handling collective lever (and throttle) only;

(D) student handling collective lever, (throttle) and pedals;

(E) student handling all controls;

(F) demonstration of ground effect;

(G) demonstration of wind effect;

(H) demonstrate gentle forward running touchdown;

(I) specific hazards, for example snow, dust and litter.

(xiii) Exercise 8b: Hover taxiing and spot turns:

(A) revise hovering;

(B) precise ground speed and height control;

(C) effect of wind direction on helicopter attitude and control margin;

(D) control and coordination during spot turns;

(E) carefully introduce gentle forward running touchdown.

(xiv) Exercise 8c: Hovering and taxiing emergencies:

(A) revise hovering and gentle forward running touchdown, explain (demonstrate where applicable) effect of hydraulics failure in the hover;

(B) demonstrate simulated engine failure in the hover and hover taxi.

(C) demonstrate dangers of mishandling and over-pitching.

(xv) Exercise 9: Take-off and landing

(A) pre-take-off checks or drills;

(B) look-out;

(C) lifting to hover;

(D) after take-off checks;

(E) danger of horizontal movement near ground;

(F) danger of mishandling and overpitching;

(G) landing (without sideways or backwards movement);

(H) after landing checks or drills;

(I) take-off and landing crosswind and downwind.

(xvi) Exercise 10: Transitions from hover to climb and approach to hover:

(A) look-out;

(B) revise take-off and landing;

(C) ground effect, translational lift and its effects;

(D) flapback and its effects;

(E) effect of wind speed and direction during transitions from or to the hover;

(F) the constant angle approach;

(G) demonstration of variable flare simulated engine off landing.

(xvii) Exercise 11a: Circuit, approach and landing:

(A) revise transitions from hover to climb and approach to hover;

(B) circuit procedures, downwind and base leg;

(C) approach and landing with power;

(D) pre-landing checks;

(E) effect of wind on approach and IGE hover

(F) crosswind approach and landing;

(G) go-around;

(H) noise abatement procedures.

(xviii) Exercise 11b: Steep and limited power approaches and landings:

(A) revise the constant angle approach;

(B) the steep approach (explain danger of high sink rate and low air speed);

(C) limited power approach (explain danger of high speed at touch down);

(D) use of the ground effect;

(E) variable flare simulated engine off landing.

(xix) Exercise 11c: Emergency procedures:

(A) abandoned take-off;

(B) missed approach and go-around;

(C) hydraulic off landing (if applicable);

(D) tail rotor control or tail rotor drive failure (briefing only);

(E) simulated emergencies in the circuit to include:

(F) hydraulics failure;

(G) simulated engine failure on take-off, crosswind, downwind and base leg;

(H) governor failure.

(xx) Exercise 12: First solo:

(A) instructor's briefing, observation of flight and debriefing;

(B) warn of change of attitude from reduced and laterally displaced weight;

(C) warn of low tail, low skid or wheel during hover and landing;

(D) warn of dangers of loss of RRPM and overpitching;

(E) pre-take-off checks;

(F) into wind take-off;

(G) procedures during and after take-off;

(H) normal circuit, approaches and landings;

(I) action if an emergency.

(xxi) Exercise 13: Sideways and backwards hover manoeuvring:

(A) manoeuvring sideways flight heading into wind;

(B) manoeuvring backwards flight heading into wind;

(C) combination of sideways and backwards manoeuvring;

(D) manoeuvring sideways and backwards, heading out of wind;

(E) stability and weather cocking;

(F) recovery from backwards manoeuvring, (pitch nose down);

(G) groundspeed limitations for sideways and backwards manoeuvring.

(xxii) Exercise 14: Spot turns:

(A) revise hovering into wind and downwind;

(B) turn on spot through 360°:

(a) around pilots position;

(b) around tail rotor;

(c) around helicopter geometric centre;

(d) square and safe visibility clearing turn.

(C) rotor RPM control, torque effect, cyclic limiting stops due to CG position and wind speed and direction.

(xxiii) Exercise 15: Hover OGE and vortex ring:

(A) establishing hover OGE;

(B) drift, height or power control;

(C) demonstration of incipient stage of vortex ring, recognition and recovery (from a safe altitude);

(D) loss of tail rotor effectiveness.

(xxiv) Exercise 16: Simulated EOL:

(A) the effect of weight, disc loading, density attitude and RRPM decay;

(B) revise basic autorotation entry;

(C) optimum use of cyclic and collective to control speed or RRPM;

(D) variable flare simulated EOL;

(E) demonstrate constant attitude simulated EOL;

(F) demonstrate simulated EOL from hover or hover taxi;

(G) demonstrate simulated EOL from transition and low level.

(xxv) Exercise 17: Advanced autorotation:

(A) over a selected point at various height and speed;

(B) revise basic autorotation: note ground distance covered;

(C) range autorotation;

(D) low speed autorotation;

(E) constant attitude autorotation (terminate at safe altitude);

(F) 'S' turns;

(G) turns through 180° and 360°;

(H) effects on angles of descent, IAS, RRPM and effect of AUM.

(xxvi) Exercise 18: Practice forced landings:

(A) procedure and choice of the forced landing area;

(B) forced landing checks and crash action;

(C) re-engagement and go-around procedures.

(xxvii) Exercise 19: Steep turns:

(A) steep (level) turns (30° bank);

(B) maximum rate turns (45° bank if possible);

(C) steep autorotative turns;

(D) faults in the turn: balance, attitude, bank and coordination;

(E) RRPM control and disc loading;

(F) vibration and control feedback;

(G) effect of wind at low level.

(xxviii) Exercise 20: Transitions:

(A) revise ground effect, translational lift and flapback;

(B) maintaining constant height, (20–30 ft AGL):

(C) transition from hover to minimum 50 knots IAS and back to hover;

(D) demonstrate effect of wind.

(xxix) Exercise 21: Quick stops:

(A) use of power and controls;

(B) effect of wind;

(C) quick stops into wind;

(D) quick stops from crosswind and downwind terminating into wind;

(E) danger of vortex ring;

(F) danger of high disc loading.

(xxx) Exercise 22a: Navigation:

(A) Flight planning:

(a) weather forecast and actuals;

(b) map selection and preparation and use:

(1) choice of route;

(2) controlled airspace, danger and prohibited areas;

(3) safety altitudes and noise abatement considerations.

(c) calculations:

(1) magnetic heading(s) and time(s) en-route;

(2) fuel consumption;

(3) mass and balance.

(d) flight information:

(1) NOTAMs, etc.;

(2) radio frequencies;

(3) selection of alternate landing sites.

(e) helicopter documentation;

(f) notification of the flight:

(1) pre-flight administrative procedures;

(2) flight plan form (where appropriate).

(B) Departure:

(a) organisation of cockpit workload;

(b) departure procedures:

(1) altimeter settings;

(2) ATC liaison in regulated airspace;

(3) setting heading procedure;

(4) noting of ETAs.

(c) maintenance of height or altitude and heading;

(d) revisions of ETA and heading:

(1) 10° line, double track, track error and closing angle;

(2) 1 in 60 rule;

(3) amending an ETA.

(e) log keeping;

(f) use of radio;

(g) minimum weather conditions for continuation of flight;

(h) in-flight decisions;

(i) transiting controlled or regulated airspace;

(j) uncertainty of position procedure;

(k) lost procedure.

(C) Arrival and aerodrome joining procedure:

(a) ATC liaison in regulated airspace;

(b) altimeter setting;

(c) entering the traffic pattern;

(d) circuit procedures;

(e) parking;

(f) security of helicopter;

(g) refuelling;

(h) closing of flight plan, (if appropriate);

(i) post-flight administrative procedures.

(xxxi) Exercise 22b: Navigation problems at low heights and in reduced visibility:

(A) actions before descending;

(B) hazards (for example obstacles and other aircraft);

(C) difficulties in map reading;

(D) effects of wind and turbulence;

(E) avoidance of noise-sensitive areas;

(F) actions in case of DVE;

(G) decision to divert or make a precautionary landing;

(H) bad-weather circuit and landing;

(I) appropriate procedures and choice of landing area;

(J) precautionary landing.

(xxxii) Exercise 22c: Radio navigation (basics):

(A) Use of GNNS or VOR/NDB:

(a) selection of waypoints;

(b) to or from indications or orientation;

(c) error messages.

(B) Use of VHF/DF:

(a) availability, AIP and frequencies;

(b) R/T procedures and ATC liaison;

(c) obtaining a QDM and homing.

(C) Use of en-route or terminal radar:

(a) availability and AIP;

(b) procedures and ATC liaison;

(c) pilot's responsibilities;

(d) secondary surveillance radar:

(1) transponders;

(2) code selection;

(3) interrogation and reply.

(xxxiii) Exercise 23: Advanced take-off, landings and transitions:

(A) landing and take-off out of wind (performance reduction);

(B) ground effect, translational lift and directional stability variation when out of wind;

(C) downwind transitions;

(D) vertical take-off over obstacles;

(E) reconnaissance of landing site;

(F) running landing;

(G) zero speed landing;

(H) crosswind and downwind landings;

(I) steep approach;

(J) go-around.

(xxxiv) Exercise 24: Sloping ground:

(A) limitations and assessing slope angle;

(B) wind and slope relationship: blade and control stops;

(C) effect of CG when on slope;

(D) ground effect on slope and power required;

(E) right skid up slope;

(F) left skid up slope;

(G) nose up slope;

(H) avoidance of dynamic roll over, dangers soft ground and sideways movement on touchdown;

(I) danger of striking main or tail rotor by harsh control movement near ground.

(xxxv) Exercise 25: Limited power:

(A) take-off power check;

(B) vertical take-off over obstacles;

(C) in-flight power check;

(D) running landing;

(E) zero speed landing;

(F) approach to low hover;

(G) approach to hover;

(H) approach to hover OGE;

(I) steep approach;

(J) go-around.

(xxxvi) Exercise 26: Confined areas:

(A) landing capability and performance assessment;

(B) locating landing site and assessing wind speed and direction;

(C) reconnaissance of landing site;

(D) select markers;

(E) select direction and type of approach;

(F) circuit;

(G) approach to committed point and go-around;

(H) approach;

(I) clearing turn;

(J) landing;

(K) power check and performance assessment in and OGE;

(L) normal take-off to best angle of climb speed;

(M) vertical take-off from hover.

AMC1 FCL.115(c) LAPL – Training course

CHANGE OF TRAINING ORGANISATION

In cases where the applicant completes the training course (theoretical knowledge instruction or flight instruction) at a different ATO ('completing training organisation') from the one where they have started the training course ('starting training organisation'), the applicant should request from the starting training organisation a copy of the records kept in accordance with point ORA.ATO.120.

AMC1 FCL.115; FCL.120 LAPL training course and theoretical knowledge examination

SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE LAPL

(a) The training and examination should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated with the licence and the activity. The ATO responsible for the training has to check if all the appropriate elements of the training course of theoretical knowledge instruction have been completed to a satisfactory standard before recommending the applicant for the examination.

(b) The syllabi for the theoretical knowledge instruction and examination for the PPL(A) and PPL(H) in AMC1 FCL.210; FCL.215 should be used for the LAPL(A) and the LAPL(H), respectively.

AMC1 FCL.120; FCL.125

THEORETICAL KNOWLEDGE EXAMINATION AND SKILL TEST FOR THE LAPL

(a) Theoretical knowledge examination

(1) The examinations should be in written form and should comprise a total of 120 multiple-choice questions covering all the subjects.

(2) For the subject 'communication' practical classroom testing may be conducted.

(3) The examinations will be conducted in English language.

(b) Skill test

Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.

(c) Conduct of the test

(1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.

(2) Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.

(3) An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight should be allocated in accordance with applicable regulations.

AMC1 FCL.125 LAPL – Skill test

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(A)

(a) The route to be flown for the skill test should be chosen by the FE. The route should end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test should have a duration of at least 30 minutes which allows the pilot to demonstrate his/her ability to complete a route with at least two identified waypoints and may, as agreed between applicant and FE, be flown as a separate test.

(b) An applicant should indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the flight manual or the authorised checklist for the aeroplane or TMG on which the test is being taken.

During pre-flight preparation for the test the applicant should be required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane or TMG used.

FLIGHT TEST TOLERANCE

(c) The applicant should demonstrate the ability to:

(1) operate the aeroplane or TMG within its limitations;

(2) complete all manoeuvres with smoothness and accuracy;

(3) exercise good judgment and airmanship;

(4) apply aeronautical knowledge;

(5) maintain control of the aeroplane or TMG at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

(d) The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane or TMG used:

(1) height: normal flight ± 150 ft

(2) speed:

(i) take-off and approach +15/-5 knots

(ii) all other flight regimes ± 15 knots

CONTENT OF THE SKILL TEST

(e) The skill test contents and sections set out in this AMC should be used for the skill test for the issue of a LAPL(A):

SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE	
Use of checklist, airmanship, control of aeroplane or TMG by external visual reference, anti/de-icing procedures, etc. apply in all sections.	
a	Pre-flight documentation, NOTAM and weather briefing
b	Mass and balance and performance calculation
c	Aeroplane or TMG inspection and servicing
d	Engine starting and after starting procedures
e	Taxiing and aerodrome procedures, pre-take-off procedures
f	Take-off and after take-off checks
g	Aerodrome departure procedures
h	ATC liaison: compliance
SECTION 2 GENERAL AIRWORK	
a	ATC liaison
b	Straight and level flight, with speed changes
c	Climbing: i. best rate of climb; ii. climbing turns iii. levelling off.
d	Medium (30° bank) turns, look-out procedures and collision avoidance
e	Steep (45 ° bank) turns
f	Flight at critically low air speed with and without flaps
g	Stalling: i. clean stall and recover with power;

	ii. approach to stall descending turn with bank angle 20 °, approach configuration; iii. approach to stall in landing configuration.
h	Descending: i. with and without power; ii. descending turns (steep gliding turns); iii. levelling off.
SECTION 3 EN-ROUTE PROCEDURES	
a	Flight plan, dead reckoning and map reading
b	Maintenance of altitude, heading and speed
c	Orientation, airspace structure, timing and revision of ETAs, log keeping
d	Diversion to alternate aerodrome (planning and implementation)
e	Flight management (checks, fuel systems, carburettor icing, etc.)
f	ATC liaison: compliance
SECTION 4 APPROACH AND LANDING PROCEDURES	
a	Aerodrome arrival procedures
b	Collision avoidance (look-out procedures)
c	Precision landing (short field landing) and crosswind, if suitable conditions available
d	Flapless landing (if applicable)
e	Approach to landing with idle power
f	Touch and go
g	Go-around from low height
h	ATC liaison
i	Actions after flight
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES	
This section may be combined with Sections 1 through 4	
a	Simulated engine failure after take-off
b	* Simulated forced landing
c	* Simulated precautionary landing
d	Simulated emergencies
e	Oral questions

* These items may be combined, at the discretion of the FE.

AMC2 FCL.125 LAPL – Skill test

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(H)

(a) The area and route to be flown for the skill test should be chosen by the FE. The route should end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test should consist of at least two legs, each leg of a minimum duration of 10 minutes. The skill test may be conducted in two flights.

(b) An applicant should indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the flight manual or the authorised checklist or pilot operating handbook for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant should be required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

FLIGHT TEST TOLERANCE

(c) The applicant should demonstrate the ability to:

(1) operate the helicopter within its limitations;

(2) complete all manoeuvres with smoothness and accuracy;

(3) exercise good judgment and airmanship;

(4) apply aeronautical knowledge;

(5) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

(d) The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:

(1) height:

(i)	normal forward flight	± 150 ft
(ii)	with simulated major emergency	± 200 ft
(iii)	hovering IGE flight	± 2 ft

(2) speed:

(i)	take-off approach	+15 knots /-10 knots
(ii)	all other flight regimes	± 15 knots

(3) round drift:

(i)	take-off hover IGE	± 3 ft
(ii)	landing	no sideways or backward movement

CONTENT OF THE SKILL TEST

(e) The skill test contents and sections set out in this AMC should be used for the skill test for the issue of a LAPL(H):

SECTION 1 PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES	
Use of checklist, airmanship, control of helicopter by external visual reference, anti/de-icing procedures, etc. apply in all sections.	
a	Helicopter knowledge (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM, and weather briefing
b	Pre-flight inspection or action, location of parts and purpose
c	Cockpit inspection, starting procedure
d	Communication and navigation equipment checks, selecting and setting frequencies
e	Pre-take-off procedure and ATC liaison
f	Parking, shutdown and post-flight procedure
SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS	
a	Take-off and landing (lift off and touch down)
b	Taxi and hover taxi
c	Stationary hover with head, cross and tail wind
d	Stationary hover turns, 360° left and right (spot turns)
e	Forward, sideways and backwards hover manoeuvring
f	Simulated engine failure from the hover
g	Quick stops into and downwind

h	Sloping ground or unprepared sites landings and take-offs
i	Take-offs (various profiles)
j	Crosswind and downwind take-off (if practicable)
k	Take-off at maximum take-off mass (actual or simulated)
l	Approaches (various profiles)
m	Limited power take-off and landing
n	Autorotations (FE to select two items from the following: basic, range, low speed, and 360° turns)
o	Autorotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique
SECTION 3 NAVIGATION AND EN-ROUTE PROCEDURES	
a	Navigation and orientation at various altitudes or heights and map reading
b	Altitude or height, speed, heading control, observation of airspace and altimeter setting
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error, re-establishment of correct track and instrument monitoring
d	Observation of weather conditions and diversion planning
e	Collision avoidance (look-out procedures)
f	ATC liaison with due observance of regulations
SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES	
a	Level flight, control of heading, altitude or height and speed
b	Climbing and descending turns to specified headings
c	Level turns with up to 30 ° bank, 180 ° to 360 ° left and right
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)	
Note: The FE selects 4 items from the following:	
a	Engine malfunctions, including governor failure, carburettor or engine icing and oil system, as appropriate
b	Fuel system malfunction
c	Electrical system malfunction
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable
e	Main rotor or anti-torque system malfunction (FFS or discussion only)
f	Fire drills, including smoke control and removal, as applicable
g	Other abnormal and emergency procedures as outlined in appropriate flight manual

AMC1 FCL.125; FCL.235

(Reserved).

AMC2 FCL.125; FCL.235

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(B) AND A BPL

(a) The take-off site should be chosen by the applicant depending on the actual meteorological conditions, the area which has to be over flown and the possible options for suitable landing sites. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board.

(b) An applicant should indicate to the FE the checks and duties carried out. Checks should be completed in accordance with the flight manual or the authorised checklist for the balloon on which the test is being taken. During pre-flight preparation for the test the applicant should be required to perform crew and passenger briefings and demonstrate crowd control. The load calculation should be performed by the applicant in compliance with the operations manual or flight manual for the balloon used.

FLIGHT TEST TOLERANCE

(c) The applicant should demonstrate the ability to:

(1) operate the balloon within its limitations;

(2) complete all manoeuvres with smoothness and accuracy

(3) exercise good judgment and airmanship;

(4) apply aeronautical knowledge;

(5) maintain control of the balloon at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

CONTENT OF THE SKILL TEST

(d) The skill test contents and sections set out in this paragraph should be used for the skill test for the issue of a LAPL(B) (hot-air balloon) and a BPL (hot-air balloon):

SECTION 1 PRE-FLIGHT OPERATIONS, INFLATION AND TAKE-OFF	
Use of checklist, airmanship, control of balloon by external visual reference, look-out procedures, etc. apply in all sections.	
a	Pre-flight documentation, flight planning, NOTAM and weather briefing
b	Balloon inspection and servicing
c	Load calculation
d	Crowd control, crew and passenger briefings
e	Assembly and layout
f	Inflation and pre-take-off procedures
g	Take-off
h	ATC compliance (if applicable)
SECTION 2 GENERAL AIRWORK	
a	Climb to level flight
b	Level flight
c	Descent to level flight
d	Operating at low level
e	ATC compliance (if applicable)
SECTION 3 EN-ROUTE PROCEDURES	
a	Dead reckoning and map reading
b	Marking positions and time
c	Orientation and airspace structure
d	Maintenance of altitude
e	Fuel management
f	Communication with retrieve crew
g	ATC compliance
SECTION 4 APPROACH AND LANDING PROCEDURES	
a	Approach from low level, missed approach and fly on
b	Approach from high level, missed approach and fly on

c	Pre-landing checks
d	Passenger pre-landing briefing
e	Selection of landing field
f	Landing, dragging and deflation
g	ATC compliance (if applicable)
h	Actions after flight
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES	
a	Simulated fire on the ground and in the air
b	Simulated pilot light and burner failures
c	Other abnormal and emergency procedures as outlined in the appropriate flight manual.
d	Oral questions

(e) The skill test contents and sections set out in this paragraph should be used for the skill test for the issue of a LAPL(B) (gas balloon) and a BPL (gas balloon):

SECTION 1 PRE-FLIGHT OPERATIONS, INFLATION AND TAKE-OFF	
Use of checklist, airmanship, control of balloon by external visual reference, look-out procedures, etc. apply in all sections.	
a	Pre-flight documentation, flight planning, NOTAM and weather briefing
b	Balloon inspection and servicing
c	Load calculation
d	Crowd control, crew and passenger briefings
e	Assembly and layout
f	Inflation and pre-take-off procedures
g	Take-off
h	ATC compliance (if applicable)
SECTION 2 GENERAL AIRWORK	
a	Climb to level flight
b	Level flight
c	Descent to level flight
d	Operating at low level
e	ATC compliance (if applicable)
SECTION 3 EN-ROUTE PROCEDURES	
a	Dead reckoning and map reading
b	Marking positions and time
c	Orientation and airspace structure
d	Maintenance of altitude
e	Ballast management
f	Communication with retrieve crew
g	ATC compliance
SECTION 4 APPROACH AND LANDING PROCEDURES	
a	Approach from low level, missed approach and fly on
b	Approach from high level, missed approach and fly on
c	Pre-landing checks
d	Passenger pre-landing briefing
e	Selection of landing field
f	Landing, dragging and deflation
g	ATC compliance (if applicable)
h	Actions after flight

SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES	
a	Simulated closed appendix during take-off and climb
b	Simulated parachute or valve failure
c	Other abnormal and emergency procedures as outlined in the appropriate flight manual
d	Oral questions

SECTION 2 – SPECIFIC REQUIREMENTS FOR THE LAPL FOR AEROPLANES – LAPL(A)

AMC1 FCL.105.A(b)(2) Privileges and conditions

In the case of previous MPL(A) holders, only those who extended their MPL(A) to include CPL privileges or PPL privileges in accordance with point FCL.405.A(b) may benefit from the exemption of point FCL.105.A(b)(2).

AMC1 FCL.115.A LAPL(A) – Training course[1]

CREDITING: PRE-ENTRY FLIGHT TEST

The pre-entry flight test referred to in FCL.110.A(c) should cover the total content of the syllabus of flight instruction for the issuance of the LAPL(A), in accordance with AMC1 FCL.115.

GM1 FCL.135.A; FCL.135.H

DIFFERENCES AND FAMILIARISATION TRAINING

(a) Differences training requires the acquisition of additional knowledge and training on an appropriate training device or the aircraft.

(b) Familiarisation training requires the acquisition of additional knowledge.

AMC1 FCL.140.A; FCL.140.S; FCL.740.A(b)(1)(ii) Recency and revalidation requirements

(Reserved).

AMC1 FCL.140.A; FCL.140.H; Recency requirements

Training flight items should be based on the exercise items of the proficiency check, as deemed relevant by the instructor, and depending on the experience of the candidate. For aeroplanes and helicopters, the briefing should include a discussion on TEM with special emphasis on decision-making when encountering adverse meteorological conditions or unintentional IMC, as well as on navigation flight capabilities.

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1 The correct title should be “AMC1 FCL.110.A – Experience requirements and crediting”, to be corrected with the next AMC amendment.

AMC1 FCL.140.A(b)(1) LAPL(A) Recency requirements

The proficiency check should follow the content of the skill test that is set out in AMC1 FCL.125, point (e).

SECTION 3 – SPECIFIC REQUIREMENTS FOR THE LAPL FOR HELICOPTERS – LAPL(H)

AMC1 FCL.110.H LAPL(H) Experience requirements and crediting

CREDITING: PRE-ENTRY FLIGHT TEST

The pre-entry flight test referred to in FCL.110.H(b) should cover the total content of the syllabus of flight instruction for the issuance of the LAPL(H), in accordance with AMC2 FCL.115.

GM1 FCL.135.A; FCL.135.H

DIFFERENCES AND FAMILIARISATION TRAINING

(a) Differences training requires the acquisition of additional knowledge and training on an appropriate training device or the aircraft.

(b) Familiarisation training requires the acquisition of additional knowledge.

AMC1 FCL.140.H(b)(1) LAPL(H) Recency requirements

The proficiency check should follow the content of the skill test that is set out in AMC2 FCL.125, point (e).

SUBPART C – PRIVATE PILOT LICENCE (PPL)

SECTION 1 – COMMON REQUIREMENTS

AMC1 FCL.210 PPL(A) Training course

FLIGHT INSTRUCTION FOR THE PPL(A)

(a) Entry to training

Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.

(b) Flight instruction

(1) The PPL(A) flight instruction syllabus takes into account the principles of threat and error management and also covers:

(i) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;

(ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(iii) control of the aircraft by external visual reference;

(iv) flight at critically low air speeds, recognition of, and recovery from, incipient and full stalls;

(v) flight at critically high air speeds, recognition of, and recovery from, spiral dive;

(vi) normal and crosswind take-offs and landings;

(vii) maximum performance (short field and obstacle clearance) take-offs, short-field landings;

(viii) light by reference solely to instruments, including the completion of a level 180 ° turn;

(ix) cross-country flying using visual reference, dead reckoning and radio navigation aids;

(x) emergency operations, including simulated aeroplane equipment malfunctions;

(xi) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, communication procedures and phraseology.

(2) Before allowing applicants for a PPL(A) to undertake their first solo flight, the FI should ensure that the applicants can use R/T communication and can operate the required systems and equipment.

(c) Syllabus of flight instruction

(1) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

(i) the applicant’s progress and ability;

(ii) the weather conditions affecting the flight;

(iii) the flight time available;

(iv) instructional technique considerations;

(v) the local operating environment;

(vi) applicability of the exercises to the aeroplane.

(2) Each of the exercises involves the need for the applicant to be aware of the needs of good airmanship and look-out, which should be emphasised at all times.

(i) Exercise 1a: Familiarisation with the aeroplane:

(A) characteristics of the aeroplane;

(B) cockpit layout;

(C) systems;

(D) checklists, drills and controls.

(ii) Exercise 1b: Emergency drills:

(A) action if fire on the ground and in the air;

(B) engine cabin and electrical system fire;

(C) systems failure;

(D) escape drills, location and use of emergency equipment and exits.

(iii) Exercise 2: Preparation for and action after flight:

(A) flight authorisation and aeroplane acceptance;

(B) serviceability documents;

(C) equipment required, maps, etc.;

(D) external checks;

(E) internal checks;

(F) harness, seat or rudder panel adjustments;

(G) starting and warm-up checks;

(H) power checks;

(I) running down system checks and switching off the engine;

(J) parking, security and picketing (for example tie down);

(K) completion of authorisation sheet and serviceability documents.

(iv) Exercise 3: Air experience: flight exercise.

(v) Exercise 4: Effects of controls:

(A) primary effects when laterally level and when banked;

(B) further effects of aileron and rudder;

(C) effects of:

(a) air speed;

(b) slipstream;

(c) power;

(d) trimming controls;

(e) flaps;

(f) other controls, as applicable.

(D) operation of:

(a) mixture control;

(b) carburettor heat;

(c) cabin heating or ventilation.

(vi) Exercise 5a: Taxiing:

(A) pre-taxi checks;

(B) starting, control of speed and stopping;

(C) engine handling;

(D) control of direction and turning;

(E) turning in confined spaces;

(F) parking area procedure and precautions;

(G) effects of wind and use of flying controls;

(H) effects of ground surface;

(I) freedom of rudder movement;

(J) marshalling signals;

(K) instrument checks;

(L) air traffic control procedures.

(vii) Exercise 5b: Emergencies: brake and steering failure.

(viii) Exercise 6: Straight and level:

(A) at normal cruising power, attaining and maintaining straight and level flight;

(B) flight at critically high air speeds;

(C) demonstration of inherent stability;

(D) control in pitch, including use of trim;

(E) lateral level, direction and balance and trim;

(F) at selected air speeds (use of power);

(G) during speed and configuration changes;

(H) use of instruments for precision.

(ix) Exercise 7: Climbing:

(A) entry, maintaining the normal and max rate climb and levelling off;

(B) levelling off at selected altitudes;

(C) en-route climb (cruise climb);

(D) climbing with flap down;

(E) recovery to normal climb;

(F) maximum angle of climb;

(G) use of instruments for precision.

(x) Exercise 8: Descending:

(A) entry, maintaining and levelling off;

(B) levelling off at selected altitudes;

(C) glide, powered and cruise descent (including effect of power and air speed);

(D) side slipping (on suitable types);

(E) use of instruments for precision flight.

(xi) Exercise 9: Turning:

(A) entry and maintaining medium level turns;

(B) resuming straight flight;

(C) faults in the turn (for example in correct pitch, bank and balance);

(D) climbing turns;

(E) descending turns;

(F) faults in the turns (slipping and skidding on suitable types);

(G) turns onto selected headings, use of gyro heading indicator and compass;

(H) use of instruments for precision.

(xii) Exercise 10a: Slow flight:

Note: the objective is to improve the student's ability to recognise inadvertent flight at critically low speeds and provide practice in maintaining the aeroplane in balance while returning to normal air speed.

(A) safety checks;

(B) introduction to slow flight;

(C) controlled flight down to critically slow air speed;

(D) application of full power with correct attitude and balance to achieve normal climb speed.

(xiii) Exercise 10b: Stalling:

(A) safety checks;

(B) symptoms;

(C) recognition;

(D) clean stall and recovery without power and with power;

(E) recovery when a wing drops;

(F) approach to stall in the approach and in the landing configurations, with and without power and recovery at the incipient stage.

(xiv) Exercise 11: Spin avoidance:

(A) safety checks;

(B) stalling and recovery at the incipient spin stage (stall with excessive wing drop, about 45°);

(C) instructor induced distractions during the stall.

Note 1: at least two hours of stall awareness and spin avoidance flight training should be completed during the course.

Note 2: consideration of manoeuvre limitations and the need to refer to the aeroplane manual and mass and balance calculations.

(xv) Exercise 12: Take-off and climb to downwind position:

(A) pre-take-off checks;

(B) into wind take-off;

(C) safeguarding the nose wheel;

(D) crosswind take-off;

(E) drills during and after take-off;

(F) short take-off and soft field procedure/techniques including performance calculations;

(G) noise abatement procedures.

(xvi) Exercise 13: Circuit, approach and landing:

(A) circuit procedures, downwind and base leg;

(B) powered approach and landing;

(C) safeguarding the nose wheel;

(D) effect of wind on approach and touchdown speeds and use of flaps;

(E) crosswind approach and landing;

(F) glide approach and landing;

(G) short landing and soft field procedures or techniques;

(H) flapless approach and landing;

(I) wheel landing (tail wheel aeroplanes);

(J) missed approach and go-around;

(K) noise abatement procedures.

(xvii) Exercise 12/13: Emergencies:

(A) abandoned take-off;

(B) engine failure after take-off;

(C) mislanding and go-around;

(D) missed approach.

Note: in the interests of safety, it will be necessary for pilots trained on nose wheel aeroplanes to undergo dual conversion training before flying tail wheel aeroplanes, and vice-versa.

(xviii) Exercise 14: First solo:

(A) instructor’s briefing, observation of flight and de-briefing;

Note: during flights immediately following the solo circuit consolidation the following should be revised:

(B) procedures for leaving and re-joining the circuit;

(C) the local area, restrictions, map reading;

(D) use of radio aids for homing;

(E) urns using magnetic compass, compass errors.

(xix) Exercise 15: Advanced turning:

(A) steep turns (45°), level and descending;

(B) stalling in the turn and recovery;

(C) recoveries from unusual attitudes, including spiral dives.

(xx) Exercise 16: Forced landing without power:

(A) forced landing procedure;

(B) choice of landing area, provision for change of plan;

(C) gliding distance;

(D) descent plan;

(E) key positions;

(F) engine cooling;

(G) engine failure checks;

(H) use of radio;

(I) base leg;

(J) final approach;

(K) landing;

(L) actions after landing.

(xxi) Exercise 17: Precautionary landing:

(A) full procedure away from aerodrome to break-off height;

(B) occasions necessitating;

(C) in-flight conditions;

(D) landing area selection:

(a) normal aerodrome;

(b) disused aerodrome;

(c) ordinary field.

(E) circuit and approach;

(F) actions after landing.

(xxii) Exercise 18a: Navigation:

(A) flight planning:

(a) weather forecast and actuals;

(b) map selection and preparation:

(1) choice of route;

(2) controlled airspace;

(3) danger, prohibited and restricted areas;

(4) safety altitudes.

(c) calculations:

(1) magnetic heading(s) and time(s) en-route;

(2) fuel consumption;

(3) mass and balance;

(4) mass and performance.

(d) flight information:

(1) NOTAMs etc.;

(2) radio frequencies;

(3) selection of alternate aerodromes.

(e) aeroplane documentation;

(f) notification of the flight:

(1) pre-flight administrative procedures;

(2) flight plan form.

(B) departure:

(a) organisation of cockpit workload;

(b) departure procedures:

(1) altimeter settings;

(2) ATC liaison in controlled or regulated airspace;

(3) setting heading procedure;

(4) noting of ETAs.

(c) maintenance of altitude and heading;

(d) revisions of ETA and heading;

(e) log keeping;

(f) use of radio;

(g) use of NAVAIDs;

(h) minimum weather conditions for continuation of flight;

(i) in-flight decisions;

(j) transiting controlled or regulated airspace;

(k) diversion procedures;

(l) uncertainty of position procedure;

(m) lost procedure.

(C) arrival and aerodrome joining procedure:

(a) ATC liaison in controlled or regulated airspace;

(b) altimeter setting;

(c) entering the traffic pattern;

(d) circuit procedures;

(e) parking;

(f) security of aeroplane;

(g) refuelling;

(h) closing of flight plan, if appropriate;

(i) post-flight administrative procedures.

(xxiii) Exercise 18b: Navigation problems at lower levels and in reduced visibility:

(A) actions before descending;

(B) hazards (for example obstacles and terrain);

(C) difficulties of map reading;

(D) effects of wind and turbulence;

(E) vertical situational awareness (avoidance of controlled flight into terrain);

(F) avoidance of noise sensitive areas;

(G) joining the circuit;

(H) bad weather circuit and landing.

(xxiv) Exercise 18c: Radio navigation:

(A) use of GNSS:

(a) selection of waypoints;

(b) to or from indications and orientation;

(c) error messages.

(B) use of VHF Omni range:

(a) availability, AIP and frequencies;

(b) selection and identification;

(c) OBS;

(d) to or from indications and orientation;

(e) CDI;

(f) determination of radial;

(g) intercepting and maintaining a radial;

(h) VOR passage;

(i) obtaining a fix from two VORs.

(C) use of ADF equipment: NDBs:

(a) availability, AIP and frequencies;

(b) selection and identification;

(c) orientation relative to the beacon;

(d) homing.

(D) use of VHF/DF:

(a) availability, AIP, frequencies;

(b) R/T procedures and ATC liaison;

(c) obtaining a QDM and homing.

(E) use of en-route or terminal radar:

(a) availability and AIP;

(b) procedures and ATC liaison;

(c) pilot's responsibilities;

(d) secondary surveillance radar:

(1) transponders;

(2) code selection;

(3) interrogation and reply.

(F) use of DME:

(a) station selection and identification;

(b) modes of operation: distance, groundspeed and time to run.

(xxv) Exercise 19: Basic instrument flight:

(A) physiological sensations;

(B) instrument appreciation; attitude instrument flight;

(C) instrument limitations;

(D) basic manoeuvres:

(a) straight and level at various air speeds and configurations;

(b) climbing and descending;

(c) standard rate turns, climbing and descending, onto selected headings;

(d) recoveries from climbing and descending turns.

(d) BITD

(1) A BITD may be used for flight training for:

(i) flight by reference solely to instruments;

(ii) navigation using radio navigation aids;

(iii) basic instrument flight.

(2) The use of the BITD should be subject to the following:

(i) the training should be complemented by exercises on an aeroplane;

(ii) the record of the parameters of the flight must be available;

(iii) A FI(A) or STI(A) should conduct the instruction.

AMC2 FCL.210 PPL(H) – Training course

FLIGHT INSTRUCTION FOR THE PPL(H)

(a) Entry to training

Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.

(b) Ground instruction

Enhanced ground instruction in weather interpretation, planning and route assessment, decision making on encountering DVE including reversing course or conducting a precautionary landing.

(c) Flight instruction

(1) The PPL(H) flight instruction syllabus should take into account the principles of threat and error management and cover:

(i) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;

(ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(iii) control of the helicopter by external visual reference;

(iv) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover;

(v) emergency procedures, basic auto-rotations, simulated engine failure, ground resonance recovery if relevant to type;

(vi) sideways and backwards flight, turns on the spot;

(vii) incipient vortex ring recognition and recovery;

(viii) touchdown auto-rotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;

(ix) steep turns;

(x) transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;

(xi) limited power and confined area operations, including selection of and operations to and from unprepared sites;

(xii) flight by sole reference to basic flight instruments, including completion of a level 180° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud (this training may be conducted by an FI(H));

(xiii) cross-country flying by using visual reference, DR, GNNS and, where available, radio navigation aids; simulation of deteriorating weather conditions and actions to divert or conduct precautionary landing;

(xiv) operations to, from and transiting controlled aerodromes; compliance with air traffic services procedures, communication procedures and phraseology.

(2) Before allowing applicants for a PPL(H) to undertake their first solo flight, the FI should ensure that the applicants can use R/T communication and can operate the required systems and equipment.

(3) Wherever possible, flight simulation should be used to demonstrate to student pilots the effects of flight into DVE and to enhance their understanding and need for avoidance of this potentially fatal flight regime.

(d) Syllabus of flight instruction

(1) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore, the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

(i) the applicant's progress and ability;

(ii) the weather conditions affecting the flight;

(iii) the flight time available;

(iv) instructional technique considerations;

(v) the local operating environment;

(vi) applicability of the exercises to the helicopter.

(2) Each of the exercises involves the need for the applicant to be aware of the needs of good airmanship and look-out, which should be emphasised at all times.

(i) Exercise 1a: Familiarisation with the helicopter:

(A) characteristics of the helicopter, external features;

(B) cockpit layout;

(C) systems;

(D) checklists, procedures and controls.

(ii) Exercise 1b: Emergency procedures:

(A) action if fire on the ground and in the air;

(B) engine, cabin and electrical system fire;

(C) systems failures;

(D) escape drills, location and use of emergency equipment and exits.

(iii) Exercise 2: Preparation for and action after flight:

(A) flight authorisation and helicopter acceptance;

(B) serviceability documents;

(C) equipment required, maps, etc.;

(D) external checks;

(E) internal checks;

(F) seat, harness and flight controls adjustments;

(G) starting and warm-up checks clutch engagement and starting rotors;

(H) power checks;

(I) running down system checks and switching off the engine;

(J) parking, security and picketing;

(K) completion of authorisation sheet and serviceability documents.

(iv) Exercise 3: Air experience:

(A) to introduce the student to rotary wing flight;

(B) flight exercise.

(v) Exercise 4: Effects of controls:

(A) function of flight controls, primary and secondary effect;

(B) effects of:

(a) air speed;

(b) power changes (torque);

(c) yaw (sideslip);

(d) disc loading (bank and flare);

(e) controls of selecting hydraulics on/off

(f) control friction.

(C) instruments;

(D) use of carburettor heat or anti-icing control.

(vi) Exercise 5: Power and attitude changes:

(A) relationship between cyclic control position, disc attitude, fuselage attitude and air speed;

(B) flap-back;

(C) power required diagram in relation to air speed;

(D) power and air speed changes in level flight;

(E) use of instruments for precision;

(F) engine and air speed limitations.

(vii) Exercise 6: Straight and level:

(A) at normal cruising power, attaining and maintaining straight and level flight;

(B) control in pitch, including use of control friction or trim;

(C) maintaining direction and balance, (ball or yaw-string use);

(D) setting power for selected air speeds and speed changes;

(E) use of instruments for precision.

(viii) Exercise 7: Climbing:

(A) optimum climb speed, best angle or rate of climb from power required diagram;

(B) initiation, maintaining the normal and maximum rate of climb, levelling off;

(C) levelling off at selected altitudes or heights

(D) use of instruments for precision.

(ix) Exercise 8: Descending:

(A) optimum descent speed, best angle or rate of descent from power required diagram;

(B) initiation, maintaining and levelling off;

(C) levelling off at selected altitudes or heights;

(D) descent (including effect of power and air speed);

(E) use of instruments for precision.

(x) Exercise 9: Turning:

(A) initiation and maintaining medium level turns;

(B) resuming straight flight;

(C) altitude, bank and co-ordination;

(D) climbing and descending turns and effect on rate of climb or descent;

(E) turns onto selected headings, use of gyro heading indicator and compass;

(F) use of instruments for precision.

(xi) Exercise 10: Basic autorotation:

(A) safety checks, verbal warning and look-out;

(B) entry, development and characteristics;

(C) control of air speed and RRPM, rotor and engine limitations;

(D) effect of AUM, IAS, disc loading, G forces and density altitude;

(E) re-engagement and go-around procedures (throttle over-ride or ERPM control);

(F) vortex condition during recovery;

(G) gentle and medium turns in autorotation;

(H) demonstration of variable flare simulated engine off landing.

(xii) Exercise 11a: Hovering:

(A) demonstrate hover IGE, importance of wind effect and attitude, ground cushion, stability in the hover and effects of over controlling;

(B) student holding cyclic stick only;

(C) student handling collective lever (and throttle) only;

(D) student handling collective lever, (throttle) and pedals;

(E) student handling all controls;

(F) demonstration of ground effect;

(G) demonstration of wind effect;

(H) demonstrate gentle forward running touchdown;

(I) specific hazards for example snow, dust and litter.

(xiii) Exercise 11b: Hover taxiing and spot turns:

(A) revise hovering;

(B) precise ground speed and height control;

(C) effect of wind direction on helicopter attitude and control margin;

(D) control and co-ordination during spot turns;

(E) carefully introduce gentle forward running touchdown.

(xiv) Exercise 11c: Hovering and taxiing emergencies:

(A) revise hovering and gentle forward running touchdown, explain (demonstrate where applicable) effect of hydraulics failure in the hover;

(B) demonstrate simulated engine failure in the hover and hover taxi;

(C) demonstrate dangers of mishandling and over-pitching.

(xv) Exercise 12: Take-off and landing:

(A) pre-take-off checks or drills;

(B) look-out;

(C) lifting to hover;

(D) after take-off checks;

(E) danger of horizontal movement near ground;

(F) danger of mishandling and overpitching;

(G) landing (without sideways or backwards movement);

(H) after landing checks or drills;

(I) take-off and landing crosswind and downwind.

(xvi) Exercise 13: Transitions from hover to climb and approach to hover:

(A) look-out;

(B) revise take-off and landing;

(C) ground effect, translational lift and its effects;

(D) flap-back and its effects;

(E) effect of wind speed and direction during transitions from or to the hover;

(F) the constant angle approach;

(G) demonstration of variable flare simulated engine off landing.

(xvii) Exercise 14a: Circuit, approach and landing:

(A) revise transitions from hover to climb and approach to hover;

(B) circuit procedures, downwind and base leg;

(C) approach and landing with power;

(D) pre-landing checks;

(E) effect of wind on approach and IGE hover;

(F) crosswind approach and landing;

(G) go-around;

(H) noise abatement procedures.

(xviii) Exercise 14b: Steep and limited power approaches and landings:

(A) revise the constant angle approach;

(B) the steep approach (explain danger of high sink rate and low air speed)

(C) limited power approach (explain danger of high speed at touch down);

(D) use of the ground effect;

(E) variable flare simulated engine off landing.

(xix) Exercise 14c: Emergency procedures:

(A) abandoned take-off;

(B) missed approach and go-around;

(C) hydraulic off landing (if applicable);

(D) tail rotor control or tail rotor drive failure (briefing only)

(E) simulated emergencies in the circuit to include:

(a) hydraulics failure;

(b) simulated engine failure on take-off, crosswind, downwind and base leg;

(c) governor failure.

(xx) Exercise 15: First solo:

(A) instructor's briefing, observation of flight and debriefing;

(B) warn of change of attitude from reduced and laterally displaced weight;

(C) warn of low tail, low skid or wheel during hover, landing;

(D) warn of dangers of loss of RRPM and overpitching;

(E) pre-take-off checks;

(F) into wind take-off;

(G) procedures during and after take-off;

(H) normal circuit, approaches and landings;

(I) action if an emergency.

(xxi) Exercise 16: Sideways and backwards hover manoeuvring:

(A) manoeuvring sideways flight heading into wind;

(B) manoeuvring backwards flight heading into wind;

(C) combination of sideways and backwards manoeuvring;

(D) manoeuvring sideways and backwards and heading out of wind;

(E) stability and weather cocking;

(F) recovery from backwards manoeuvring (pitch nose down);

(G) limitations for sideways and backwards manoeuvring.

(xxii) Exercise 17: Spot turns:

(A) revise hovering into wind and downwind;

(B) turn on spot through 360°:

(a) around pilots position;

(b) around tail rotor;

(c) around helicopter geometric centre;

(d) square and safe visibility clearing turn.

(C) rotor RPM control, torque effect, cyclic limiting stops due to CG position and wind speed and direction.

(xxiii) Exercise 18: Hover OGE and vortex ring:

(A) establishing hover OGE;

(B) drift, height or power control;

(C) demonstration of incipient stage of vortex ring, recognition and recovery (from a safe altitude);

(D) loss of tail rotor effectiveness.

(xxiv) Exercise 19: Simulated EOL:

(A) the effect of weight, disc loading, density attitude and RRPM decay;

(B) revise basic autorotation entry;

(C) optimum use of cyclic and collective to control speed or RRPM;

(D) variable flare simulated EOL;

(E) demonstrate constant attitude simulated EOL;

(F) demonstrate simulated EOL from hover or hover taxi;

(G) demonstrate simulated EOL from transition and low level.

(xxv) Exercise 20: Advanced autorotation:

(A) over a selected point at various height and speed;

(B) revise basic autorotation: note ground distance covered;

(C) range autorotation;

(D) low speed autorotation;

(E) constant attitude autorotation (terminate at safe altitude);

(F) ‘S’ turns;

(G) turns through 180° and 360°;

(H) effects on angles of descent, IAS, RRPM and effect of AUM.

(xxvi) Exercise 21: Practice forced landings:

(A) procedure and choice of the forced landing area;

(B) forced landing checks and crash action;

(C) re-engagement and go-around procedures.

(xxvii) Exercise 22: Steep turns:

(A) steep (level) turns (30° bank);

(B) maximum rate turns (45° bank if possible);

(C) steep autorotative turns;

(D) faults in the turn: balance, attitude, bank and co-ordination;

(E) RRPM control and disc loading;

(F) vibration and control feedback;

(G) effect of wind at low level.

(xxviii) Exercise 23: Transitions:

(A) revise ground effect, translational lift and flap-back;

(B) maintaining constant height, (20-30 ft AGL);

(C) transition from hover to minimum 50 knots IAS and back to hover;

(D) demonstrate effect of wind.

(xxix) Exercise 24: Quick stops:

(A) use of power and controls;

(B) effect of wind;

(C) quick stops into wind;

(D) quick stops from crosswind and downwind terminating into wind;

(E) danger of vortex ring;

(F) danger of high disc loading.

(xxx) Exercise 25a: Navigation:

(A) flight planning:

(a) weather forecast and actuals;

(b) map selection and preparation and use;

(1) choice of route:

(2) controlled airspace, danger and prohibited areas;

(3) safety altitudes and noise abatement considerations.

(c) calculations:

(1) magnetic heading(s) and time(s) en-route;

(2) fuel consumption;

(3) mass and balance.

(d) flight information:

(1) NOTAMs, etc.;

(2) radio frequencies;

(e) helicopter documentation;

(f) notification of the flight:

(1) pre-flight administrative procedures;

(2) flight plan form (where appropriate).

(B) departure:

(a) organisation of cockpit workload;

(b) departure procedures:

(1) altimeter settings;

(2) ATC liaison in controlled or regulated airspace;

(3) setting heading procedure;

(4) noting of ETAs.

(c) maintenance of height or altitude and heading;

(d) revisions of ETA and heading:

(1) 10° line, double track and track error and closing angle;

(2) 1 in 60 rule;

(3) amending an ETA.

(e) log keeping;

(f) use of radio;

(g) use of NAVAIDs (if fitted);

(h) minimum weather conditions for continuation of flight;

(i) in-flight decisions;

(j) transiting controlled or regulated airspace;

(k) uncertainty of position procedure;

(l) lost procedure.

(C) arrival and aerodrome joining procedure:

(a) ATC liaison in controlled or regulated airspace;

(b) altimeter setting;

(c) entering the traffic pattern;

(d) circuit procedures.

(e) parking;

(f) security of helicopter;

(g) refuelling;

(h) closing of flight plan (if appropriate);

(i) post-flight administrative procedures.

(xxxi) Exercise 25b: Navigation problems at low heights and in reduced visibility:

(A) actions before descending;

(B) hazards (for example obstacles and other aircraft);

(C) difficulties of map reading;

(D) effects of wind and turbulence;

(E) avoidance of noise sensitive areas;

(F) actions in the event of encountering DVE;

(G) decision to divert or conduct precautionary landing;

(H) bad weather circuit and landing;

(I) appropriate procedures and choice of landing area;

(J) precautionary landing.

(xxxii) Exercise 25c: Radio navigation:

(A) use of GNSS:

(a) selection of waypoints;

(b) to or from indications and orientation;

(c) error messages;

(d) hazards of over-reliance on the use of GNSS in the continuation of flight in DVE.

(B) use of VHF Omni range:

(a) availability, AIP and frequencies;

(b) selection and identification;

(c) OBS;

(d) to or from indications and orientation;

(e) CDI;

(f) determination of radial;

(g) intercepting and maintaining a radial;

(h) VOR passage;

(i) obtaining a fix from two VORs.

(C) use of ADF equipment: NDBs:

(a) availability, AIP and frequencies;

(b) selection and identification;

(c) orientation relative to the beacon;

(d) homing.

(D) use of VHF/DF:

(a) availability, AIP and frequencies;

(b) RTF procedures and ATC liaison;

(c) obtaining a QDM and homing.

(E) use of en-route or terminal radar:

(a) availability and AIP;

(b) procedures and ATC liaison;

(c) pilots' responsibilities;

(d) secondary surveillance radar (if transponder fitted):

(1) transponders;

(2) code selection;

(3) interrogation and reply.

(F) use of DME:

(a) station selection and identification;

(b) modes of operation: distance, groundspeed and time to run.

(xxxiii) Exercise 26: Advanced take-off, landings and transitions:

(A) landing and take-off out of wind (performance reduction);

(B) ground effect, translational lift and directional stability variation when out of wind;

(C) downwind transitions;

(D) vertical take-off over obstacles;

(E) running take-off;

(F) cushion creep take-off;

(G) reconnaissance of landing site;

(H) running landing;

(I) zero speed landing;

(J) crosswind and downwind landings;

(K) steep approach;

(L) go-around.

(xxxiv) Exercise 27: Sloping ground:

(A) limitations and assessing slope angle;

(B) wind and slope relationship: blade and control stops;

(C) effect of CG when on slope;

(D) ground effect on slope and power required;

(E) right skid up slope;

(F) left skid up slope;

(G) nose up slope;

(H) avoidance of dynamic roll over, dangers of soft ground and sideways movement on touchdown;

(I) danger of striking main or tail rotor by harsh control movement near ground.

(xxxv) Exercise 28: Limited power:

(A) take-off power check;

(B) vertical take-off over obstacles;

(C) in-flight power check;

(D) running landing;

(E) zero speed landing;

(F) approach to low hover;

(G) approach to hover;

(H) approach to hover OGE;

(I) steep approach;

(J) go-around.

(xxxvi) Exercise 29: Confined areas:

(A) landing capability and performance assessment;

(B) locating landing site and assessing wind speed and direction;

(C) reconnaissance of landing site;

(D) select markers;

(E) select direction and type of approach;

(F) circuit;

(G) approach to committed point and go-around;

(H) approach;

(I) clearing turn;

(J) landing;

(K) power check and performance assessment in and out of ground effect;

(L) normal take-off to best angle of climb speed;

(M) vertical take-off from hover.

(xxxvii) Exercise 30: Basic instrument flight:

(A) physiological sensations;

(B) instrument appreciation:

(a) attitude instrument flight;

(b) instrument scan.

(C) instrument limitations;

(D) basic manoeuvres:

(a) straight and level at various air speeds and configurations;

(b) climbing and descending;

(c) standard rate turns, climbing and descending, onto selected headings.

(E) recoveries from climbing and descending turns;

(F) recoveries from unusual attitudes.

AMC1 FCL.210(c) Training course

CHANGE OF TRAINING ORGANISATION

In cases where the applicant completes the training course (theoretical knowledge instruction or flight instruction) at a different ATO ('completing training organisation') from the one where they have started the training course ('starting training organisation'), the applicant should request from the starting training organisation a copy of the records kept in accordance with point ORA.ATO.120.

AMC1 FCL.210; FCL.215 Training course and theoretical knowledge examination

SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE PPL(A) AND PPL(H)

The following tables contain the syllabi for the courses of theoretical knowledge, as well as for the theoretical knowledge examinations for the PPL(A) and PPL(H). The training and examination should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated to the licence and the activity.

The ATO responsible for the training should check if all the appropriate elements of the training course of theoretical knowledge instruction have been completed to a satisfactory standard before recommending the applicant for the examination.

The applicable items for each licence are marked with 'x'. An 'x' on the main title of a subject means that all the sub-divisions are applicable.

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
1.	**AIR LAW AND ATC PROCEDURES**				
	International law: conventions, agreements and organisations				
	The Convention on international civil aviation (Chicago) Doc. 7300/6				
	Part I Air Navigation: relevant parts of the following chapters: (a) general principles and application of the convention; (b) flight over territory of Contracting States; (c) nationality of aircraft; (d) measures to facilitate air navigation; (e) conditions to be fulfilled on aircraft; (f) international standards and recommended practices; (g) validity of endorsed certificates and licences; (h) notification of differences.	x		x	
	Part II The International Civil Aviation Organisation (ICAO): objectives and composition	x		x	
	Annex 8: Airworthiness of aircraft				
	Foreword and definitions	x		x	
	Certificate of airworthiness	x		x	
	Annex 7: Aircraft nationality and registration marks				
	Foreword and definitions	x		x	
	Common- and registration marks	x		x	
	Certificate of registration and aircraft nationality	x		x	
	Annex 1: Personnel licensing				
	Definitions	x		x	
	Relevant parts of Annex 1 connected to CAR-FCL and CAR-FCL3	x		x	

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Annex 2: Rules of the air				
	Essential definitions, applicability of the rules of the air, general rules (except water operations), visual flight rules, signals and interception of civil aircraft	x		x	
	Procedures for air navigation: aircraft operations ICAO doc. 8168-ops/611, volume 1				
	Altimeter setting procedures (including ICAO doc. 7030 – regional supplementary procedures)				
	Basic requirements (except tables), procedures applicable to operators and pilots (except tables)	x		x	
	Secondary surveillance radar transponder operating procedures (including ICAO Doc. 7030 – regional supplementary procedures)				
	Operation of transponders	x		x	
	Phraseology	x		x	
	Annex 11: ICAO Doc. 4444 air traffic management				
	Definitions	x		x	
	General provisions for air traffic services	x		x	
	Visual separation in the vicinity of aerodromes	x		x	
	Procedures for aerodrome control services	x		x	
	Radar services	x		x	
	Flight information service and alerting service	x		x	
	Phraseologies	x		x	
	Procedures related to emergencies, communication failure and contingencies	x		x	
	Annex 15: Aeronautical information service				
	Introduction, essential definitions	x		x	
	AIP, NOTAM, AIRAC and AIC	x		x	
	Annex 14, volume 1 and 2: Aerodromes				
	Definitions	x		x	
	Aerodrome data: conditions of the movement area and related facilities	x		x	
	Visual aids for navigation: (a) indicators and signalling devices; (b) markings; (c) lights; (d) signs; (e) markers.	x		x	
	Visual aids for denoting obstacles: (a) marking of objects; (b) lighting of objects.	x		x	
	Visual aids for denoting restricted use of areas	x		x	
	Emergency and other services: (a) rescue and firefighting; (b) apron management service.	x		x	
	Annex 12: Search and rescue				
	Essential definitions	x		x	
	Operating procedures: (a) procedures for PIC at the scene of an accident; (b) procedures for PIC intercepting a distress transmission; (c) search and rescue signals.	x		x	
	Search and rescue signals:	x		x	

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	(a) signals with surface craft; (b) ground or air visual signal code; (c) air or ground signals.				
	Annex 17: Security				
	General: aims and objectives	x		x	
	Annex 13: Aircraft accident investigation				
	Essential definitions	x		x	
	Applicability	x		x	
	National law				
	National law and differences to relevant ICAO Annexes and relevant CAA regulations.	x		x	
2.	**HUMAN PERFORMANCE**				
	Human factors: basic concepts				
	Human factors in aviation				
	Becoming a competent pilot	x		x	
	Basic aviation physiology and health maintenance				
	The atmosphere: (a) composition; (b) gas laws.	x		x	
	Respiratory and circulatory systems: (a) oxygen requirement of tissues; (b) functional anatomy; (c) main forms of hypoxia (hypoxic and anaemic): (1) sources, effects and countermeasures of carbon monoxide; (2) counter measures and hypoxia; (3) symptoms of hypoxia. (d) hyperventilation; (e) the effects of accelerations on the circulatory system; (f) hypertension and coronary heart disease.	x		x	
	Man and environment				
	Central, peripheral and autonomic nervous systems	x		x	
	Vision: (a) functional anatomy; (b) visual field, foveal and peripheral vision; (c) binocular and monocular vision; (d) monocular vision cues; (e) night vision; (f) visual scanning and detection techniques and importance of 'look-out'; (g) defective vision.	x		x	
	Hearing: (a) descriptive and functional anatomy; (b) flight related hazards to hearing; (c) hearing loss.	x		x	
	Equilibrium: (a) functional anatomy; (b) motion and acceleration; (c) motion sickness.	x		x	
	Integration of sensory inputs: (a) spatial disorientation: forms, recognition and avoidance;	x		x	

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	(b) illusions: forms, recognition and avoidance: (1) physical origin; (2) physiological origin; (3) psychological origin. (c) approach and landing problems.				
	Health and hygiene				
	Personal hygiene: personal fitness	x		x	
	Body rhythm and sleep: (a) rhythm disturbances; (b) symptoms, effects and management.	x		x	
	Problem areas for pilots: (a) common minor ailments including cold, influenza and gastro-intestinal upset; (b) entrapped gases and barotrauma, (scuba diving); (c) obesity; (d) food hygiene; (e) infectious diseases; (f) nutrition; (g) various toxic gases and materials.	x		x	
	Intoxication:	x		x	
	(a) prescribed medication; (b) tobacco; (c) alcohol and drugs; (d) caffeine; (e) self-medication.				
	Basic aviation psychology				
	Human information processing				
	Attention and vigilance: (a) selectivity of attention; (b) divided attention.	x		x	
	Perception: (A) perceptual illusions; (B) subjectivity of perception; (C) processes of perception.	x		x	
	Memory: (a) sensory memory; (b) working or short-term memory; (c) long term memory to include motor memory (skills).	x		x	
	Human error and reliability				
	Reliability of human behaviour	x		x	
	Error generation: social environment (group, organisation)	x		x	
	Decision making				
	Decision-making concepts:	x		x	
	(a) structure (phases);				
	(b) limits; (c) risk assessment; (d) practical application.				
	Avoiding and managing errors: cockpit management				
	Safety awareness: (a) risk area awareness; (b) situational awareness.	x		x	
	Communication: verbal and non-verbal communication	x		x	
	Human behaviour				

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Personality and attitudes: (a) development; (b) environmental influences.	x		x	
	Identification of hazardous attitudes (error proneness)	x		x	
	Human overload and underload				
	Arousal	x		x	
	Stress: (a) definition(s); (b) anxiety and stress; (c) effects of stress.	x		x	
	Fatigue and stress management: (a) types, causes and symptoms of fatigue; (b) effects of fatigue; (c) coping strategies; (d) management techniques; (e) health and fitness programmes;	x		x	
3.	**METEOROLOGY**				
	The atmosphere				
	Composition, extent and vertical division				
	Structure of the atmosphere	x		x	
	Troposphere	x		x	
	Air temperature				
	Definition and units	x		x	
	Vertical distribution of temperature	x		x	
	Transfer of heat	x		x	
	Lapse rates, stability and instability	x		x	
	Development of inversions and types of inversions	x		x	
	Temperature near the earth's surface, surface effects, diurnal and seasonal variation, effect of clouds and effect of wind	x		x	
	Atmospheric pressure				
	Barometric pressure and isobars	x		x	
	Pressure variation with height	x		x	
	Reduction of pressure to mean sea level	x		x	
	Relationship between surface pressure centres and pressure centres aloft	x		x	
	Air density				
	Relationship between pressure, temperature and density	x		x	
	ISA				
	ICAO standard atmosphere	x		x	
	Altimetry				
	Terminology and definitions	x		x	
	Altimeter and altimeter settings	x		x	
	Calculations	x		x	
	Effect of accelerated airflow due to topography	x		x	
	Wind				
	Definition and measurement of wind				
	Definition and measurement	x		x	
	Primary cause of wind				
	Primary cause of wind, pressure gradient, Coriolis force and gradient wind	x		x	
	Variation of wind in the friction layer	x		x	
	Effects of convergence and divergence	x		x	

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	General global circulation				
	General circulation around the globe	x		x	
	Local winds				
	Anabatic and katabatic winds, mountain and valley winds, Venturi effects, land and sea breezes	x		x	
	Mountain waves (standing waves, lee waves)				
	Origin and characteristics	x		x	
	Turbulence				
	Description and types of turbulence	x		x	
	Formation and location of turbulence	x		x	
	THERMODYNAMICS				
	Humidity				
	Water vapour in the atmosphere	x		x	
	Mixing ratio	x		x	
	Temperature/dew point, relative humidity	x		x	
	Change of state of aggregation				
	Condensation, evaporation, sublimation, freezing and melting, latent heat	x		x	
	Adiabatic processes				
	Adiabatic processes, stability of the atmosphere	x		x	
	CLOUDS AND FOG				
	Cloud formation and description				
	Cooling by adiabatic expansion and by advection	x		x	
	Cloud types and cloud classification	x		x	
	Influence of inversions on cloud development	x		x	
	Fog, mist, haze				
	General aspects	x		x	
	Radiation fog	x		x	
	Advection fog	x		x	
	Steaming fog	x		x	
	Frontal fog	x		x	
	Orographic fog (hill fog)	x		x	
	PRECIPITATION				
	Development of precipitation				
	Processes of development of precipitation	x		x	
	Types of precipitation				
	Types of precipitation, relationship with cloud types	x		x	
	AIR MASSES AND FRONTS				
	Air masses				
	Description, classification and source regions of air masses	x		x	
	Modifications of air masses	x		x	
	Fronts				
	General aspects	x		x	
	Warm front, associated clouds, and weather	x		x	
	Cold front, associated clouds, and weather	x		x	
	Warm sector, associated clouds, and weather	x		x	
	Weather behind the cold front	x		x	
	Occlusions, associated clouds, and weather	x		x	
	Stationary front, associated clouds, and weather	x		x	
	Movement of fronts and pressure systems, life cycle	x		x	
	Changes of meteorological elements at a frontal wave	x		x	
	PRESSURE SYSTEMS				

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Anticyclone				
	Anticyclones, types, general properties, cold and warm anticyclones, ridges and wedges, subsidence	x		x	
	Non-frontal depressions				
	Thermal, orographic and polar depressions, troughs	x		x	
	CLIMATOLOGY				
	Climatic zones				
	General seasonal circulation in the troposphere	x		x	
	Typical weather situations in the mid-latitudes				
	Westerly situation	x		x	
	High-pressure area	x		x	
	Flat-pressure pattern	x		x	
	Local winds and associated weather				
	e.g. Foehn	x		x	
	FLIGHT HAZARDS				
	Icing				
	Conditions for ice accretion	x		x	
	Types of ice accretion	x		x	
	Hazards of ice accretion, avoidance	x		x	
	Turbulence				
	Effects on flight, avoidance	x		x	
	Wind shear				
	Definition of wind shear	x		x	
	Weather conditions for wind shear	x		x	
	Effects on flight, avoidance	x		x	
	Thunderstorms				
	Conditions for, and process of, development, forecast, location, type specification	x		x	
	Structure of thunderstorms, life cycle, squall lines, electricity in the atmosphere, static charges	x		x	
	Electrical discharges				
	Development and effects of downbursts	x		x	
	Thunderstorm avoidance	x		x	
	Inversions				
	Influence on aircraft performance	x		x	
	Hazards in mountainous areas				
	Influence of terrain on clouds and precipitation, frontal passage	x		x	
	Vertical movements, mountain waves, wind shear, turbulence, ice accretion	x		x	
	Development and effect of valley inversions	x		x	
	Visibility-reducing phenomena				
	Reduction of visibility caused by precipitation and obscuration	x		x	
	Reduction of visibility caused by other phenomena	x		x	
	METEOROLOGICAL INFORMATION				
	Observation				
	Surface observations	x		x	
	Radiosonde observations	x		x	
	Satellite observations	x		x	
	Weather radar observations	x		x	
	Aircraft observations and reporting	x		x	
	Weather charts				
	Significant weather charts	x		x	

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Surface charts	x		x	
	Information for flight planning				
	Aviation weather messages	x		x	
	Meteorological broadcasts for aviation	x		x	
	Use of meteorological documents	x		x	
	Meteorological warnings	x		x	
	Meteorological services				
	World area forecast system (WAFS) and meteorological offices	x		x	
4.	**COMMUNICATIONS**				
	VFR COMMUNICATIONS				
	Definitions				
	Meanings and significance of associated terms	x		x	
	ATS abbreviations	x		x	
	Q-code groups commonly used in RTF air-ground communications	x		x	
	Categories of messages	x		x	
	General operating procedures				
	Transmission of letters	x		x	
	Transmission of numbers (including level information)	x		x	
	Transmission of time	x		x	
	Transmission technique	x		x	
	Standard words and phrases (relevant RTF phraseology included)	x		x	
	R/T call signs for aeronautical stations including use of abbreviated call signs	x		x	
	R/T call signs for aircraft including use of abbreviated call signs	x		x	
	Transfer of communication	x		x	
	Test procedures including readability scale	x		x	
	Read back and acknowledgement requirements	x		x	
	Relevant weather information terms (VFR)				
	Aerodrome weather	x		x	
	Weather broadcast	x		x	
	Action required to be taken in case of communication failure	x		x	
	Distress and urgency procedures				
	Distress (definition, frequencies, watch of distress frequencies, distress signal and distress message)	x		x	
	Urgency (definition, frequencies, urgency signal and urgency message)	x		x	
	General principles of VHF propagation and allocation of frequencies	x		x	
5.	**PRINCIPLES OF FLIGHT**				
5.1.	**PRINCIPLES OF FLIGHT: AEROPLANE**				
	Subsonic aerodynamics				
	Basics concepts, laws and definitions				
	Laws and definitions:	x	x		
	(a) conversion of units; (b) Newton´s laws; (c) Bernoulli's equation and venture; (d) static pressure, dynamic pressure and total pressure; (e) density; (f) IAS and TAS.				

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Basics about airflow: (a) streamline; (b) two-dimensional airflow; (c) three-dimensional airflow.	x	x		
	Aerodynamic forces on surfaces: (a) resulting air force; (b) lift; (c) drag; (d) angle of attack.	x	x		
	Shape of an aerofoil section: (a) thickness to chord ratio; (b) chord line; (c) camber line; (d) camber; (e) angle of attack.	x	x		
	The wing shape: (a) aspect ratio; (b) root chord; (c) tip chord; (d) tapered wings; (e) wing planform.	x	x		
	The two-dimensional airflow about an aerofoil				
	Streamline pattern	x	x		
	Stagnation point	x	x		
	Pressure distribution	x	x		
	Centre of pressure	x	x		
	Influence of angle of attack	x	x		
	Flow separation at high angles of attack	x	x		
	The lift – α graph	x	x		
	The coefficients				
	The lift coefficient C_l: the lift formula	x	x		
	The drag coefficient C_d: the drag formula	x	x		
	The three-dimensional airflow round a wing and a fuselage				
	Streamline pattern: (a) span-wise flow and causes; (b) tip vortices and angle of attack; (c) upwash and downwash due to tip vortices; (d) wake turbulence behind an aeroplane (causes, distribution and duration of the phenomenon).	x	x		
	Induced drag: (a) influence of tip vortices on the angle of attack; (b) the induced local α; (c) influence of induced angle of attack on the direction of the lift vector; (d) induced drag and angle of attack.	x	x		
	Drag				
	The parasite drag: (a) pressure drag; (b) interference drag; (c) friction drag.	x	x		
	The parasite drag and speed	x	x		
	The induced drag and speed	x	x		
	The total drag	x	x		

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	The ground effect				
	Effect on take off and landing characteristics of an aeroplane	x	x		
	The stall				
	Flow separation at increasing angles of attack: (a) the boundary layer: (1) laminar layer; (2) turbulent layer; (3) transition. (b) separation point; (c) influence of angle of attack; (d) influence on: (1) pressure distribution; (2) location of centre of pressure; (3) C_L; (4) C_D; (5) pitch moments. (e) buffet; (f) use of controls.	x	x		
	The stall speed: (a) in the lift formula; (b) 1g stall speed; (c) influence of: (1) the centre of gravity; (2) power setting; (3) altitude (IAS); (4) wing loading; (5) load factor n: (i) definition; (ii) turns; (iii) forces.	x	x		
	The initial stall in span-wise direction: (a) influence of planform; (b) geometric twist (wash out); (c) use of ailerons.	x	x		
	Stall warning: (a) importance of stall warning; (b) speed margin; (c) buffet; (d) stall strip; (e) flapper switch; (f) recovery from stall.	x	x		
	Special phenomena of stall: (a) the power-on stall; (b) climbing and descending turns; (c) t-tailed aeroplane; (d) avoidance of spins: (1) spin development; (2) spin recognition; (3) spin recovery. (e) ice (in stagnation point and on surface): (1) absence of stall warning; (2) abnormal behaviour of the aircraft during stall.	x	x		
	CL augmentation				

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Trailing edge flaps and the reasons for use in take-off and landing: (a) influence on C_L - α-graph; (b) different types of flaps; (c) flap asymmetry; (d) influence on pitch movement.	x	x		
	Leading edge devices and the reasons for use in take-off and landing	x	x		
	The boundary layer				
	Different types: (a) laminar; (b) turbulent.	x	x		
	Special circumstances				
	Ice and other contamination: (a) ice in stagnation point; (b) ice on the surface (frost, snow and clear ice); (c) rain; (d) contamination of the leading edge; (e) effects on stall; (f) effects on loss of controllability; (g) effects on control surface moment; (h) influence on high lift devices during take-off, landing and low speeds.	x	x		
	Stability				
	Condition of equilibrium in steady horizontal flight				
	Precondition for static stability	x	x		
	Equilibrium: (a) lift and weight; (b) drag and thrust.	x	x		
	Methods of achieving balance				
	Wing and empennage (tail and canard)	x	x		
	Control surfaces	x	x		
	Ballast or weight trim	x	x		
	Static and dynamic longitudinal stability				
	Basics and definitions: (a) static stability, positive, neutral and negative; (b) precondition for dynamic stability; (c) dynamic stability, positive, neutral and negative.	x	x		
	Location of centre of gravity: (a) aft limit and minimum stability margin; (b) forward position; (c) effects on static and dynamic stability.	x	x		
	Dynamic lateral or directional stability				
	Spiral dive and corrective actions	x	x		
	Control				
	General				
	Basics, the three planes and three axis	x	x		
	Angle of attack change	x	x		
	Pitch control				
	Elevator	x	x		
	Downwash effects	x	x		
	Location of centre of gravity	x	x		

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Yaw control				
	Pedal or rudder	x	x		
	Roll control				
	Ailerons: function in different phases of flight	x	x		
	Adverse yaw	x	x		
	Means to avoid adverse yaw: (a) frise ailerons; (b) differential ailerons deflection.	x	x		
	Means to reduce control forces				
	Aerodynamic balance: (a) balance tab and anti-balance tab; (b) servo tab.	x	x		
	Mass balance				
	Reasons to balance: means	x	x		
	Trimming				
	Reasons to trim	x	x		
	Trim tabs	x	x		
	Limitations				
	Operating limitations				
	Flutter	x	x		
	v_{fe}	x	x		
	v_{no}, v_{ne}	x	x		
	Manoeuvring envelope				
	Manoeuvring load diagram: (a) load factor; (b) accelerated stall speed; (c) $v_{a;}$ (d) manoeuvring limit load factor or certification category.	x	x		
	Contribution of mass	x	x		
	Gust envelope				
	Gust load diagram	x	x		
	Factors contributing to gust loads	x	x		
	Propellers				
	Conversion of engine torque to thrust				
	Meaning of pitch	x	x		
	Blade twist	x	x		
	Effects of ice on propeller	x	x		
	Engine failure or engine stop				
	Wind-milling drag	x	x		
	Moments due to propeller operation				
	Torque reaction	x	x		
	Asymmetric slipstream effect	x	x		
	Asymmetric blade effect	x	x		
	Flight mechanics				
	Forces acting on an aeroplane				
	Straight horizontal steady flight	x	x		
	Straight steady climb	x	x		
	Straight steady descent	x	x		
	Straight steady glide	x	x		
	Steady coordinated turn: (a) bank angle; (b) load factor;	x	x		

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	(c) turn radius; (d) rate one turn.				
5.2.	**PRINCIPLES OF FLIGHT: HELICOPTER**				
	Subsonic aerodynamics				
	Basic concepts, laws and definitions			x	x
	Conversion of units			x	x
	Definitions and basic concepts about air:			x	x
	(a) the atmosphere and International Standard Atmosphere; (b) density; (c) influence of pressure and temperature on density.				
	Newton's laws: (a) Newton's second law: Momentum equation; (b) Newton's third law: action and reaction.			x	x
	Basic concepts about airflow: (a) steady airflow and unsteady airflow; (b) Bernoulli's equation; (c) static pressure, dynamic pressure, total pressure and stagnation point; (d) TAS and IAS; (e) two-dimensional airflow and three-dimensional airflow; (f) viscosity and boundary layer.			x	x
	Two-dimensional airflow			x	x
	Aerofoil section geometry: (a) aerofoil section; (b) chord line, thickness and thickness to chord ratio of a section; (c) camber line and camber; (d) symmetrical and asymmetrical aerofoils sections.			x	x
	Aerodynamic forces on aerofoil elements: (a) angle of attack; (b) pressure distribution; (c) lift and lift coefficient (d) relation lift coefficient: angle of attack; (e) profile drag and drag coefficient; (f) relation drag coefficient: angle of attack; (g) resulting force, centre of pressure and pitching moment.			x	x
	Stall: (a) boundary layer and reasons for stalling; (b) variation of lift and drag as a function of angle of attack; (c) displacement of the centre of pressure and pitching moment.			x	x
	Disturbances due to profile contamination: (a) ice contamination; (b) ice on the surface (frost, snow and clear ice).			x	x
	The three-dimensional airflow round a wing and a fuselage			x	x
	The wing:			x	x
	(a) planform, rectangular and tapered wings;				
	(b) wing twist.				
	Airflow pattern and influence on lift:			x	x
	(a) span wise flow on upper and lower surface; (b) tip vortices; (c) span-wise lift distribution.				

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Induced drag: causes and vortices			x	x
	The airflow round a fuselage: (a) components of a fuselage; (b) parasite drag; (c) variation with speed.			x	x
	Transonic aerodynamics and compressibility effects				
	Airflow velocities			x	x
	Airflow speeds: (a) speed of sound; (b) subsonic, high subsonic and supersonic flows.			x	x
	Shock waves: (a) compressibility and shock waves; (b) the reasons for their formation at upstream high subsonic airflow; (c) their effect on lift and drag.			x	x
	Influence of wing planform: sweep-angle			x	x
	Rotorcraft types			x	x
	Rotorcraft			x	x
	Rotorcraft types: (a) autogyro; (b) helicopter.			x	x
	Helicopters			x	x
	Helicopters configurations: the single main rotor helicopter			x	x
	The helicopter, characteristics and associated terminology: (a) general lay-out, fuselage, engine and gearbox; (b) tail rotor, Fenestron and NOTAR;			x	x
	(c) engines (reciprocating and turbo shaft engines); (d) power transmission;				
	(e) rotor shaft axis, rotor hub and rotor blades; (f) rotor disc and rotor disc area; (g) teetering rotor (two blades) and rotors with more than two blades;				
	(h) skids and wheels; (i) helicopter axes and fuselage centre line;				
	(j) roll axis, pitch axis and normal or yaw axis; (k) gross mass, gross weight and disc loading.				
	Main rotor aerodynamics			x	x
	Hover flight outside ground effect			x	x
	Airflow through the rotor discs and round the blades: (a) circumferential velocity of the blade sections; (b) induced airflow, through the disc and downstream; (c) downward fuselage drag; (d) equilibrium of rotor thrust, weight and fuselage drag; (e) rotor disc induced power; (f) relative airflow to the blade; (g) pitch angle and angle of attack of a blade section; (h) lift and profile drag on the blade element; (i) resulting lift and thrust on the blade and rotor thrust; (j) collective pitch angle changes and necessity of blade feathering; (k) required total main rotor-torque and rotor-power; (l) influence of the air density.			x	x
	Anti-torque force and tail rotor:			x	x

		Aeroplane PPL	Aeroplane Bridge course	Helicopter PPL	Helicopter Bridge course
	(a) force of tail rotor as a function of main rotor-torque; (b) anti-torque rotor power; (c) necessity of blade feathering of tail rotor blades and yaw pedals.				
	Maximum hover altitude OGE: (a) total power required and power available; (b) maximum hover altitude as a function of pressure altitude and OAT.			x	x
	Vertical climb			x	x
	Relative airflow and angles of attack:			x	x
	(a) climb velocity V_C, induced and relative velocity and angle of attack; (b) collective pitch angle and blade feathering.				
	Power and vertical speed: (a) induced power, climb power and profile power;			x	x
	(b) total main rotor power and main rotor torque;				
	(c) tail rotor power;				
	(d) total power requirement in vertical flight.				
	Forward flight			x	x
	Airflow and forces in uniform inflow distribution: (a) assumption of uniform inflow distribution on rotor disc; (b) advancing blade (90°) and retreating blade (270°); (c) airflow velocity relative to the blade sections, area of reverse flow; (d) lift on the advancing and retreating blades at constant pitch angles; (e) necessity of cyclic pitch changes; (f) compressibility effects on the advancing blade tip and speed limitations; (g) high angle of attack on the retreating blade, blade stall and speed limitations; (h) thrust on rotor disc and tilt of thrust vector; (i) vertical component of the thrust vector and gross weight equilibrium; (j) horizontal component of the thrust vector and drag equilibrium.			x	x
	The flare (power flight):			x	x
	(a) thrust reversal and increase in rotor thrust; (b) increase of rotor RPM on non governed rotor.				
	Power and maximum speed: (a) induced power as a function of helicopter speed; (b) rotor profile power as a function of helicopter speed; (c) fuselage drag and parasite power as a function of forward speed; (d) tail rotor power and power ancillary equipment; (e) total power requirement as a function of forward speed; (f) influence of helicopter mass, air density and drag of additional external equipment;			x	x
	(g) translational lift and influence on power required.				
	Hover and forward flight in ground effect			x	x
	Airflow in ground effect and downwash: rotor power decrease as a function of rotor height above the ground at constant helicopter mass			x	x

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Vertical descent			x	x
	Vertical descent, power on:			x	x
	(a) airflow through the rotor, low and moderate descent speeds; (b) vortex ring state, settling with power and consequences.				
	Autorotation: (a) collective lever position after failure; (b) up flow through the rotor, auto-rotation and anti-autorotation rings; (c) tail rotor thrust and yaw control; (d) control of rotor RPM with collective lever; (e) landing after increase of rotor thrust by pulling collective and reduction in vertical speed.			x	x
	Forward flight: Autorotation			x	x
	Airflow through the rotor disc: (a) descent speed and up flow through the disc; (b) the flare, increase in rotor thrust, reduction of vertical speed and ground speed.			x	x
	Flight and landing:			x	x
	(a) turning; (b) flare; (c) autorotative landing; (d) height or velocity avoidance graph and dead man's curve.				
	Main rotor mechanics			x	x
	Flapping of the blade in hover			x	x
	Forces and stresses on the blade: (a) centrifugal force on the blade and attachments; (b) limits of rotor RPM; (c) lift on the blade and bending stresses on a rigid attachment; (d) the flapping hinge of the articulated rotor and flapping hinge offset; (e) the flapping of the hinge less rotor and flexible element.			x	x
	Coning angle in hover:			x	x
	(a) lift and centrifugal force in hover and blade weight negligible (b) flapping, tip path plane and disc area.				
	Flapping angles of the blade in forward flight			x	x
	Forces on the blade in forward flight without cyclic feathering: (a) aerodynamic forces on the advancing and retreating blades without cyclic feathering; (b) periodic forces and stresses, fatigue and flapping hinge; (c) phase lag between the force and the flapping angle (about 90°); (d) flapping motion of the hinged blades and tilting of the cone and flap back of rotor; (e) rotor disc attitude and thrust vector tilt.			x	x
	Cyclic pitch (feathering) in helicopter mode, forward flight: (a) necessity of forward rotor disc tilt and thrust vector tilt; (b) flapping and tip path plane, virtual rotation axis or no flapping axis and plane of rotation; (c) shaft axis and hub plane;			x	x

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	(d) cyclic pitch change (feathering) and rotor thrust vector tilt; (e) collective pitch change, collective lever, swash plate, pitch link and pitch horn; (f) cyclic stick, rotating swash plate and pitch link movement and phase angle.				
	Blade lag motion			x	x
	Forces on the blade in the disc plane (tip path plane) in forward flight: (a) forces due to the Coriolis effect because of the flapping; (b) alternating stresses and the need of the drag or lag hinge.			x	x
	The drag or lag hinge: (a) the drag hinge in the fully articulated rotor; (b) the lag flexure in the hinge less rotor; (c) drag dampers.			x	x
	Ground resonance: (a) blade lag motion and movement of the centre of gravity of the blades and the rotor; (b) oscillating force on the fuselage; (c) fuselage, undercarriage and resonance.			x	x
	Rotor systems			x	x
	See-saw or teetering rotor			x	x
	Fully articulated rotor: (a) three hinges arrangement; (b) bearings and elastomeric hinges.			x	x
	Hinge less rotor and bearing less rotor			x	x
	Blade sailing: (a) low rotor RPM and effect of adverse wind; (b) minimising the danger;			x	x
	(c) droop stops.				
	Vibrations due to main rotor: (a) origins of the vibrations: in plane and vertical; (b) blade tracking and balancing.			x	x
	Tail rotors			x	x
	Conventional tail rotor			x	x
	Rotor description: (a) two-blades tail rotors with teetering hinge; (b) rotors with more than two blades; (c) feathering bearings and flapping hinges; (d) dangers to people and to the tail rotor, rotor height and safety.			x	x
	Aerodynamics: (a) induced airflow and tail rotor thrust; (b) thrust control by feathering, tail rotor drift and roll; (c) effect of tail rotor failure and vortex ring.			x	x
	The Fenestron: technical lay-out			x	x
	The NOTAR: technical lay-out			x	x
	Vibrations: high frequency vibrations due to the tail rotors			x	x
	Equilibrium, stability and control			x	x
	Equilibrium and helicopter attitudes			x	x

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Hover: (a) forces and equilibrium conditions; (b) helicopter pitching moment and pitch angle; (c) helicopter rolling moment and roll angle.			x	x
	Forward flight: (a) forces and equilibrium conditions; (b) helicopter moments and angles; (c) effect of speed on fuselage attitude.			x	x
	Control			x	x
	Control power			x	x
	(a) fully articulated rotor; (b) hinge less rotor; (c) teetering rotor.				
	Static and dynamic roll over			x	x
	Helicopter performances Engine performances			x	x
	Piston engines:			x	x
	(a) power available; (b) effects of density altitude.				
	Turbine engines: (a) power available; (b) effects of ambient pressure and temperature.			x	x
	Helicopter performances			x	x
	Hover and vertical flight: (a) power required and power available; (b) OGE and IGE maximum hover height; (c) influence of AUM, pressure, temperature and density.			x	x
	Forward flight: (a) maximum speed; (b) maximum rate of climb speed; (c) maximum angle of climb speed; (d) range and endurance; (e) influence of AUM, pressure, temperature and density.			x	x
	Manoeuvring: (a) load factor; (b) bank angle and number of g's; (c) manoeuvring limit load factor.			x	x
	Special conditions: (a) operating with limited power; (b) over pitch and over torque.			x	x
6.	**OPERATIONAL PROCEDURES**				
	General				
	Operation of aircraft: ICAO Annex 6, General requirements				
	Definitions	x	x	x	x
	Applicability	x	x	x	x
	Special operational procedures and hazards (general aspects)	x	x	x	x
	Noise abatement				
	Noise abatement procedures	x	x	x	x
	Influence of the flight procedure (departure, cruise and approach)	x	x	x	x
	Runway incursion awareness (meaning of surface markings and signals)	x	x	x	x

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Fire or smoke				
	Carburettor fire	x	x	x	x
	Engine fire	x	x	x	x
	Fire in the cabin and cockpit, (choice of extinguishing agents according to fire classification and use of the extinguishers)	x	x	x	x
	Smoke in the cockpit and (effects and action to be taken) and smoke in the cockpit and cabin (effects and actions taken)	x	x	x	x
	Wind-shear and microburst				
	Effects and recognition during departure and approach	x	x	x	x
	Actions to avoid and actions taken during encounter	x	x	x	x
	Wake turbulence				
	Cause	x	x	x	x
	List of relevant parameters	x	x	x	x
	Actions taken when crossing traffic, during take-off and landing	x	x	x	x
	Emergency and precautionary landings				
	Definition	x	x	x	x
	Cause	x	x	x	x
	Passenger information	x	x	x	x
	Evacuation	x	x	x	x
	Action after landing	x	x	x	x
	Contaminated runways				
	Kinds of contamination	x	x		
	Estimated surface friction and friction coefficient	x	x		
	Rotor downwash			x	x
	Operation influence by meteorological conditions (helicopter)				
	White out, sand or dust			x	x
	Strong winds			x	x
	Mountain environment			x	x
	Emergency procedures				
	Influence by technical problems				
	Engine failure			x	x
	Fire in cabin, cockpit or engine			x	x
	Tail, rotor or directional control failure			x	x
	Ground resonance			x	x
	Blade stall			x	x
	Settling with power (vortex ring)			x	x
	Overpitch			x	x
	Over-speed: rotor or engine			x	x
	Dynamic rollover			x	x
	Mast bumping			x	x
7.	**FLIGHT PERFORMANCE AND PLANNING**				
7.1.	**MASS AND BALANCE: AEROPLANES OR HELICOPTERS**				
	Purpose of mass and balance considerations				
	Mass limitations				
	Importance in regard to structural limitations	x	x	x	x
	Importance in regard to performance limitations	x	x	x	x
	CG limitations				
	Importance in regard to stability and controllability	x	x	x	x
	Importance in regard to performance	x	x	x	x
	Loading				
	Terminology				
	Mass terms	x	x	x	x

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Load terms (including fuel terms)	x	x	x	x
	Mass limits				
	Structural limitations	x	x	x	x
	Performance limitations	x	x	x	x
	Baggage compartment limitations	x	x	x	x
	Mass calculations				
	Maximum masses for take-off and landing	x	x	x	x
	Use of standard masses for passengers, baggage and crew	x	x	x	x
	Fundamentals of CG calculations				
	Definition of centre of gravity	x	x	x	x
	Conditions of equilibrium (balance of forces and balance of moments)	x	x	x	x
	Basic calculations of CG	x	x	x	x
	Mass and balance details of aircraft				
	Contents of mass and balance documentation				
	Datum and moment arm	x	x	x	x
	CG position as distance from datum	x	x	x	x
	Extraction of basic mass and balance data from aircraft documentation				
	BEM	x	x	x	x
	CG position or moment at BEM	x	x	x	x
	Deviations from standard configuration	x	x	x	x
	Determination of CG position				
	Methods				
	Arithmetic method	x	x	x	x
	Graphic method	x	x	x	x
	Load and trim sheet				
	General considerations	x	x	x	x
	Load sheet and CG envelope for light aeroplanes and for helicopters	x	x	x	x
7.2.	**PERFORMANCE: AEROPLANES**				
	Introduction				
	Performance classes	x	x		
	Stages of flight	x	x		
	Effect of aeroplane mass, wind, altitude, runway slope and runway conditions	x	x		
	Gradients	x	x		
	SE aeroplanes				
	Definitions of terms and speeds	x	x		
	Take-off and landing performance				
	Use of aeroplane flight manual data	x	x		
	Climb and cruise performance				
	Use of aeroplane flight data	x	x		
	Effect of density altitude and aeroplane mass	x	x		
	Endurance and the effects of the different recommended power or thrust settings	x	x		
	Still air range with various power or thrust settings	x	x		
7.3.	**FLIGHT PLANNING AND FLIGHT MONITORING**				
	Flight planning for VFR flights				
	VFR navigation plan				
	Routes, airfields, heights and altitudes from VFR charts	x	x	x	x
	Courses and distances from VFR charts	x	x	x	x

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Aerodrome charts and aerodrome directory	x	x	x	x
	Communications and radio navigation planning data	x	x	x	x
	Completion of navigation plan	x	x	x	x
	Fuel planning				
	General knowledge	x	x	x	x
	Pre-flight calculation of fuel required				
	Calculation of extra fuel	x	x	x	x
	Completion of the fuel section of the navigation plan (fuel log) and calculation of total fuel	x	x	x	x
	Pre-flight preparation				
	AIP and NOTAM briefing				
	Ground facilities and services	x	x	x	x
	Departure, destination and alternate aerodromes	x	x	x	x
	Airway routings and airspace structure	x	x	x	x
	Meteorological briefing				
	Extraction and analysis of relevant data from meteorological documents	x	x	x	x
	ICAO flight plan (ATS flight plan)				
	Individual flight plan				
	Format of flight plan	x	x	x	x
	Completion of the flight plan	x	x	x	x
	Submission of the flight plan	x	x	x	x
	Flight monitoring and in-flight re-planning				
	Flight monitoring				
	Monitoring of track and time	x	x	x	x
	In-flight fuel management	x	x	x	x
	In-flight re-planning in case of deviation from planned data	x	x	x	x
7.4.	**PERFORMANCE: HELICOPTERS**				
	General				
	Introduction				
	Stages of flight			x	x
	Effect on performance of atmospheric, airport or heliport and helicopter conditions			x	x
	Applicability of airworthiness requirements			x	x
	Definitions and terminology			x	x
	Performance: SE helicopters				
	Definitions of terms (a) masses; (b) velocities: v_x, v_y;			x	x
	(c) velocity of best range and of maximum endurance; (d) power limitations; (e) altitudes.				

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Take-off, cruise and landing performance **Use and interpretation of diagrams and tables:** (a) Take-off: (1) take-off run and distance available; (2) take-off and initial climb; (3) effects of mass, wind and density altitude; (4) effects of ground surface and gradient. (b) Landing: (1) effects of mass, wind, density altitude and approach speed; (2) effects of ground surface and gradient. (c) In-flight: (1) relationship between power required and power available; (2) performance diagram; (3) effects of configuration, mass, temperature and altitude; (4) reduction of performance during climbing turns; (5) autorotation; (6) adverse effects (icing, rain and condition of the airframe).			x	x
8.	**AIRCRAFT GENERAL KNOWLEDGE**				
8.1.	**AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT AND EMERGENCY EQUIPMENT**				
	System design, loads, stresses, maintenance				
	Loads and combination loadings applied to an aircraft's structure	x	x	x	x
	Airframe				
	Wings, tail surfaces and control surfaces				
	Design and constructions	x	x		
	Structural components and materials	x	x		
	Stresses	x	x		
	Structural limitations	x	x		
	Fuselage, doors, floor, wind-screen and windows				
	Design and constructions	x	x	x	x
	Structural components and materials	x	x	x	x
	Stresses	x	x	x	x
	Structural limitations	x	x	x	x
	Flight and control surfaces				
	Design and constructions			x	x
	Structural components and materials			x	x
	Stresses and aero elastic vibrations			x	x
	Structural limitations			x	x
	Hydraulics				
	Hydromechanics: basic principles	x	x	x	x
	Hydraulic systems	x	x	x	x
	Hydraulic fluids: types and characteristics, limitations	x	x	x	x
	System components: design, operation, degraded modes of operation, indications and warnings	x	x	x	x
	Landing gear, wheels, tyres and brakes				
	Landing gear				

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Types and materials	x	x	x	x
	Nose wheel steering: design and operation	x	x		
	Brakes				
	Types and materials	x	x	x	x
	System components: design, operation, indications and warnings	x	x	x	x
	Wheels and tyres				
	Types and operational limitations	x	x	x	x
	Helicopter equipment			x	x
	Flight controls				
	Mechanical or powered	x	x	x	x
	Control systems and mechanical	x	x	x	x
	System components: design, operation, indications and warnings, degraded modes of operation and jamming	x	x	x	x
	Secondary flight controls				
	System components: design, operation, degraded modes of operation, indications and warnings	x	x		
	Anti-icing systems				
	Types and operation (pitot and windshield)	x	x	x	x
	Fuel system				
	Piston engine				
	System components: design, operation, degraded modes of operation, indications and warnings	x	x	x	x
	Turbine engine				
	System components: design, operation, degraded modes of operation, indications and warnings			x	x
	Electrics				
	Electrics: general and definitions				
	Direct current: voltage, current, resistance, conductivity, Ohm's law, power and work	x	x	x	x
	Alternating current: voltage, current, amplitude, phase, frequency and resistance	x	x	x	x
	Circuits: series and parallel	x	x	x	x
	Magnetic field: effects in an electrical circuit	x	x	x	x
	Batteries				
	Types, characteristics and limitations	x	x	x	x
	Battery chargers, characteristics and limitations	x	x	x	x
	Static electricity: general				
	Basic principles	x	x	x	x
	Static dischargers	x	x	x	x
	Protection against interference	x	x	x	x
	Lightning effects	x	x	x	x
	Generation: production, distribution and use				
	DC generation: types, design, operation, degraded modes of operation, indications and warnings	x	x	x	x
	AC generation: types, design, operation, degraded modes of operation, indications and warnings	x	x	x	x
	Electric components				
	Basic elements: basic principles of switches, circuit-breakers and relays	x	x	x	x
	Distribution				
	General:	x	x	x	x

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	(a) bus bar, common earth and priority; (b) AC and DC comparison.				
	Piston engines				
	General				
	Types of internal combustion engine: basic principles and definitions	x	x	x	x
	Engine: design, operation, components and materials	x	x	x	x
	Fuel				
	Types, grades, characteristics and limitations	x	x	x	x
	Alternate fuel: characteristics and limitations	x	x	x	x
	Carburettor or injection system				
	Carburettor: design, operation, degraded modes of operation, indications and warnings	x	x	x	x
	Injection: design, operation, degraded modes of operation, indications and warnings	x	x	x	x
	Icing	x	x	x	x
	Air cooling systems				
	Design, operation, degraded modes of operation, indications and warnings	x	x	x	x
	Lubrication systems				
	Lubricants: types, characteristics and limitations	x	x	x	x
	Design, operation, degraded modes of operation, indications and warnings	x	x	x	x
	Ignition circuits				
	Design, operation, degraded modes of operation	x	x	x	x
	Mixture				
	Definition, characteristic mixtures, control instruments, associated control levers and indications	x	x	x	x
	Propellers				
	Definitions and general: (a) aerodynamic parameters; (b) types; (c) operating modes.	x	x		
	Constant speed propeller: design, operation and system components	x	x		
	Propeller handling: associated control levers, degraded modes of operation, indications and warnings	x	x		
	Performance and engine handling				
	Performance: influence of engine parameters, influence of atmospheric conditions, limitations and power augmentation systems	x	x	x	x
	Engine handling: power and mixture settings during various flight phases and operational limitations	x	x	x	x
	Turbine engines				
	Definitions			x	x
	Coupled turbine engine: design, operation, components and materials			x	x
	Free turbine engine: design, operation, components and materials			x	x
	Fuel				
	Types, characteristics and limitations			x	x
	Main engine components				

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Compressor: (a) types, design, operation, components and materials; (b) stresses and limitations; (c) stall, surge and means of prevention.			x	x
	Combustion chamber: (a) types, design, operation, components and materials; (b) stresses and limitations; (c) emission problems.			x	x
	Turbine: (a) types, design, operation, components and materials; (b) stresses, creep and limitations.			x	x
	Exhaust: (a) design, operation and materials; (b) noise reduction.			x	x
	Fuel control units: types, operation and sensors			x	x
	Helicopter air intake: different types, design, operation, materials and optional equipment			x	x
	Additional components and systems				
	Helicopter additional components and systems: lubrication system, ignition circuit, starter, accessory gearbox, free wheel units: design, operation and components			x	x
	Performance aspects				
	Torque, performance aspects, engine handling and limitations: (a) engine ratings; (b) engine performance and limitations; (c) engine handling.			x	x
	Protection and detection systems				
	Fire detection systems				
	Operation and indications			x	X
	Miscellaneous systems				
	Rotor design			x	x
	Rotor heads				
	Main rotor				
	Types			x	x
	Structural components and materials, stresses and structural limitations			x	x
	Design and construction			x	x
	Adjustment			x	x
	Tail rotor				
	Types			x	x
	Structural components and materials, stresses and structural limitations			x	x
	Design and construction			x	x
	Adjustment			x	x
	Transmission				
	Main gear box				
	Different types, design, operation and limitations			x	x
	Rotor brake				
	Different types, design, operation and limitations			x	x
	Auxiliary systems			x	x
	Drive shaft and associated installation			x	x
	Intermediate and tail gear box				

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Different types, design, operation and limitations			x	x
	Blades				
	Main rotor blade				
	Design and construction			x	x
	Structural components and materials			x	x
	Stresses			x	x
	Structural limitations			x	x
	Adjustment			x	x
	Tip shape			x	x
	Tail rotor blade				
	Design and construction			x	x
	Structural components and materials			x	x
	Stresses			x	x
	Structural limitations			x	x
	Adjustment			x	x
8.2.	**INSTRUMENTATION**				
	Instrument and indication systems				
	Pressure gauge				
	Different types, design, operation, characteristics and accuracy	x	x	x	x
	Temperature sensing				
	Different types, design, operation, characteristics and accuracy	x	x	x	x
	Fuel gauge				
	Different types, design, operation, characteristics and accuracy	x	x	x	x
	Flow meter				
	Different types, design, operation, characteristics and accuracy	x	x	x	x
	Position transmitter				
	Different types, design, operation, characteristics and accuracy	x	x	x	x
	Torque meter				
	Design, operation, characteristics and accuracy			x	x
	Tachometer				
	Design, operation, characteristics and accuracy	x	x	x	x
	Measurement of aerodynamic parameters				
	Pressure measurement				
	Static pressure, dynamic pressure, density and definitions	x	x	x	x
	Design, operation, errors and accuracy	x	x	x	x
	Temperature measurement: aeroplane				
	Design, operation, errors and accuracy	x	x		
	Displays	x	x		
	Temperature measurement: helicopter				
	Design, operation, errors and accuracy			x	x
	Displays			x	x
	Altimeter				
	Standard atmosphere	x	x	x	x
	The different barometric references (QNH, QFE and 1013.25)	x	x	x	x
	Height, indicated altitude, true altitude, pressure altitude and density altitude	x	x	x	x
	Design, operation, errors and accuracy	x	x	x	x
	Displays	x	x	x	x
	Vertical speed indicator				
	Design, operation, errors and accuracy	x	x	x	x
	Displays	x	x	x	x

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Air speed indicator				
	The different speeds IAS, CAS, TAS: definition, usage and relationships	x	x	x	x
	Design, operation, errors and accuracy	x	x	x	x
	Displays	x	x	x	x
	Magnetism: direct reading compass				
	Earth magnetic field	x	x	x	x
	Direct reading compass				
	Design, operation, data processing, accuracy and deviation	x	x	x	x
	Turning and acceleration errors	x	x	x	x
	Gyroscopic instruments				
	Gyroscope: basic principles				
	Definitions and design	x	x	x	x
	Fundamental properties	x	x	x	x
	Drifts	x	x	x	x
	Turn and bank indicator				
	Design, operation and errors	x	x	x	x
	Attitude indicator				
	Design, operation, errors and accuracy	x	x	x	x
	Directional gyroscope				
	Design, operation, errors and accuracy	x	x	x	x
	Communication systems				
	Transmission modes: VHF, HF and SATCOM				
	Principles, bandwidth, operational limitations and use	x	x	x	x
	Voice communication				
	Definitions, general and applications	x	x	x	x
	Alerting systems and proximity systems				
	Flight warning systems				
	Design, operation, indications and alarms	x	x	x	x
	Stall warning				
	Design, operation, indications and alarms	x	x		
	Radio-altimeter				
	Design, operation, errors, accuracy and indications			x	x
	Rotor or engine over speed alert system				
	Design, operation, displays and alarms			x	x
	Integrated instruments: electronic displays				
	Display units				
	Design, different technologies and limitations	x	x	x	x
9.	**NAVIGATION**				
9.1.	**GENERAL NAVIGATION**				
	Basics of navigation				
	The solar system				
	Seasonal and apparent movements of the sun	x		x	
	The earth				
	Great circle, small circle and rhumb line	x		x	
	Latitude and difference of latitude	x		x	
	Longitude and difference of longitude	x		x	
	Use of latitude and longitude co-ordinates to locate any specific position	x		x	
	Time and time conversions				
	Apparent time	x		x	

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	UTC	x		x	
	LMT	x		x	
	Standard times	x		x	
	Dateline	x		x	
	Definition of sunrise, sunset and civil twilight	x		x	
	Directions				
	True north, magnetic north and compass north	x		x	
	Compass deviation	x		x	
	Magnetic poles, isogonals, relationship between true and magnetic	x		x	
	Distance				
	Units of distance and height used in navigation: nautical miles, statute miles, kilometres, metres and ft	x		x	
	Conversion from one unit to another	x		x	
	Relationship between nautical miles and minutes of latitude and minutes of longitude	x		x	
	Magnetism and compasses				
	General principles				
	Terrestrial magnetism	x		x	
	Resolution of the earth’s total magnetic force into vertical and horizontal components	x		x	
	Variation-annual change	x		x	
	Aircraft magnetism				
	The resulting magnetic fields	x		x	
	Keeping magnetic materials clear of the compass	x		x	
	Charts				
	General properties of miscellaneous types of projections				
	Direct Mercator	x		x	
	Lambert conformal conic	x		x	
	The representation of meridians, parallels, great circles and rhumb lines				
	Direct Mercator	x		x	
	Lambert conformal conic	x		x	
	The use of current aeronautical charts				
	Plotting positions	x		x	
	Methods of indicating scale and relief (ICAO topographical chart)	x		x	
	Conventional signs	x		x	
	Measuring tracks and distances	x		x	
	Plotting bearings and distances	x		x	
	DR navigation				
	Basis of DR				
	Track	x		x	
	Heading (compass, magnetic and true)	x		x	
	Wind velocity	x		x	
	Air speed (IAS, CAS and TAS)	x		x	
	Groundspeed	x		x	
	ETA	x		x	
	Drift and wind correction angle	x		x	
	DR position fix	x		x	
	Use of the navigational computer				
	Speed	x		x	

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Time	x		x	
	Distance	x		x	
	Fuel consumption	x		x	
	Conversions	x		x	
	Air speed	x		x	
	Wind velocity	x		x	
	True altitude	x		x	
	The triangle of velocities				
	Heading	x		x	
	Ground speed	x		x	
	Wind velocity	x		x	
	Track and drift angle	x		x	
	Measurement of DR elements				
	Calculation of altitude	x		x	
	Determination of appropriate speed	x		x	
	In-flight navigation				
	Use of visual observations and application to in-flight navigation	x		x	
	Navigation in cruising flight, use of fixes to revise navigation data				
	Ground speed revision	x		x	
	Off-track corrections	x		x	
	Calculation of wind speed and direction	x		x	
	ETA revisions	x		x	
	Flight log	x		x	
9.2.	**RADIO NAVIGATION**				
	Basic radio propagation theory				
	Antennas				
	Characteristics	x		x	
	Wave propagation				
	Propagation with the frequency bands	x		x	
	Radio aids				
	Ground DF				
	Principles	x		x	
	Presentation and interpretation	x		x	
	Coverage	x		x	
	Range	x		x	
	Errors and accuracy	x		x	
	Factors affecting range and accuracy	x		x	
	NDB/ADF				
	Principles	x		x	
	Presentation and interpretation	x		x	
	Coverage	x		x	
	Range	x		x	
	Errors and accuracy	x		x	
	Factors affecting range and accuracy	x		x	
	VOR				
	Principles	x		x	
	Presentation and interpretation	x		x	
	Coverage	x		x	
	Range	x		x	
	Errors and accuracy	x		x	

		Aeroplane		Helicopter	
		PPL	Bridge course	PPL	Bridge course
	Factors affecting range and accuracy	x		x	
	DME				
	Principles	x		x	
	Presentation and interpretation	x		x	
	Coverage	x		x	
	Range	x		x	
	Errors and accuracy	x		x	
	Factors affecting range and accuracy	x		x	
	Radar				
	Ground radar				
	Principles	x		x	
	Presentation and interpretation	x		x	
	Coverage	x		x	
	Range	x		x	
	Errors and accuracy	x		x	
	Factors affecting range and accuracy	x		x	
	Secondary surveillance radar and transponder				
	Principles	x		x	
	Presentation and interpretation	x		x	
	Modes and codes	x		x	
	GNSS				
	GPS, GLONASS OR GALILEO				
	Principles	x		x	
	Operation	x		x	
	Errors and accuracy	x		x	
	Factors affecting accuracy	x		x	

AMC2 FCL.210; FCL.215

SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE PPL(AS)

The following table contains the syllabi for the courses of theoretical knowledge, as well as for the theoretical knowledge examinations for the PPL(As). The training and examination should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated to the licence and the activity.

		PPL
1.	**AIR LAW AND ATC PROCEDURES**	
	International law: conventions, agreements and organisations	x
	Airworthiness of aircraft	x
	Aircraft nationality and registration marks	x
	Personnel licensing	x
	Rules of the air	x
	Procedures for air navigation services: aircraft operations	x
	Air traffic services and air traffic management	x
	Aeronautical information service	x
	Aerodromes	x
	Search and rescue	x
	Security	x
	Aircraft accident and incident investigation	x

	National law	x

		PPL
2.	**HUMAN PERFORMANCE**	
	Human factors: basic concepts	x
	Basic aviation physiology and health maintenance	x
	Basic aviation psychology	x

		PPL
3.	**METEOROLOGY**	
	The atmosphere	x
	Wind	x
	Thermodynamics	x
	Clouds and fog	x
	Precipitation	x
	Air masses and fronts	x
	Pressure systems	x
	Climatology	x
	Flight hazards	x
	Meteorological information	x

		PPL
4.	**COMMUNICATIONS**	
	VFR COMMUNICATIONS	
	Definitions	x
	General operating procedures	x
	Relevant weather information terms (VFR)	x
	Action required to be taken in case of communication failure	x
	Distress and urgency procedures	x
	General principles of VHF propagation and allocation of frequencies	x

		PPL
5.	**PRINCIPLES OF FLIGHT**	
	Basics of aerostatics	x
	Basics of subsonic aerodynamics	x
	Aerodynamics of airships	x
	Stability	x
	Controllability	x
	Limitations	x
	Propellers	x
	Basics of airship flight mechanics	x

		PPL
6.	**OPERATIONAL PROCEDURES**	
	General requirements	x
	Special operational procedures and hazards (general aspects)	x
	Emergency procedures	x

		PPL
7.	**FLIGHT PERFORMANCE AND PLANNING**	
7.1	**MASS AND BALANCE**	
	Purpose of mass and balance considerations	x
	Loading	x
	Fundamentals of CG calculations	x
	Mass and balance details of aircraft	x

	Determination of CG position	x
	Passenger, cargo and ballast handling	x
7.2	**PERFORMANCE**	
	Airworthiness requirements	x
	Basics of airship performance	x
	Definitions and terms	x
	Stages of flight	x
	Use of flight manual	x
7.3	**FLIGHT PLANNING AND FLIGHT MONITORING**	
	Flight planning for VFR flights	x
	Fuel planning	x
	Pre-flight preparation	x
	ATS flight plan	x
	Flight monitoring and in-flight re-planning	x

		PPL
8.	**AIRCRAFT GENERAL KNOWLEDGE**	
8.1	**ENVELOPE, AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT AND EMERGENCY EQUIPMENT**	
	Design, materials, loads and stresses	x
	Envelope and airbags	x
	Framework	x
	Gondola	x
	Flight controls	x
	Landing gear	x
	Hydraulics and pneumatics	x
	Heating and air conditioning	x
	Fuel system	x
	Piston engines (propellers)	x
	Turbine engines (basics)	x
	Electrics	x
	Fire protection and detection systems	x
	Maintenance	x
8.2	**INSTRUMENTATION**	
	Sensors and instruments	x
	Measurement of air data and gas parameters	x
	Magnetism: direct reading compass and flux valve	x
	Gyroscopic instruments	x
	Communication systems	x
	Alerting systems	x
	Integrated instruments: electronic displays	x
	Flight management system (general basics)	x
	Digital circuits and computers	x

		PPL
9.	**NAVIGATION**	
9.1.	**GENERAL NAVIGATION**	
	Basics of navigation	x
	Magnetism and compasses	x
	Charts	x
	DR navigation	x
	In-flight navigation	x
9.2.	**RADIO NAVIGATION**	
	Basic radio propagation theory	x

	Radio aids	x
	Radar	x
	GNSS	x

AMC3 FCL.210; FCL.215 Training course and theoretical knowledge examination

(Reserved).

AMC1 FCL.125; FCL.235

(Reserved).

AMC2 FCL.125; FCL.235

(Reserved).

AMC1 FCL.215; FCL.235

THEORETICAL KNOWLEDGE EXAMINATION AND SKILL TEST FOR THE PPL

(a) Theoretical knowledge examination

(1) The examinations should comprise a total of 120 multiple-choice questions covering all the subjects.

(2) Communication practical classroom testing may be conducted.

(3) The period of 18 months mentioned in FCL.025(b)(2) should be counted from the end of the calendar month when the applicant first attempted an examination.

(b) Skill test

Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.

(c) Conduct of the test

(1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.

(2) Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.

(3) An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight should be allocated in accordance with applicable regulations.

AMC1 FCL.235 Skill test

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL(A)

(a) The route to be flown for the navigation test should be chosen by the FE. The route may end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test should have a duration that allows the pilot to demonstrate his/her ability to complete a route with at least three identified waypoints and may, as agreed between the applicant and FE, be flown as a separate test.

(b) An applicant should indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the authorised checklist for the aeroplane on which the test is being taken. During pre-flight preparation for the test the applicant should be required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used.

FLIGHT TEST TOLERANCE

(c) The applicant should demonstrate the ability to:

(1) operate the aeroplane within its limitations;

(2) complete all manoeuvres with smoothness and accuracy;

(3) exercise good judgment and airmanship;

(4) apply aeronautical knowledge;

(5) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

(d) The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

(1) height:

(i) normal flight ± 150 ft

(ii) with simulated engine failure ± 200 ft (if ME aeroplane is used)

(2) heading or tracking of radio aids:

(i) normal flight ± 10°

(ii) with simulated engine failure ± 15° (if ME aeroplane is used)

(3) speed:

(i) take-off and approach +15/–5 knots

(ii) all other flight regimes ± 15 knots

CONTENT OF THE SKILL TEST

(e) The skill test contents and sections set out in this AMC should be used for the skill test for the issue of a PPL(A) on SE and ME aeroplanes or on TMGs.

SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE	
Use of checklist, airmanship, control of aeroplane by external visual reference, anti/de-icing procedures, etc. apply in all sections.	
a	Pre-flight documentation, NOTAM and weather briefing

b	Mass and balance and performance calculation
c	Aeroplane inspection and servicing
d	Engine starting and after starting procedures
e	Taxiing and aerodrome procedures, pre-take-off procedures
f	Take-off and after take-off checks
g	Aerodrome departure procedures
h	ATC compliance and R/T procedures
SECTION 2 GENERAL AIRWORK	
a	ATC compliance and R/T procedures
b	Straight and level flight, with speed changes
c	Climbing: i. best rate of climb; ii. climbing turns; iii. levelling off.
d	Medium (30 ° bank) turns
e	Steep (45 ° bank) turns (including recognition and recovery from a spiral dive)
f	Flight at critically low air speed with and without flaps
g	Stalling: i. clean stall and recover with power; ii. approach to stall descending turn with bank angle 20°, approach configuration; iii. approach to stall in landing configuration.
h	Descending: i. with and without power; ii. descending turns (steep gliding turns); iii. levelling off.
SECTION 3 EN-ROUTE PROCEDURES	
a	Flight plan, dead reckoning and map reading
b	Maintenance of altitude, heading and speed
c	Orientation, timing and revision of ETAs and log keeping
d	Diversion to alternate aerodrome (planning and implementation)
e	Use of radio navigation aids
f	Basic instrument flying check (180° turn in simulated IMC)
g	Flight management (checks, fuel systems and carburettor icing, etc.)
h	ATC compliance and R/T procedures
SECTION 4 APPROACH AND LANDING PROCEDURES	
a	Aerodrome arrival procedures
b	* Precision landing (short field landing), crosswind, if suitable conditions available
c	* Flapless landing
d	* Approach to landing with idle power (SE only)
e	Touch and go
f	Go-around from low height
g	ATC compliance and R/T procedures
h	Actions after flight
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES	
This section may be combined with sections 1 through 4	
a	Simulated engine failure after take-off (SE only)
b	* Simulated forced landing (SE only)
c	Simulated precautionary landing (SE only)
d	Simulated emergencies

e	Oral questions
SECTION 6 SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS	
This section may be combined with sections 1 through 5	
a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)
b	Asymmetric approach and go-around
c	Asymmetric approach and full stop landing
d	Engine shutdown and restart
e	ATC compliance, R/T procedures or airmanship
f	As determined by the FE: any relevant items of the class or type rating skill test to include, if applicable: i. aeroplane systems including handling of auto pilot; ii. operation of pressurisation system; iii. use of de-icing and anti-icing system.
g	Oral questions

* These items may be combined, at the discretion of the FE.

AMC2 FCL.235 Skill test

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL(H)

(a) The area and route to be flown should be chosen by the FE and all low level and hover work should be at an adequate aerodrome or site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test, as set out in this AMC should consist of at least three legs, each leg of a minimum duration of 10 minutes. The skill test may be conducted in two flights.

(b) An applicant should indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the authorised checklist or pilot operating handbook for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

FLIGHT TEST TOLERANCE

(c) The applicant should demonstrate the ability to:

(1) operate the helicopter within its limitations;

(2) complete all manoeuvres with smoothness and accuracy;

(3) exercise good judgement and airmanship;

(4) apply aeronautical knowledge;

(5) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

(d) The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

(1) height:

(i) normal forward flight ± 150 ft

(ii) with simulated major emergency ± 200 ft

(iii) hovering IGE flight ± 2 ft

(2) heading or tracking of radio aids:

(i) normal flight ± 10°

(ii) with simulated major emergency ± 15°

(3) speed:

(i) take-off approach – 10 knots/+15 knots

(ii) all other flight regimes ± 15 knots

(4) ground drift:

(i) take-off hover IGE ± 3 ft

(ii) landing no sideways or backwards movement

CONTENT OF THE SKILL TEST

(e) The skill test contents and sections set out in this AMC should be used for the skill test for the issue of a PPL(H) on SE or ME helicopters.

SECTION 1 PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES	
Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc. apply in all sections	
a	Helicopter knowledge, (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM and weather briefing
b	Pre-flight inspection or action, location of parts and purpose
c	Cockpit inspection and starting procedure
d	Communication and navigation equipment checks, selecting and setting frequencies
e	Pre-take-off procedure, R/T procedure and ATC compliance
f	Parking, shutdown and post-flight procedure
SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS	
a	Take-off and landing (lift-off and touch down)
b	Taxi and hover taxi
c	Stationary hover with head, cross or tail wind
d	Stationary hover turns, 360° left and right (spot turns)
e	Forward, sideways and backwards hover manoeuvring
f	Simulated engine failure from the hover
g	Quick stops into and downwind
h	Sloping ground or unprepared sites landings and take-offs
i	Take-offs (various profiles)
j	Crosswind and downwind take-off (if practicable)
k	Take-off at maximum take-off mass (actual or simulated)
l	Approaches (various profiles)
m	Limited power take-off and landing
n	Autorotations, (FE to select two items from: basic, range, low speed and 360° turns)
o	Autorotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique
SECTION 3 NAVIGATION - EN ROUTE PROCEDURES	
a	Navigation and orientation at various altitudes or heights and map reading

b	Altitude or height, speed, heading control, observation of airspace and altimeter setting
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track and instrument monitoring
d	Observation of weather conditions and diversion planning
e	Use of navigation aids (where available)
f	ATC liaison with due observance of regulations, etc.
SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES	
a	Level flight, control of heading, altitude or height and speed
b	Climbing and descending turns to specified headings
c	Level turns with up to 30° bank, 180° to 360° left and right
d	Level turns 180° left and right by sole reference to instruments
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)	
Note (1) Where the test is conducted on an ME helicopter, a simulated engine failure drill, including an SE approach and landing should be included in the test.	
Note (2) The FE should select four items from the following:	
a	Engine malfunctions, including governor failure, carburettor or engine icing and oil system, as appropriate
b	Fuel system malfunction
c	Electrical system malfunction
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable
e	Main rotor or anti-torque system malfunction (FFS or discussion only)
f	Fire drills, including smoke control and removal, as applicable
g	Other abnormal and emergency procedures as outlined in an appropriate flight manual and with reference to Appendix 9 C to CAR-FCL, sections 3 and 4, including for ME helicopters: (a) Simulated engine failure at take-off: (1) rejected take-off at or before TDP or safe forced landing at or before DPATO; (2) shortly after TDP or DPATO. (b) Landing with simulated engine failure: (1) landing or go-around following engine failure before LDP or DPBL; (2) following engine failure after LDP or safe forced landing after DPBL.

AMC3 FCL.235 Skill test

CONTENT OF THE SKILL TEST FOR THE ISSUE OF THE PPL(AS)

(a) The area and route to be flown is chosen by the FE. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination should be a controlled aerodrome. The skill test may be conducted in two flights. The total duration of the flight(s) should be at least 60 minutes.

(b) The applicant should demonstrate the ability to:

(1) operate the airship within its limitations;

(2) complete all manoeuvres with smoothness and accuracy;

(3) exercise good judgement and airmanship;

(4) apply aeronautical knowledge;

(5) maintain control of the airship at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

(c) The following limits should apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the airship used.

(1) height:

(i) normal flight ±200 ft

(ii) simulated major emergency ±300 ft

(2) tracking on radio aids: ±15°

(3) heading:

(i) normal flight ±15°

(ii) simulated major emergency ±20°

CONTENT OF THE TEST

(d) The skill test contents and sections set out in this AMC should be used for the skill test for the issue of a PPL(As).

(e) Items in sections 5 and 6 may be performed in an FNPT (As) or a FS (As).

SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE	
Use of airship checklists, airmanship, control of airship by external visual reference, anti-icing procedures, and principles of threat and error management, etc. apply in all sections	
a	Pre-flight, including: flight planning, documentation, mass and balance, NOTAM and weather briefing
b	Airship inspection and servicing
c	Off-mast procedure, ground manoeuvring and take-off
d	Performance considerations and trim
e	Aerodrome and traffic pattern operations
f	Departure procedure, altimeter setting, collision avoidance (look-out)
g	ATC compliance and R/T procedures
SECTION 2 GENERAL AIRWORK	
a	Control of the airship by external visual reference, including straight and level, climb, descent and look-out
b	Flight close to pressure height
c	Turns
d	Steep descents and climbs
e	Flight by reference solely to instruments, including: i. Level flight, control of heading, altitude and air speed; ii. Climbing and descending turns; iii. Recoveries from unusual attitudes.
f	ATC compliance and R/T procedures
SECTION 3 EN-ROUTE PROCEDURES	
a	Flight plan, dead reckoning and map reading
b	Maintenance of altitude, heading and speed and collision avoidance (look-out procedures)
c	Orientation, timing and revision of ETAs and log keeping
d	Observation of weather conditions and diversion to alternate aerodrome (planning and implementation)
e	Use of radio navigation aids
f	Flight management (checks, fuel systems, etc.)
g	ATC compliance and R/T procedures

SECTION 4 APPROACH AND LANDING PROCEDURES	
a	Aerodrome arrival procedures, altimeter setting, checks and look-out
b	ATC compliance and R/T procedures
c	Go-around action
d	Normal landing
e	Short field landing
f	Post-flight actions
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES	
This section may be combined with sections 1 through 4	
a	Simulated engine failure after take-off (at a safe altitude) and fire drill
b	Equipment malfunctions
c	Forced landing (simulated)
d	ATC compliance and R/T procedures
e	Oral questions
SECTION 6 RELEVANT TYPE ITEMS	
This section may be combined with sections 1 through 5	
a	Simulated engine failure during take-off (at a safe altitude unless carried out in a FFS)
b	Approach and go-around with failed engine(s)
c	Approach and full stop landing with failed engine(s)
d	Malfunctions in the envelope pressure system
e	ATC compliance, R/T procedures and airmanship
f	As determined by the FE: any relevant items of the type rating skill test to include, if applicable: i. Airship systems; ii. Operation of envelope pressure system.
g	Oral questions

SECTION 4 – SPECIFIC REQUIREMENTS FOR THE PPL AIRSHIPS – PPL(AS)

AMC1 FCL.210.As PPL(As) – Experience requirements and crediting

FLIGHT INSTRUCTION FOR THE PPL(AS)

(a) Entry to training

Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.

(b) Flight instruction

(1) The PPL(As) flight instruction syllabus should take into account the principles of threat and error management and cover:

(i) pre-flight operations, including mass and balance determination, airship inspection and servicing;

(ii) ground manoeuvring, masting and unmasting procedures;

(iii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(iv) control of the airship by external visual reference;

(v) take-offs and landings;

(vi) flight by reference solely to instruments, including the completion of a level 180 ° turn;

(vii) cross-country flying using visual reference, dead reckoning and radio navigation aids;

(viii) emergency operations, including simulated airship equipment malfunctions;

(ix) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, communication procedures and phraseology.

(2) Before allowing the applicant for a PPL(As) to undertake his/her first solo flight, the FI should ensure that the applicant can use R/T communication.

(c) Syllabus of flight instruction

(1) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore, the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

(i) the applicant's progress and ability;

(ii) the weather conditions affecting the flight;

(iii) the flight time available;

(iv) instructional technique considerations;

(v) the local operating environment;

(vi) applicability of the exercises to the airship.

(2) Each of the exercises involves the need for the applicant to be aware of the needs of good airmanship and look-out, which should be emphasised at all times.

(i) Exercise 1a: Familiarisation with the airship:

(A) characteristics of the airship;

(B) cockpit layout;

(C) systems;

(D) checklists, drills and controls.

(ii) Exercise 1b: Emergency drills:

(A) action if fire on the ground and in the air;

(B) engine cabin and electrical system fire;

(C) systems failure;

(D) escape drills, location and use of emergency equipment and exits.

(iii) Exercise 2: Preparation for and action after flight:

(A) flight authorisation and airship acceptance;

(B) serviceability documents;

(C) equipment required, maps, etc.;

(D) mass and balance;

(E) external checks;

(F) ground crew briefing;

(G) internal checks;

(H) harness, seat or rudder panel adjustments;

(I) starting and warm-up checks;

(J) power checks;

(K) running down system checks and switching off the engine;

(L) parking, security and masting;

(M) completion of authorisation sheet and serviceability documents.

(iv) Exercise 3: Air experience: flight exercise.

(v) Exercise 4: Effects of controls:

(A) primary effects;

(B) further effects;

(C) effects of:

(a) air speed;

(b) power;

(c) trimming controls;

(d) other controls, as applicable.

(D) operation of:

(a) mixture control;

(b) carburettor heat;

(c) cabin heating or ventilation.

(vi) Exercise 5: Ground manoeuvring:

(A) pre-taxi checks;

(B) starting, control of speed and stopping;

(C) engine handling;

(D) masting procedures;

(E) control of direction and turning;

(F) effects of wind;

(G) effects of ground surface;

(H) marshalling signals;

(I) instrument checks;

(J) air traffic control procedures;

(K) emergencies.

(vii) Exercise 6a: Take-off procedures:

(A) pre-take-off checks;

(B) take-off with different static heaviness;

(C) drills during and after take-off;

(D) noise abatement procedures.

(viii) Exercise 6b: Emergencies:

(A) abandoned take-off;

(B) engine failure after take-off;

(C) malfunctions of thrust vector control;

(D) aerodynamic control failures;

(E) electrical and system failures.

(ix) Exercise 7: Climbing:

(A) entry, maintaining the normal and max rate climb and levelling off;

(B) levelling off at selected altitudes;

(C) maximum angle of climb;

(D) maximum rate of climb.

(x) Exercise 8: Straight and level:

(A) attaining and maintaining straight and level flight;

(B) flight at or close to pressure height;

(C) control in pitch, including use of trim;

(D) at selected air speeds (use of power);

(E) during speed changes;

(F) use of instruments for precision.

(xi) Exercise 9: Descending:

(A) entry, maintaining and levelling off;

(B) levelling off at selected altitudes;

(C) maximum rate of descent;

(D) maximum angle of descent;

(E) use of instruments for precision flight.

(xii) Exercise 10: Turning:

(A) entry and maintaining level turns;

(B) resuming straight flight;

(C) faults in the turn;

(D) climbing turns;

(E) descending turns;

(F) turns onto selected headings, use of gyro heading indicator and compass;

(G) use of instruments for precision.

(xiii) Exercise 11: Hovering: hovering manoeuvres (as applicable);

(xiv) Exercise 12a: Approach and landing:

(A) effect of wind on approach and touchdown speeds;

(B) landing with different static heaviness;

(C) missed approach and go-around procedures;

(D) noise abatement procedures.

(xv) Exercise 12b: Emergencies:

(A) aborted approach or go-around;

(B) malfunction of thrust vector control;

(C) envelope emergencies;

(D) fire emergencies;

(E) aerodynamic control failures;

(F) electrical and system failures.

(xvi) Exercise 13: Precautionary landing:

(A) occasions necessitating;

(B) in-flight conditions;

(C) landing area selection;

(D) circuit and approach;

(E) actions after landing;

(xvii) Exercise 14a: Navigation:

(A) flight planning:

(a) weather forecast and actuals;

(b) map selection and preparation:

(1) choice of route;

(2) airspace structure;

(3) sensitive areas;

(4) safety altitudes.

(c) calculations:

(1) magnetic heading(s) and time(s) en-route;

(2) fuel consumption;

(3) mass and balance;

(4) performance.

(d) flight information:

(1) NOTAMs etc.;

(2) radio frequencies;

(3) selection of alternate aerodromes.

(e) airship documentation;

(f) notification of the flight:

(1) pre-flight administrative procedures;

(2) flight plan form.

(B) departure:

(a) organisation of cockpit workload;

(b) departure procedures:

(1) altimeter settings;

(2) ATC liaison in controlled or regulated airspace;

(3) setting heading procedure;

(4) noting of ETAs.

(c) maintenance of altitude and heading;

(d) revisions of ETA and heading;

(e) log keeping;

(f) use of radio;

(g) use of NAVAIDs;

(h) minimum weather conditions for continuation of flight;

(i) in-flight decisions;

(j) transiting controlled or regulated airspace;

(k) diversion procedures;

(l) uncertainty of position procedure;

(m) lost procedure.

(C) arrival, aerodrome joining procedure:

(a) ATC liaison in controlled or regulated airspace;

(b) altimeter setting;

(c) entering the traffic pattern;

(d) circuit procedures;

(e) parking or on masting;

(f) security of airship;

(g) refuelling;

(h) closing of flight plan, if appropriate;

(i) post-flight administrative procedures.

(xviii) Exercise 14b: Navigation problems at lower levels and in reduced visibility:

(A) actions before descending;

(B) hazards (for example obstacles, and terrain);

(C) difficulties of map reading;

(D) effects of winds, turbulence and precipitation;

(E) vertical situational awareness;

(F) avoidance of noise sensitive areas;

(G) joining the circuit;

(H) bad weather circuit and landing.

(xix) Exercise 14c: Radio navigation:

(A) use of GNSS

(a) selection of waypoints;

(b) to or from indications and orientation;

(c) error messages.

(B) use of VHF Omni range (if applicable):

(a) availability, AIP and frequencies;

(b) selection and identification;

(c) OBS;

(d) to or from indications and orientation;

(e) CDI;

(f) determination of radial;

(g) intercepting and maintaining a radial;

(h) VOR passage;

(i) obtaining a fix from two VORs.

(C) use of ADF equipment: NDBs (if applicable):

(a) availability, AIP and frequencies;

(b) selection and identification;

(c) orientation relative to the beacon;

(d) homing.

(D) use of VHF/DF:

(a) availability, AIP and frequencies;

(b) R/T procedures and ATC liaison;

(c) obtaining a QDM and homing.

(E) use of en-route or terminal radar:

(a) availability and AIP;

(b) procedures and ATC liaison;

(c) pilot's responsibilities;

(d) secondary surveillance radar:

(1) transponders;

(2) code selection;

(3) interrogation and reply.

(F) use of DME (if applicable);

(a) station selection and identification;

(b) modes of operation: distance, groundspeed and time to run.

(xx) Exercise 15: Basic instrument flight:

(A) physiological sensations;

(B) instrument appreciation: attitude instrument flight;

(C) instrument limitations;

(D) basic manoeuvres:

(a) straight and level;

(b) climbing and descending;

(c) turns, climbing and descending, onto selected headings;

(d) recoveries from climbing and descending turns.

(d) BITD

(1) A BITD may be used for flight training for:

(i) flight by reference solely to instruments;

(ii) navigation using radio navigation aids;

(iii) basic instrument flight.

(2) The use of the BITD should be subject to the following:

(i) the training should be complemented by exercises on an airship;

(ii) the record of the parameters of the flight must be available; and an FI(As) should conduct the instruction.

SUBPART D – COMMERCIAL PILOT LICENCE – CPL

SECTION 1 – COMMON REQUIREMENTS

AMC1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d) Theoretical knowledge examinations

LEARNING OBJECTIVES FOR ATPL, CPL, IR, CB-IR(A) and BIR

(a) Aeroplanes and helicopters

GENERAL

In the tables of this AMC, the applicable LOs for each ATPL, CPL, IR, CB-IR(A) are marked with an 'X', and for the BIR exam and BIR BK with the number 1, 2 or 3 (corresponding to the modules as mentioned in FCL.835 'Basic instrument rating (BIR)'.

The LOs define the subject knowledge and applied knowledge, skills and attitudes that a student pilot should have assimilated during the theoretical knowledge course.

The LOs are intended to be used by an approved training organisation (ATO) when developing the CAR-FCL theoretical knowledge elements of the appropriate course. It should be noted, however, that the LOs do not provide a ready-made ground training syllabus for individual ATOs, and should not be seen by organisations as a substitute for a thorough course design. Adherence to the LOs should become part of the ATO's compliance monitoring scheme as required by ORA.GEN.200(a)(6).

ATOs are required to produce a training plan for each of their courses based on the instructional systems design (ISD) methodology as specified in AMC2 ORA.ATO.230.

Additional guidance on the meaning and taxonomy of the verbs used in the LOs can be found in GM1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d).

TRAINING AIMS

After completion of the training, a student pilot should:

— be able to understand and apply the subject knowledge in order to be able to identify and manage threats and errors effectively;

— meet at least the Area 100 KSA minimum standard.

INTERPRETATION

The abbreviations used are ICAO abbreviations listed in ICAO Doc 8400 'ICAO Abbreviations and Codes', or those listed in GM1 FCL.010.

Where a LO refers to a definition, e.g. 'Define the following terms' or 'Define and understand' or 'Explain the definitions in ...', candidates are also expected to be able to recognise a given definition.

The General Student Pilot Route Manual (GSPRM) contains planning data plus aerodrome and approach charts that may be used in theoretical knowledge training courses. The guidelines on its content can be found in this AMC, before the LO table for Subject 033 'Flight planning and monitoring'.

Excerpts from any aircraft manuals including but not limited to CAP 696, 697 and 698 for aeroplanes, and CAP 758 for helicopters may be used in training. Where questions refer to excerpts from aircraft manuals, the associated aircraft data will be provided in the examinations.

Some numerical data (e.g. speeds, altitudes/levels and masses) used in questions for theoretical knowledge examinations may not be representative for helicopter operations, but the data is satisfactory for the calculations required.

Note: In all subject areas, the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe mass. The pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).

DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LOs FOR ATPL, CPL, IR, CB-IR(A) and BIR

GENERAL

The detailed theoretical knowledge syllabus outlines the topics that should be taught and examined in order to meet the theoretical knowledge requirements appropriate to ATPL, MPL, CPL, IR, CB-IR(A) and BIR. These details are published in the "Appendices to AMC/GM for CAR-FCL" (CAA Document 1.4.1.5).

For each topic in the detailed theoretical knowledge syllabus, one or more LOs are set out in the appendices as listed below:

— Appendix 010 AIR LAW

— Appendix 021 AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME, SYSTEMS AND POWER PLANT

— Appendix 022 AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION

— Appendix 031 FLIGHT PERFORMANCE AND PLANNING – MASS AND BALANCE

— Appendix 032 FLIGHT PERFORMANCE AND PLANNING – PERFORMANCE – AEROPLANES

— Appendix 033 FLIGHT PERFORMANCE AND PLANNING – FLIGHT PLANNING AND MONITORING

— Appendix 034 FLIGHT PERFORMANCE AND PLANNING – PERFORMANCE – HELICOPTERS

— Appendix 040 HUMAN PERFORMANCE AND LIMITATIONS

— Appendix 050 METEOROLOGY

— Appendix 061 NAVIGATION – GENERAL NAVIGATION

— Appendix 062 NAVIGATION – RADIO NAVIGATION

— Appendix 070 OPERATIONAL PROCEDURES

— Appendix 081 PRINCIPLES OF FLIGHT – AEROPLANES

— Appendix 082 PRINCIPLES OF FLIGHT – HELICOPTERS

— Appendix 090 RADIO COMMUNICATIONS

— Appendix AREA 100 KNOWLEGDE, SKILLS AND ATTITUDES (KSA)

(b) Airships

SYLLABUS OF THEORETICAL KNOWLEDGE FOR CPL AND IR

The applicable items for each licence or rating are marked with 'x'. An 'x' on the main title of a subject means that all the subdivisions are applicable.'

		CPL	IR
1.	**AIR LAW AND ATC PROCEDURES**	x	
	INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS		
	AIRWORTHINESS OF AIRCRAFT		
	AIRCRAFT NATIONALITY AND REGISTRATION MARKS		
	PERSONNEL LICENSING		x
	RULES OF THE AIR		x
	PROCEDURES FOR AIR NAVIGATION SERVICES: AIRCRAFT OPERATIONS		x
	AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT		x
	AERONAUTICAL INFORMATION SERVICE		x
	AERODROMES		x
	FACILITATION		
	SEARCH AND RESCUE		
	SECURITY		
	AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION		
2.	**AIRSHIP GENERAL KNOWLEDGE: ENVELOPE, AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT AND EMERGENCY EQUIPMENT**	x	
	DESIGN, MATERIALS, LOADS AND STRESSES		
	ENVELOPE AND AIRBAGS		
	FRAMEWORK		
	GONDOLA		
	FLIGHT CONTROLS		
	LANDING GEAR		
	HYDRAULICS AND PNEUMATICS		
	HEATING AND AIR CONDITIONING		
	FUEL SYSTEM		
	PISTON ENGINES		
	TURBINE ENGINES (BASICS)		
	ELECTRICS		
	FIRE PROTECTION AND DETECTION SYSTEMS		
	MAINTENANCE		
3.	**AIRSHIP GENERAL KNOWLEDGE: INSTRUMENTATION**	x	
	SENSORS AND INSTRUMENTS		
	MEASUREMENT OF AIR DATA AND GAS PARAMETERS		
	MAGNETISM: DIRECT READING COMPASS AND FLUX VALVE		
	GYROSCOPIC INSTRUMENTS		
	COMMUNICATION SYSTEMS		
	ALERTING SYSTEMS		
	INTEGRATED INSTRUMENTS: ELECTRONIC DISPLAYS		
	FLIGHT MANAGEMENT SYSTEM (GENERAL BASICS)		
	DIGITAL CIRCUITS AND COMPUTERS		
4.	**FLIGHT PERFORMANCE AND PLANNING**	x	
4.1.	**MASS AND BALANCE: AIRSHIPS**	x	
	PURPOSE OF MASS AND BALANCE CONSIDERATIONS		
	LOADING		
	FUNDAMENTALS OF CG CALCULATIONS		
	MASS AND BALANCE DETAILS OF AIRCRAFT		

		CPL	IR
	DETERMINATION OF CG POSITION		
	PASSENGER, CARGO AND BALLAST HANDLING		
4.2.	**FLIGHT PLANNING AND FLIGHT MONITORING**		
	FLIGHT PLANNING FOR VFR FLIGHTS	x	
	FLIGHT PLANNING FOR IFR FLIGHTS		x
	FUEL PLANNING	x	x
	PRE-FLIGHT PREPARATION	x	x
	ATS FLIGHT PLAN	x	x
	FLIGHT MONITORING AND IN-FLIGHT RE-PLANNING	x	x
4.3.	**PERFORMANCE: AIRSHIPS**	x	
	AIRWORTHINESS REQUIREMENTS		
	BASICS OF AIRSHIP PERFORMANCE		
	DEFINITIONS AND TERMS		
	STAGES OF FLIGHT		
	USE OF FLIGHT MANUAL		
5.	**HUMAN PERFORMANCE**	x	
	HUMAN FACTORS: BASIC CONCEPTS		
	BASIC AVIATION PHYSIOLOGY AND HEALTH MAINTENANCE		
	BASIC AVIATION PSYCHOLOGY		
6.	**METEOROLOGY**	x	
	THE ATMOSPHERE		
	WIND		
	THERMODYNAMICS		
	CLOUDS AND FOG		
	PRECIPITATION		
	AIR MASSES AND FRONTS		
	PRESSURE SYSTEMS		
	CLIMATOLOGY		
	FLIGHT HAZARDS		
	METEOROLOGICAL INFORMATION		
7.	**NAVIGATION**		
7.1.	**GENERAL NAVIGATION**	x	
	BASICS OF NAVIGATION		
	MAGNETISM AND COMPASSES		
	CHARTS		
	DR NAVIGATION		
	IN-FLIGHT NAVIGATION		
7.2.	**RADIO NAVIGATION**		
	BASIC RADIO PROPAGATION THEORY	x	x
	RADIO AIDS	x	x
	RADAR	x	x
	INTENTIONALLY LEFT BLANK		
	AREA NAVIGATION SYSTEMS AND RNAV/FMS		x
	GNSS	x	x
8.	**OPERATIONAL PROCEDURES AIRSHIP**	x	
	GENERAL REQUIREMENTS		

		CPL	IR
	SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS)		
	EMERGENCY PROCEDURES		
9.	**PRINCIPLES OF FLIGHT**	x	
9.1.	**PRINCIPLES OF FLIGHT: AIRSHIPS**	x	
	BASICS OF AEROSTATICS		
	BASICS OF SUBSONIC AERODYNAMICS		
	AERODYNAMICS OF AIRSHIPS		
	STABILITY		
	CONTROLLABILITY		
	LIMITATIONS		
	PROPELLERS		
	BASICS OF AIRSHIP FLIGHT MECHANICS		
10.	**COMMUNICATIONS**		
10.1.	**VFR COMMUNICATIONS**	x	
	DEFINITIONS	x	
	GENERAL OPERATING PROCEDURES	x	
	RELEVANT WEATHER INFORMATION TERMS (VFR)	x	
	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE	x	
	DISTRESS AND URGENCY PROCEDURES	x	
	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES	x	
10.2.	**IFR COMMUNICATIONS**		
	DEFINITIONS		x
	GENERAL OPERATING PROCEDURES		x
	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE		x
	DISTRESS AND URGENCY PROCEDURES		x
	RELEVANT WEATHER INFORMATION TERMS (IFR)		x
	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES		x
	MORSE CODE		x

GM1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d) Theoretical knowledge examinations

EXPLANATION OF THE VERBS USED IN THE BENJAMIN BLOOM TAXONOMY

(a) The depth or level of learning to be achieved during the training and the corresponding level of attainment to be examined or assessed is based on the following taxonomy. In each case, the level of knowledge or skill is signified by the learning objective (LO) verb.

(b) The majority of the LOs relate to the cognitive domain. The taxonomy described by B. Bloom (1956) and Anderson & Krathwohl (2001) has been used as the standard.

(c) The six sequential increasing levels of required cognitive learning are identified by the LO verb. Hence the lowest level 'remember' is signified by verbs such as 'state', 'list', 'define' and 'recall' whilst the next higher level of 'understand' is signified by verbs such as 'describe' and 'explain'. The third level of 'apply' is signified by the verbs 'calculate', 'interpret', 'relate' and 'solve'.

However, the higher levels of ‘analyse’, which would be signified by the verbs ‘plan’ or ‘discuss’ and ‘evaluate’ and ‘create’ are less common due at least partially to questions presently possible in the examination.

(d) The LOs used in Area 100 KSA differ in that they require a combination of knowledge and skills. However, the ‘skill’ level does not relate to Bloom’s psychomotor taxonomy but is more closely aligned to the higher taxonomy levels required in medicine, because knowledge and skills must be combined by the student pilot in a strategy.

(e) The verbs ‘demonstrate’ and ‘show’, with their meanings defined below, have therefore been used to supplement the cognitive LO verbs for the Area 100 KSA LOs.

(1) ‘Demonstrate’ means the selection and use of the appropriate knowledge, skills and attitudes within a strategy to achieve an effective outcome. It signifies a high taxonomy level and would normally be assessed using multiple indicators from more than one core competency.

(2) ‘Show’ means the attainment of knowledge, skill or attitude. It signifies a lower taxonomy level than ‘demonstrate’ and would normally be assessed by a single indicator.’

SUBPART F – AIRLINE TRANSPORT PILOT LICENCE – ATPL

SECTION 1 – COMMON REQUIREMENTS

AMC1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d) Theoretical knowledge examinations

LEARNING OBJECTIVES FOR ATPL, CPL, IR, CB-IR(A) and BIR

(a) Aeroplanes and helicopters

GENERAL

In the tables of this AMC, the applicable LOs for each ATPL, CPL, IR, CB-IR(A) are marked with an 'X', and for the BIR exam and BIR BK with the number 1, 2 or 3 (corresponding to the modules as mentioned in FCL.835 'Basic instrument rating (BIR)'.

The LOs define the subject knowledge and applied knowledge, skills and attitudes that a student pilot should have assimilated during the theoretical knowledge course.

The LOs are intended to be used by an approved training organisation (ATO) when developing the CAR-FCL theoretical knowledge elements of the appropriate course. It should be noted, however, that the LOs do not provide a ready-made ground training syllabus for individual ATOs, and should not be seen by organisations as a substitute for a thorough course design. Adherence to the LOs should become part of the ATO's compliance monitoring scheme as required by ORA.GEN.200(a)(6).

ATOs are required to produce a training plan for each of their courses based on the instructional systems design (ISD) methodology as specified in AMC2 ORA.ATO.230.

Additional guidance on the meaning and taxonomy of the verbs used in the LOs can be found in GM1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d).

TRAINING AIMS

After completion of the training, a student pilot should:

— be able to understand and apply the subject knowledge in order to be able to identify and manage threats and errors effectively;

— meet at least the Area 100 KSA minimum standard.

INTERPRETATION

The abbreviations used are ICAO abbreviations listed in ICAO Doc 8400 'ICAO Abbreviations and Codes', or those listed in GM1 FCL.010.

Where a LO refers to a definition, e.g. 'Define the following terms' or 'Define and understand' or 'Explain the definitions in ...', candidates are also expected to be able to recognise a given definition.

The General Student Pilot Route Manual (GSPRM) contains planning data plus aerodrome and approach charts that may be used in theoretical knowledge training courses. The guidelines on its content can be found in this AMC, before the LO table for Subject 033 'Flight planning and monitoring'.

Excerpts from any aircraft manuals including but not limited to CAP 696, 697 and 698 for aeroplanes, and CAP 758 for helicopters may be used in training. Where questions refer to excerpts from aircraft manuals, the associated aircraft data will be provided in the examinations.

Some numerical data (e.g. speeds, altitudes/levels and masses) used in questions for theoretical knowledge examinations may not be representative for helicopter operations, but the data is satisfactory for the calculations required.

Note: In all subject areas, the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe mass. The pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).

DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LOs FOR ATPL, CPL, IR, CB-IR(A) and BIR

GENERAL

The detailed theoretical knowledge syllabus outlines the topics that should be taught and examined in order to meet the theoretical knowledge requirements appropriate to ATPL, MPL, CPL, IR, CB-IR(A) and BIR. These details are published in the "Appendices to AMC/GM for CAR-FCL" (CAA Document 1.4.1.5).

For each topic in the detailed theoretical knowledge syllabus, one or more LOs are set out in the appendices as listed below:

— Appendix 010 AIR LAW

— Appendix 021 AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME, SYSTEMS AND POWER PLANT

— Appendix 022 AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION

— Appendix 031 FLIGHT PERFORMANCE AND PLANNING – MASS AND BALANCE

— Appendix 032 FLIGHT PERFORMANCE AND PLANNING – PERFORMANCE – AEROPLANES

— Appendix 033 FLIGHT PERFORMANCE AND PLANNING – FLIGHT PLANNING AND MONITORING

— Appendix 034 FLIGHT PERFORMANCE AND PLANNING – PERFORMANCE – HELICOPTERS

— Appendix 040 HUMAN PERFORMANCE AND LIMITATIONS

— Appendix 050 METEOROLOGY

— Appendix 061 NAVIGATION – GENERAL NAVIGATION

— Appendix 062 NAVIGATION – RADIO NAVIGATION

— Appendix 070 OPERATIONAL PROCEDURES

— Appendix 081 PRINCIPLES OF FLIGHT – AEROPLANES

— Appendix 082 PRINCIPLES OF FLIGHT – HELICOPTERS

— Appendix 090 RADIO COMMUNICATIONS

— Appendix AREA 100 KNOWLEGDE, SKILLS AND ATTITUDES (KSA)

(b) Airships

SYLLABUS OF THEORETICAL KNOWLEDGE FOR CPL AND IR

The applicable items for each licence or rating are marked with 'x'. An 'x' on the main title of a subject means that all the subdivisions are applicable.'

		CPL	IR
1.	**AIR LAW AND ATC PROCEDURES**	x	
	INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS		
	AIRWORTHINESS OF AIRCRAFT		
	AIRCRAFT NATIONALITY AND REGISTRATION MARKS		
	PERSONNEL LICENSING		x
	RULES OF THE AIR		x
	PROCEDURES FOR AIR NAVIGATION SERVICES: AIRCRAFT OPERATIONS		x
	AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT		x
	AERONAUTICAL INFORMATION SERVICE		x
	AERODROMES		x
	FACILITATION		
	SEARCH AND RESCUE		
	SECURITY		
	AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION		
2.	**AIRSHIP GENERAL KNOWLEDGE: ENVELOPE, AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT AND EMERGENCY EQUIPMENT**	x	
	DESIGN, MATERIALS, LOADS AND STRESSES		
	ENVELOPE AND AIRBAGS		
	FRAMEWORK		
	GONDOLA		
	FLIGHT CONTROLS		
	LANDING GEAR		
	HYDRAULICS AND PNEUMATICS		
	HEATING AND AIR CONDITIONING		
	FUEL SYSTEM		
	PISTON ENGINES		
	TURBINE ENGINES (BASICS)		
	ELECTRICS		
	FIRE PROTECTION AND DETECTION SYSTEMS		
	MAINTENANCE		
3.	**AIRSHIP GENERAL KNOWLEDGE: INSTRUMENTATION**	x	
	SENSORS AND INSTRUMENTS		

		CPL	IR
	MEASUREMENT OF AIR DATA AND GAS PARAMETERS		
	MAGNETISM: DIRECT READING COMPASS AND FLUX VALVE		
	GYROSCOPIC INSTRUMENTS		
	COMMUNICATION SYSTEMS		
	ALERTING SYSTEMS		
	INTEGRATED INSTRUMENTS: ELECTRONIC DISPLAYS		
	FLIGHT MANAGEMENT SYSTEM (GENERAL BASICS)		
	DIGITAL CIRCUITS AND COMPUTERS		
4.	**FLIGHT PERFORMANCE AND PLANNING**	x	
4.1.	**MASS AND BALANCE: AIRSHIPS**	x	
	PURPOSE OF MASS AND BALANCE CONSIDERATIONS		
	LOADING		
	FUNDAMENTALS OF CG CALCULATIONS		
	MASS AND BALANCE DETAILS OF AIRCRAFT		
	DETERMINATION OF CG POSITION		
	PASSENGER, CARGO AND BALLAST HANDLING		
4.2.	**FLIGHT PLANNING AND FLIGHT MONITORING**		
	FLIGHT PLANNING FOR VFR FLIGHTS	x	
	FLIGHT PLANNING FOR IFR FLIGHTS		x
	FUEL PLANNING	x	x
	PRE-FLIGHT PREPARATION	x	x
	ATS FLIGHT PLAN	x	x
	FLIGHT MONITORING AND IN-FLIGHT RE-PLANNING	x	x
4.3.	**PERFORMANCE: AIRSHIPS**	x	
	AIRWORTHINESS REQUIREMENTS		
	BASICS OF AIRSHIP PERFORMANCE		
	DEFINITIONS AND TERMS		
	STAGES OF FLIGHT		
	USE OF FLIGHT MANUAL		
5.	**HUMAN PERFORMANCE**	x	
	HUMAN FACTORS: BASIC CONCEPTS		

		CPL	IR
	BASIC AVIATION PHYSIOLOGY AND HEALTH MAINTENANCE		
	BASIC AVIATION PSYCHOLOGY		
6.	**METEOROLOGY**	x	
	THE ATMOSPHERE		
	WIND		
	THERMODYNAMICS		
	CLOUDS AND FOG		
	PRECIPITATION		
	AIR MASSES AND FRONTS		
	PRESSURE SYSTEMS		
	CLIMATOLOGY		
	FLIGHT HAZARDS		
	METEOROLOGICAL INFORMATION		
7.	**NAVIGATION**		
7.1.	**GENERAL NAVIGATION**	x	
	BASICS OF NAVIGATION		
	MAGNETISM AND COMPASSES		
	CHARTS		
	DR NAVIGATION		
	IN-FLIGHT NAVIGATION		
7.2.	**RADIO NAVIGATION**		
	BASIC RADIO PROPAGATION THEORY	x	x
	RADIO AIDS	x	x
	RADAR	x	x
	INTENTIONALLY LEFT BLANK		
	AREA NAVIGATION SYSTEMS AND RNAV/FMS		x
	GNSS	x	x
8.	**OPERATIONAL PROCEDURES AIRSHIP**	x	
	GENERAL REQUIREMENTS		
	SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS)		
	EMERGENCY PROCEDURES		
9.	**PRINCIPLES OF FLIGHT**	x	
9.1.	**PRINCIPLES OF FLIGHT: AIRSHIPS**	x	
	BASICS OF AEROSTATICS		
	BASICS OF SUBSONIC AERODYNAMICS		
	AERODYNAMICS OF AIRSHIPS		
	STABILITY		
	CONTROLLABILITY		
	LIMITATIONS		

		CPL	IR
	PROPELLERS		
	BASICS OF AIRSHIP FLIGHT MECHANICS		
10.	**COMMUNICATIONS**		
10.1.	**VFR COMMUNICATIONS**	x	
	DEFINITIONS	x	
	GENERAL OPERATING PROCEDURES	x	
	RELEVANT WEATHER INFORMATION TERMS (VFR)	x	
	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE	x	
	DISTRESS AND URGENCY PROCEDURES	x	
	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES	x	
10.2.	**IFR COMMUNICATIONS**		
	DEFINITIONS		x
	GENERAL OPERATING PROCEDURES		x
	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE		x
	DISTRESS AND URGENCY PROCEDURES		x
	RELEVANT WEATHER INFORMATION TERMS (IFR)		x
	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES		x
	MORSE CODE		x

GM1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d) Theoretical knowledge examinations

EXPLANATION OF THE VERBS USED IN THE BENJAMIN BLOOM TAXONOMY

(a) The depth or level of learning to be achieved during the training and the corresponding level of attainment to be examined or assessed is based on the following taxonomy. In each case, the level of knowledge or skill is signified by the learning objective (LO) verb.

(b) The majority of the LOs relate to the cognitive domain. The taxonomy described by B. Bloom (1956) and Anderson & Krathwohl (2001) has been used as the standard.

(c) The six sequential increasing levels of required cognitive learning are identified by the LO verb. Hence the lowest level ‘remember’ is signified by verbs such as ‘state’, ‘list’, ‘define’ and ‘recall’ whilst the next higher level of ‘understand’ is signified by verbs such as ‘describe’ and ‘explain’.

The third level of 'apply' is signified by the verbs 'calculate', 'interpret', 'relate' and 'solve'. However, the higher levels of 'analyse', which would be signified by the verbs 'plan' or 'discuss' and 'evaluate' and 'create' are less common due at least partially to questions presently possible in the examination.

(d) The LOs used in Area 100 KSA differ in that they require a combination of knowledge and skills. However, the 'skill' level does not relate to Bloom's psychomotor taxonomy but is more closely aligned to the higher taxonomy levels required in medicine, because knowledge and skills must be combined by the student pilot in a strategy.

(e) The verbs 'demonstrate' and 'show', with their meanings defined below, have therefore been used to supplement the cognitive LO verbs for the Area 100 KSA LOs.

(1) 'Demonstrate' means the selection and use of the appropriate knowledge, skills and attitudes within a strategy to achieve an effective outcome. It signifies a high taxonomy level and would normally be assessed using multiple indicators from more than one core competency.

(2) 'Show' means the attainment of knowledge, skill or attitude. It signifies a lower taxonomy level than 'demonstrate' and would normally be assessed by a single indicator.'

SECTION 2 – SPECIFIC REQUIREMENTS FOR THE AEROPLANE CATEGORY – ATPL(A)

AMC1 FCL.520.A; FCL.520.H

ATPL SKILL TEST

The ATPL skill test may serve at the same time as a skill test for the issue of the licence and a proficiency check for the revalidation of the type rating for the aircraft used in the test and may be combined with the skill test for the issue of a MP type rating.

SECTION 3 – SPECIFIC REQUIREMENTS FOR THE HELICOPTER CATEGORY – ATPL(H)

AMC1 FCL.520.A; FCL.520.H

ATPL SKILL TEST

The ATPL skill test may serve at the same time as a skill test for the issue of the licence and a proficiency check for the revalidation of the type rating for the aircraft used in the test and may be combined with the skill test for the issue of a MP type rating.

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SUBPART G – INSTRUMENT RATING – IR

SECTION 1 – COMMON REQUIREMENTS

AMC1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d) Theoretical knowledge examinations

LEARNING OBJECTIVES FOR ATPL, CPL, IR, CB-IR(A) and BIR

(a) Aeroplanes and helicopters

GENERAL

In the tables of this AMC, the applicable LOs for each ATPL, CPL, IR, CB-IR(A) are marked with an 'X', and for the BIR exam and BIR BK with the number 1, 2 or 3 (corresponding to the modules as mentioned in FCL.835 'Basic instrument rating (BIR)'.

The LOs define the subject knowledge and applied knowledge, skills and attitudes that a student pilot should have assimilated during the theoretical knowledge course.

The LOs are intended to be used by an approved training organisation (ATO) when developing the CAR-FCL theoretical knowledge elements of the appropriate course. It should be noted, however, that the LOs do not provide a ready-made ground training syllabus for individual ATOs, and should not be seen by organisations as a substitute for a thorough course design. Adherence to the LOs should become part of the ATO's compliance monitoring scheme as required by ORA.GEN.200(a)(6).

ATOs are required to produce a training plan for each of their courses based on the instructional systems design (ISD) methodology as specified in AMC2 ORA.ATO.230.

Additional guidance on the meaning and taxonomy of the verbs used in the LOs can be found in GM1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d).

TRAINING AIMS

After completion of the training, a student pilot should:

— be able to understand and apply the subject knowledge in order to be able to identify and manage threats and errors effectively;

— meet at least the Area 100 KSA minimum standard.

INTERPRETATION

The abbreviations used are ICAO abbreviations listed in ICAO Doc 8400 'ICAO Abbreviations and Codes', or those listed in GM1 FCL.010.

Where a LO refers to a definition, e.g. 'Define the following terms' or 'Define and understand' or 'Explain the definitions in ...', candidates are also expected to be able to recognise a given definition.

The General Student Pilot Route Manual (GSPRM) contains planning data plus aerodrome and approach charts that may be used in theoretical knowledge training courses. The guidelines on its content can be found in this AMC, before the LO table for Subject 033 'Flight planning and monitoring'.

Excerpts from any aircraft manuals including but not limited to CAP 696, 697 and 698 for aeroplanes, and CAP 758 for helicopters may be used in training. Where questions refer to excerpts from aircraft manuals, the associated aircraft data will be provided in the examinations.

Some numerical data (e.g. speeds, altitudes/levels and masses) used in questions for theoretical knowledge examinations may not be representative for helicopter operations, but the data is satisfactory for the calculations required.

Note: In all subject areas, the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe mass. The pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).

DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LOs FOR ATPL, CPL, IR, CB-IR(A) and BIR

GENERAL

The detailed theoretical knowledge syllabus outlines the topics that should be taught and examined in order to meet the theoretical knowledge requirements appropriate to ATPL, MPL, CPL, IR, CB-IR(A) and BIR. These details are published in the "Appendices to AMC/GM for CAR-FCL" (CAA Document 1.4.1.5).

For each topic in the detailed theoretical knowledge syllabus, one or more LOs are set out in the appendices as listed below:

— Appendix 010 AIR LAW

— Appendix 021 AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME, SYSTEMS AND POWER PLANT

— Appendix 022 AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION

— Appendix 031 FLIGHT PERFORMANCE AND PLANNING – MASS AND BALANCE

— Appendix 032 FLIGHT PERFORMANCE AND PLANNING – PERFORMANCE – AEROPLANES

— Appendix 033 FLIGHT PERFORMANCE AND PLANNING – FLIGHT PLANNING AND MONITORING

— Appendix 034 FLIGHT PERFORMANCE AND PLANNING – PERFORMANCE – HELICOPTERS

— Appendix 040 HUMAN PERFORMANCE AND LIMITATIONS

— Appendix 050 METEOROLOGY

— Appendix 061 NAVIGATION – GENERAL NAVIGATION

— Appendix 062 NAVIGATION – RADIO NAVIGATION

— Appendix 070 OPERATIONAL PROCEDURES

— Appendix 081 PRINCIPLES OF FLIGHT – AEROPLANES

— Appendix 082 PRINCIPLES OF FLIGHT – HELICOPTERS

— Appendix 090 RADIO COMMUNICATIONS

— Appendix AREA 100 KNOWLEGDE, SKILLS AND ATTITUDES (KSA)

(b) Airships

SYLLABUS OF THEORETICAL KNOWLEDGE FOR CPL AND IR

The applicable items for each licence or rating are marked with ‘x’. An ‘x’ on the main title of a subject means that all the subdivisions are applicable.'

		CPL	IR
1.	**AIR LAW AND ATC PROCEDURES**	x	
	INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS		
	AIRWORTHINESS OF AIRCRAFT		
	AIRCRAFT NATIONALITY AND REGISTRATION MARKS		
	PERSONNEL LICENSING		x
	RULES OF THE AIR		x
	PROCEDURES FOR AIR NAVIGATION SERVICES: AIRCRAFT OPERATIONS		x
	AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT		x
	AERONAUTICAL INFORMATION SERVICE		x
	AERODROMES		x
	FACILITATION		
	SEARCH AND RESCUE		
	SECURITY		
	AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION		
2.	**AIRSHIP GENERAL KNOWLEDGE: ENVELOPE, AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT AND EMERGENCY EQUIPMENT**	x	
	DESIGN, MATERIALS, LOADS AND STRESSES		
	ENVELOPE AND AIRBAGS		
	FRAMEWORK		
	GONDOLA		
	FLIGHT CONTROLS		
	LANDING GEAR		
	HYDRAULICS AND PNEUMATICS		
	HEATING AND AIR CONDITIONING		
	FUEL SYSTEM		
	PISTON ENGINES		
	TURBINE ENGINES (BASICS)		
	ELECTRICS		
	FIRE PROTECTION AND DETECTION SYSTEMS		
	MAINTENANCE		

		CPL	IR
3.	**AIRSHIP GENERAL KNOWLEDGE: INSTRUMENTATION**	x	
	SENSORS AND INSTRUMENTS		
	MEASUREMENT OF AIR DATA AND GAS PARAMETERS		
	MAGNETISM: DIRECT READING COMPASS AND FLUX VALVE		
	GYROSCOPIC INSTRUMENTS		
	COMMUNICATION SYSTEMS		
	ALERTING SYSTEMS		
	INTEGRATED INSTRUMENTS: ELECTRONIC DISPLAYS		
	FLIGHT MANAGEMENT SYSTEM (GENERAL BASICS)		
	DIGITAL CIRCUITS AND COMPUTERS		
4.	**FLIGHT PERFORMANCE AND PLANNING**	x	
4.1.	**MASS AND BALANCE: AIRSHIPS**	x	
	PURPOSE OF MASS AND BALANCE CONSIDERATIONS		
	LOADING		
	FUNDAMENTALS OF CG CALCULATIONS		
	MASS AND BALANCE DETAILS OF AIRCRAFT		
	DETERMINATION OF CG POSITION		
	PASSENGER, CARGO AND BALLAST HANDLING		
4.2.	**FLIGHT PLANNING AND FLIGHT MONITORING**		
	FLIGHT PLANNING FOR VFR FLIGHTS	x	
	FLIGHT PLANNING FOR IFR FLIGHTS		x
	FUEL PLANNING	x	x
	PRE-FLIGHT PREPARATION	x	x
	ATS FLIGHT PLAN	x	x
	FLIGHT MONITORING AND IN-FLIGHT RE-PLANNING	x	x
4.3.	**PERFORMANCE: AIRSHIPS**	x	
	AIRWORTHINESS REQUIREMENTS		
	BASICS OF AIRSHIP PERFORMANCE		
	DEFINITIONS AND TERMS		
	STAGES OF FLIGHT		

		CPL	IR
	USE OF FLIGHT MANUAL		
5.	**HUMAN PERFORMANCE**	x	
	HUMAN FACTORS: BASIC CONCEPTS		
	BASIC AVIATION PHYSIOLOGY AND HEALTH MAINTENANCE		
	BASIC AVIATION PSYCHOLOGY		
6.	**METEOROLOGY**	x	
	THE ATMOSPHERE		
	WIND		
	THERMODYNAMICS		
	CLOUDS AND FOG		
	PRECIPITATION		
	AIR MASSES AND FRONTS		
	PRESSURE SYSTEMS		
	CLIMATOLOGY		
	FLIGHT HAZARDS		
	METEOROLOGICAL INFORMATION		
7.	**NAVIGATION**		
7.1.	**GENERAL NAVIGATION**	x	
	BASICS OF NAVIGATION		
	MAGNETISM AND COMPASSES		
	CHARTS		
	DR NAVIGATION		
	IN-FLIGHT NAVIGATION		
7.2.	**RADIO NAVIGATION**		
	BASIC RADIO PROPAGATION THEORY	x	x
	RADIO AIDS	x	x
	RADAR	x	x
	INTENTIONALLY LEFT BLANK		
	AREA NAVIGATION SYSTEMS AND RNAV/FMS		x
	GNSS	x	x
8.	**OPERATIONAL PROCEDURES AIRSHIP**	x	
	GENERAL REQUIREMENTS		
	SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS)		
	EMERGENCY PROCEDURES		
9.	**PRINCIPLES OF FLIGHT**	x	
9.1.	**PRINCIPLES OF FLIGHT: AIRSHIPS**	x	
	BASICS OF AEROSTATICS		
	BASICS OF SUBSONIC AERODYNAMICS		

		CPL	IR
	AERODYNAMICS OF AIRSHIPS		
	STABILITY		
	CONTROLLABILITY		
	LIMITATIONS		
	PROPELLERS		
	BASICS OF AIRSHIP FLIGHT MECHANICS		
10.	**COMMUNICATIONS**		
10.1.	**VFR COMMUNICATIONS**	x	
	DEFINITIONS	x	
	GENERAL OPERATING PROCEDURES	x	
	RELEVANT WEATHER INFORMATION TERMS (VFR)	x	
	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE	x	
	DISTRESS AND URGENCY PROCEDURES	x	
	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES	x	
10.2.	**IFR COMMUNICATIONS**		
	DEFINITIONS		x
	GENERAL OPERATING PROCEDURES		x
	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE		x
	DISTRESS AND URGENCY PROCEDURES		x
	RELEVANT WEATHER INFORMATION TERMS (IFR)		x
	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES		x
	MORSE CODE		x

GM1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d) Theoretical knowledge examinations

EXPLANATION OF THE VERBS USED IN THE BENJAMIN BLOOM TAXONOMY

(a) The depth or level of learning to be achieved during the training and the corresponding level of attainment to be examined or assessed is based on the following taxonomy. In each case, the level of knowledge or skill is signified by the learning objective (LO) verb.

(b) The majority of the LOs relate to the cognitive domain. The taxonomy described by B. Bloom (1956) and Anderson & Krathwohl (2001) has been used as the standard.

(c) The six sequential increasing levels of required cognitive learning are identified by the LO verb. Hence the lowest level 'remember' is signified by verbs such as 'state', 'list', 'define' and 'recall' whilst the next higher level of 'understand' is signified by verbs such as 'describe' and 'explain'. The third level of 'apply' is signified by the verbs 'calculate', 'interpret', 'relate' and 'solve'. However, the higher levels of 'analyse', which would be signified by the verbs 'plan' or 'discuss' and 'evaluate' and 'create' are less common due at least partially to questions presently possible in the examination.

(d) The LOs used in Area 100 KSA differ in that they require a combination of knowledge and skills. However, the 'skill' level does not relate to Bloom's psychomotor taxonomy but is more closely aligned to the higher taxonomy levels required in medicine, because knowledge and skills must be combined by the student pilot in a strategy.

(e) The verbs 'demonstrate' and 'show', with their meanings defined below, have therefore been used to supplement the cognitive LO verbs for the Area 100 KSA LOs.

  (1) 'Demonstrate' means the selection and use of the appropriate knowledge, skills and attitudes within a strategy to achieve an effective outcome. It signifies a high taxonomy level and would normally be assessed using multiple indicators from more than one core competency.

  (2) 'Show' means the attainment of knowledge, skill or attitude. It signifies a lower taxonomy level than 'demonstrate' and would normally be assessed by a single indicator.'

AMC1 FCL.615(b) IR – Theoretical knowledge and flight instruction

SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE IR FOLLOWING THE COMPETENCY-BASED MODULAR COURSE AND BIR

(a) The syllabus for the theoretical knowledge instruction and examination for the ATPL, MPL, CPL and IR in AMC1 FCL.310; FCL.515(b); FCL.615(b), FCL.835(d) should be used for the CB-IR(A) and the BIR respectively.

(b) Aspects related to threat and error management (TEM) should be included in an integrated manner, taking into account the particular risks associated to the licence and the activity.

(c) An applicant who has completed a modular IR(A) course according to Appendix 6 Section A and passed the IR(A) theoretical knowledge examination should be fully credited towards the requirements of theoretical knowledge instruction and examination for a competency-based IR(A) or BIR within the validity period of the examination.

An applicant wishing to transfer to a competency-based IR(A) or BIR course during a modular IR(A) course should be credited towards the requirements of theoretical knowledge instruction and examination for a competency-based IR(A) or BIR for those subjects or theory items already completed.

AMC1 FCL.625(c) IR – Validity, revalidation and renewal

RENEWAL OF INSTRUMENT RATING AT AN APPROVED TRAINING ORGANISATION (ATO): REFRESHER TRAINING

(a) The objective of the refresher training at an ATO is to reach the level of proficiency needed to pass the instrument rating proficiency check, as described in Appendix 9, or the instrument rating skill test as described in Appendix 7 to CAR-FCL, as applicable. The amount of refresher training needed should be determined by the ATO on a case-by-case basis, taking into account the following factors:

(1) the experience of the applicant. To determine this, the ATO should evaluate the pilot's log book, and, if necessary, conduct a test in an FSTD;

(2) the amount of time elapsed since the privileges of the rating were last used. The amount of training needed to reach the desired level of competency should increase with the time elapsed since the privileges of the rating were last used. The following should be taken when determining the needs of the applicant:

(i) expiry for a period shorter than 3 months: no supplementary requirements;

(ii) expiry for longer than 3 months but shorter than 1 year: a minimum of one training session;

(iii) expiry for longer than 1 year but shorter than 7 years: a minimum of three training sessions;

(iv) expiry for longer than 7 years: the applicant should undergo the full training course for the issue of the IR;

(3) the complexity of the aircraft;

(4) whether the applicant has a current rating on another aircraft type or class; and

(5) where considered necessary, the performance of the applicant during a simulated proficiency check for the rating in a flight simulation training device (FSTD) or an aircraft of a relevant type or class.

(b) Once the ATO has determined the needs of the applicant, it should develop an individual training programme based on the ATO's approved course for the rating and focusing on those aspects where the applicant has shown the greatest needs. Theoretical-knowledge instruction should be included, as necessary. The performance of the applicant should be reviewed during the training, and additional instruction should be provided where necessary to reach the standard required for the proficiency check.

(c) After successful completion of the training, the ATO should provide a training completion certificate to the applicant, which describes the evaluation of the factors listed under (a) above and the training received, and includes a statement that the training has been successfully completed. The training completion certificate should be presented to the examiner prior to the proficiency check. Following the successful renewal of the rating, the training completion certificate and examiner report form should be submitted to the CAA.

(d) Taking into account the factors listed in (a) above, an ATO may also decide that the applicant already possesses the required level of proficiency and that no refresher training is necessary. In such a case, the certificate or other documental evidence referred to in point (c) above should contain a respective statement including sufficient reasoning.

SUBPART H – CLASS AND TYPE RATINGS

SECTION 1 – COMMON REQUIREMENTS

AMC1 FCL.700 Circumstances in which class or type ratings are required

(a) A class or type rating and license endorsement should comply with the class and type ratings that are listed in one of the following CAA publications, as applicable:

(1) 'List of Aeroplanes — Class and Type Ratings and Endorsement List'; and

(2) 'List of Helicopters — Type Ratings List'.

(b) Holders of CAR-FCL licences should complete differences training or familiarisation training in accordance with the lists of point (a).

GM1 FCL.700 Circumstances in which class or type ratings are required

LIST OF CLASS OR TYPE RATINGS

The following tables contain lists of aeroplanes or TMG that are included in class ratings.

(a) Class ratings (aeroplane): SP and SEP or MEP aeroplane (land or sea):

Manufacturer	Aeroplanes		Licence Endorsement
All manufacturers	SEP (land)	(D)	**SEP (land)**
	SEP (land) with variable pitch propellers		
	SEP (land) with retractable undercarriage		
	SEP (land) with turbo or super charged engines		
	SEP (land) with cabin pressurisation		
	SEP (land) with tail wheels		
	SEP (land) with EFIS		
	SEP (land) with SLPC		
	SEP (sea)	(D)	**SEP (sea)**
	SEP (sea) with variable pitch propellers		
	SEP (sea) with turbo or super charged engines		
	SEP (sea) with cabin pressurisation		
	SEP (sea) with EFIS		
	SEP (sea) with SLPC		
All manufacturers	MEP (land)	**(D)**	**MEP (land)**
	MEP (sea)	**(D)**	**MEP (sea)**

(b) Class ratings (aeroplane): SP and SEP TMG (land):

Manufacturer	Aeroplanes		Licence Endorsement
All manufacturers	All TMGs having an integrally mounted, non-retractable engine and a non-retractable propeller		**TMG**

(c) Additional class and type rating lists and endorsement lists are published by the CAA.

(d) Whenever (D) is indicated in one of the lists mentioned in paragraphs (a) to (c), it indicates that differences training in accordance with FCL.710 is required.

GM1 FCL.710 Class and type ratings – variants

DIFFERENCES AND FAMILIARISATION TRAINING

(a) Differences training requires the acquisition of additional knowledge and training on an appropriate training device or the aircraft.

(b) Familiarisation training requires the acquisition of additional knowledge.

AMC1 FCL.725(a) Requirements for the issue of class and type ratings

SYLLABUS OF THEORETICAL KNOWLEDGE FOR CLASS OR TYPE RATINGS

I. SE AND ME AEROPLANES

(a) Detailed listing for aeroplane structure and equipment, normal operation of systems and malfunctions:

  (1) dimensions: minimum required runway width for 180 ° turn.

  (2) engine including auxiliary power unit:

    (i) type of engine or engines;

    (ii) in general, function of the following systems or components:

      (A) engine;

      (B) auxiliary power unit;

      (C) oil system;

      (D) fuel system;

      (E) ignition system;

      (F) starting system;

      (G) fire warning and extinguishing system;

      (H) generators and generator drives;

      (I) power indication;

      (J) reverse thrust;

      (K) water injection.

    (iii) on piston or turbine-propeller engines additionally:

      (A) propeller system;

      (B) feathering system.

    (iv) engine controls (including starter), engine instruments and indications in the cockpit, their function, interrelation and interpretation;

(v) engine operation, including APU, during engine start, start and engine malfunctions, procedures for normal operation in the correct sequence.

(3) fuel system:

(i) location of the fuel tanks, fuel pumps, fuel lines to the engines, tank capacities, valves and measuring;

(ii) location of the following systems:

(A) filtering;

(B) heating;

(C) fuelling and defueling;

(D) dumping;

(E) venting.

(iii) in the cockpit:

(A) the monitors and indicators of the fuel system;

(B) quantity and flow indication, interpretation.

(iv) procedures:

(A) fuel procedures distribution into the various tanks;

(B) fuel supply, temperature control and fuel dumping.

(4) pressurisation and air conditioning:

(i) components of the system and protection devices;

(ii) cockpit monitors and indicators;

(iii) interpretation about the operational condition;

(iv) normal operation of the system during start, cruise, approach and landing, air conditioning airflow and temperature control.

(5) ice and rain protection, windshield wipers and rain repellent:

(i) ice protected components of the aeroplane including engines, heat sources, controls and indications;

(ii) operation of the anti-icing or de-icing system during take-off, climb, cruise and descent, conditions requiring the use of the protection systems;

(iii) controls and indications of the windshield wipers and rain repellent systems operation.

(6) hydraulic system:

(i) components of the hydraulic system(s), quantities and system pressure, hydraulically actuated components associated to the respective hydraulic system;

(ii) controls, monitors and indicators in the cockpit, function and interrelation and interpretation of indications.

(7) landing gear:

(i) main components of the:

(A) main landing gear;

(B) nose gear;

(C) gear steering;

(D) wheel brake system, including anti-skid.

(ii) gear retraction and extension (including changes in trim and drag caused by gear operation);

(iii) required tyre pressure, or location of the relevant placard;

(iv) controls and indicators including warning indicators in the cockpit in relation to the retraction or extension condition of the landing gear and brakes;

(v) components of the emergency extension system.

(8) flight controls and high lift devices:

(i) (A) aileron system;

(B) elevator system;

(C) rudder system;

(D) trim system;

(E) spoiler system;

(F) lift devices;

(G) stall warning system;

(H) take-off configuration warning system.

(ii) flight control system from the cockpit controls to the flight control or surfaces;

(iii) controls, monitors and indicators including warning indicators of the systems mentioned under (8)(i), interrelation and dependencies.

(9) electrical power supply:

(i) number, power, voltage, frequency and location of the main power system (AC or DC), auxiliary power system location and external power system;

(ii) location of the controls, monitors and indicators in the cockpit;

(iii) flight instruments, communication and navigation systems, main and back-up power sources;

(iv) location of vital circuit breakers;

(v) generator operation and monitoring procedures of the electrical power supply.

(10) flight instruments, communication, radar and navigation equipment, autoflight and flight data recorders:

(i) visible antennae;

(ii) controls and instruments of the following equipment in the cockpit during normal operation:

(A) flight instruments;

(B) flight management systems;

(C) radar equipment, including radio altimeter;

(D) communication and navigation systems;

(E) autopilot;

(F) flight data recorder, cockpit voice recorder and data-link communication recording function;

(G) TAWS;

(H) collision avoidance system;

(I) warning systems; and

(J) weather radar system, best practices for optimum use, interpretation of displayed information.

(11) cockpit, cabin and cargo compartment:

(i) operation of the exterior, cockpit, cabin and cargo compartment lighting and the emergency lighting;

(ii) operation of the cabin and cargo doors, stairs, windows and emergency exits;

(iii) main components of the oxygen system and their location, oxygen masks and operation of the oxygen systems for the crew and passengers, required amount of oxygen by means of a table or diagram.

(12) emergency equipment operation and correct application of the following emergency equipment in the aeroplane:

(i) portable fire extinguisher;

(ii) first-aid kits;

(iii) portable oxygen equipment;

(iv) emergency ropes;

(v) life-jacket;

(vi) life rafts;

(vii) emergency transmitters;

(viii) crash axes;

(ix) megaphones;

(x) emergency signals.

(13) pneumatic system:

(i) components of the pneumatic system, pressure source and actuated components;

(ii) controls, monitors and indicators in the cockpit and function of the system;

(iii) vacuum system.

(b) Limitations:

(1) general limitations:

(i) certification of the aeroplane, category of operation, noise certification and maximum and minimum performance data for all flight profiles, conditions and aircraft systems:

(A) maximum tail and crosswind-components at take-off and landing;

(B) maximum speeds for flap extension v_{fo};

(C) at various flap settings v_{fe};

(D) for landing gear operation v_{lo}, M_{lo};

(E) for extended landing gear v_{le}, M_{le};

(F) for maximum rudder deflection v_a, M_a;

(G) for tyres;

(H) one propeller feathered.

(ii) (A) minimum control speed air v_{mca};

(B) minimum control speed ground v_{mcg};

(C) stall speed under various conditions v_{so}, v_{s1};

(D) maximum speed v_{ne}, M_{ne};

(E) maximum speed for normal operation v_{mo}, M_{mo};

(F) altitude and temperature limitations;

(G) stick shaker activation.

(iii) (A) maximum airport pressure altitude, runway slope;

(B) maximum taxi mass;

(C) maximum take-off mass;

(D) maximum lift off mass;

(E) maximum landing mass;

(F) zero fuel mass;

(G) maximum dumping speed v_{dco}, M_{dco}, v_{dce}, M_{dce};

(H) maximum load factor during operation;

(I) certificated range of centre of gravity.

(2) engine limitations:

(i) operating data of the engines:

(A) time limits and maximum temperatures;

(B) minimum RPMs and temperatures;

(C) torque;

(D) maximum power for take-off and go-around on pressure altitude or flight altitude and temperature;

(E) piston engines: certified range of mixture;

(F) minimum and maximum oil temperature and pressure;

(G) maximum starter time and required cooling;

(H) time between two start attempts for engines and auxiliary power unit;

(I) for propeller: maximum RPM of propeller triggering of automatic feathering device.

(ii) certified oil grades.

(3) systems limitations:

(i) operating data of the following systems:

(A) pressurisation, air conditioning maximum pressures;

(B) electrical power supply, maximum load of main power system (AC or DC);

(C) maximum time of power supply by battery in case of emergency;

(D) Mach trim system and yaw damper speed limits;

(E) autopilot limitations of various modes;

(F) ice protection;

(G) speed and temperature limits of window heat;

(H) temperature limits of engine and wing anti-ice.

(ii) fuel system: certified fuel specifications, minimum and maximum pressures and temperature of the fuel.

(4) minimum equipment list.

(c) Performance, flight planning and monitoring:

(1) performance calculation about speeds, gradients, masses in all conditions for take-off, en-route, approach and landing according to the documentation available (for example for take-off v_1, v_{mbe}, v_r, v_{lof}, v_2, take-off distance, maximum take-off mass and the required stop distance) on the following factors:

(i) accelerate or stop distance;

(ii) take-off run and distance available (TORA, TODA);

(iii) ground temperature, pressure altitude, slope, wind;

(iv) maximum load and maximum mass (for example ZFM);

(v) minimum climb gradient after engine failure;

(vi) influence of snow, slush, moisture and standing water on the runway;

(vii) possible single or dual engine failure during cruise flight;

(viii) use of anti-icing systems;

(ix) failure of water injection system or antiskid system;

(x) speeds at reduced thrust, v_1, $v1_{red}$, v_{mbe}, v_{mu}, v_r, v_{lof}, v_2;

(xi) safe approach speed vr_{ef}, on v_{mca} and turbulent conditions;

(xii) effects of excessive approach speed and abnormal glideslope on the landing distance;

(xiii) minimum climb gradient during approach and landing;

(xiv) limiting values for a go-around with minimum fuel;

(xv) maximum allowable landing mass and the landing distance for the destination and alternate aerodrome on the following factors:

(A) available landing distance;

(B) ground temperature, pressure altitude, runway slope and wind;

(C) fuel consumption to destination or alternate aerodrome;

(D) influence of moisture on the runway, snow, slush and standing water;

(E) failure of the water injection system or the anti-skid system;

(F) influence of thrust reverser and spoilers.

(2) flight planning for normal and abnormal conditions:

(i) optimum or maximum flight level;

(ii) minimum required flight altitude;

(iii) drift down procedure after an engine failure during cruise flight;

(iv) power setting of the engines during climb, cruise and holding under various circumstances, as well as the most economic cruising flight level;

(v) calculation of a short range or long-range flight plan;

(vi) optimum and maximum flight level and power setting of the engines after engine failure.

(3) flight monitoring.

(d) Load and balance and servicing:

(1) load and balance:

(i) load and trim sheet on the maximum masses for take-off and landing;

(ii) centre of gravity limits;

(iii) influence of fuel consumption on the centre of gravity;

(iv) lashing points, load clamping, maximum ground load.

(2) servicing on ground, servicing connections for:

(i) fuel;

(ii) oil;

(iii) water;

(iv) hydraulic;

(v) oxygen;

(vi) nitrogen;

(vii) conditioned air;

(viii) electric power;

(ix) start air;

(x) toilet and safety regulations.

(e) Emergency procedures:

(1) recognition of the situation as well as immediate memory actions in correct sequence and for those conditions recognised as emergencies by the manufacturer and CAA for certification:

(i) engine failure during take-off before and after v_1, as well as in flight;

(ii) malfunctions of the propeller system;

(iii) engine overheat, engine fire on ground and in-flight;

(iv) wheel well fire;

(v) electrical smoke or fire;

(vi) rapid decompression and emergency descent;

(vii) air-conditioning overheat, anti-ice system overheat;

(viii) fuel pump failure;

(ix) fuel freezing overheat;

(x) electric power failure;

(xi) equipment cooling failure;

(xii) flight instrument failure;

(xiii) partial or total hydraulic failure;

(xiv) failures at the lift devices and flight controls including boosters

(xv) cargo compartment smoke or fire.

(2) actions according to the approved abnormal and emergency checklist:

(i) engine restart in-flight;

(ii) landing gear emergency extension;

(iii) application of the emergency brake system;

(iv) emergency extension of lift devices;

(v) fuel dumping;

(vi) emergency descent.

(f) Special requirements for extension of a type rating for instrument approaches down to decision heights of less than 200 ft (60 m):

(1) airborne and ground equipment:

(i) technical requirements;

(ii) operational requirements;

(iii) operational reliability;

(iv) fail operational;

(v) fail passive;

(vi) equipment reliability;

(vii) operating procedures;

(viii) preparatory measures;

(ix) operational downgrading;

(x) communications.

(2) procedures and limitations:

(i) operational procedures;

(ii) crew coordination.

(g) Special requirements for ‘glass cockpit’ aeroplanes with EFIS additional learning objectives:

(1) general rules of aeroplanes computer hardware and software design;

(2) logic of all crew information and alerting systems and their limitations;

(3) interaction of the different aeroplane computer systems, their limitations, the possibilities of computer fault recognition and the actions to be performed on computer failures;

(4) normal procedures including all crew coordination duties;

(5) aeroplane operation with different computer degradations (basic flying).

(h) Flight management systems.

II. SE AND ME HELICOPTERS

(a) Detailed listing for helicopters structure, transmissions, rotors and equipment, normal and abnormal operation of systems:

(1) dimensions.

(2) engine including aux. power unit, rotor and transmissions; if an initial type rating for a turbine engine helicopter is applied for, the applicant should have received turbine engine instruction:

(i) type of engine or engines;

(ii) in general, the function of the following systems or components:

(A) engine;

(B) auxiliary power unit;

(C) oil system;

(D) fuel system;

(E) ignition system;

(F) starting system;

(G) fire warning and extinguishing system;

(H) generators and generator drive;

(I) power indication;

(J) water or methanol injection.

(iii) engine controls (including starter), engine instruments and indications in the cockpit, their function and interrelation and interpretation;

(iv) engine operation, including APU, during engine start and engine malfunctions, procedures for normal operation in the correct sequence;

(v) transmission system:

(A) lubrication;

(B) generators and generator drives;

(C) freewheeling units;

(D) hydraulic drives;

(E) indication and warning systems.

(vi) type of rotor systems: indication and warning systems.

(3) fuel system:

(i) location of the fuel tanks, fuel pumps, fuel lines to the engines tank capacities, valves and measuring;

(ii) the following systems:

(A) filtering;

(B) fuelling and defuelling heatings;

(C) dumping;

(D) transferring;

(E) venting.

(iii) in the cockpit: the monitors and indicators of the fuel system, quantity and flow indication, interpretation;

(iv) fuel procedures distribution into the various tanks fuel supply and fuel dumping.

(4) air conditioning:

(i) components of the system and protection devices;

(ii) cockpit monitors and indicators;

Note: interpretation about the operational condition: normal operation of the system during start, cruise approach and landing, air conditioning airflow and temperature control.

(5) ice and rain protection, windshield wipers and rain repellent:

(i) ice protected components of the helicopter, including engines and rotor systems, heat sources, controls and indications;

(ii) operation of the anti-icing or de-icing system during take-off, climb, cruise and descent, conditions requiring the use of the protection systems;

(iii) controls and indications of the windshield wipers and rain repellent system operation.

(6) hydraulic system:

(i) components of the hydraulic system(s), quantities and system pressure, hydraulically actuated components associated to the respective hydraulic system;

(ii) controls, monitors and indicators in the cockpit, function and interrelation and interpretation of indications.

(7) landing gear, skids fixed and floats:

(i) main components of the:

(A) main landing gear;

(B) nose gear;

(C) tail gear;

(D) gear steering;

(E) wheel brake system.

(ii) gear retraction and extension;

(iii) required tyre pressure, or location of the relevant placard;

(iv) controls and indicators including warning indicators in the cockpit in relation to the retraction or extension condition of the landing gear;

(v) components of the emergency extension system.

(8) flight controls, stab- and autopilot systems: controls, monitors and indicators including warning indicators of the systems, interrelation and dependencies.

(9) electrical power supply:

(i) number, power, voltage, frequency and if applicable phase and location of the main power system (AC or DC) auxiliary power system location and external power system;

(ii) location of the controls, monitors and indicators in the cockpit;

(iii) main and back-up power sources flight instruments, communication and navigation systems, main and back-up power sources;

(iv) location of vital circuit breakers;

(v) generator operation and monitoring procedures of the electrical power supply.

(10) flight instruments, communication, radar and navigation equipment, autoflight and flight data recorders:

(i) antennas;

(ii) controls and instruments of the following equipment in the cockpit:

(A) flight instruments (for example air speed indicator, pitot static system, compass system, flight director);

(B) flight management systems;

(C) radar equipment, including radio;

(D) communication and navigation system (for example HF, VHF, ADF, VOR/DME, ILS, marker beacon) and area navigation systems;

(E) stabilisation and autopilot system;

(F) flight data recorder, cockpit voice recorder, data-link communication recording function and radio altimeter;

(G) collision avoidance system;

(H) TAWS;

(I) HUMSS;

(J) weather radar system, best practices for optimum use, interpretation of displayed information.

(11) cockpit, cabin and cargo compartment:

(i) operation of the exterior, cockpit, cabin and cargo compartment lighting and the emergency lighting;

(ii) operation of the cabin doors and emergency exits.

(12) emergency equipment:

(i) operation and correct application of the following mobile emergency equipment in the helicopter:

(A) portable fire extinguisher;

(B) first-aid kits;

(C) portable oxygen equipment;

(D) emergency ropes;

(E) life-jacket;

(F) life rafts;

(G) emergency transmitters;

(H) crash axes;

(I) megaphones;

(J) emergency signals;

(K) torches.

(ii) operation and correct application of the fixed emergency equipment in the helicopter: emergency floats.

(b) Limitations:

(1) general limitations, according to the helicopter flight manual;

(2) minimum equipment list.

(c) Performance, flight planning and monitoring:

(1) performance calculation about speeds, gradients, masses in all conditions for take-off, en-route, approach and landing:

(i) take-off:

(A) hover performance in and out of ground effect;

(B) all approved profiles, cat A and B;

(C) HV diagram;

(D) take-off and rejected take-off distance;

(E) take-off decision point (TDP) or (DPATO);

(F) calculation of first and second segment distances;

(G) climb performance.

(ii) en-route:

(A) air speed indicator correction;

(B) service ceiling;

(C) optimum or economic cruising altitude;

(D) max endurance;

(E) max range;

(F) cruise climb performance.

(iii) landing:

(A) hovering in and out of ground effect;

(B) landing distance;

(C) landing decision point (LDP) or (DPBL).

(iv) knowledge or calculation of: v_{lo}, v_{le}, v_{mo}, v_x, v_y, v_{toss}, v_{ne}, $v_{max\ range}$, v_{mini}.

(2) flight planning for normal and abnormal conditions:

(i) optimum or maximum flight level;

(ii) minimum required flight altitude;

(iii) drift down procedure after an engine failure during cruise flight;

(iv) power setting of the engines during climb, cruise and holding under various circumstances as well as at the most economic cruising flight level;

(v) optimum and maximum flight level and power setting after an engine failure.

(3) effect of optional equipment on performance.

(d) Load, balance and servicing:

(1) load and balance:

(i) load and trim sheet on the maximum masses for take-off and landing;

(ii) centre of gravity limits;

(iii) influence of the fuel consumption on the centre of gravity;

(iv) lashing points, load clamping, max ground load.

(2) servicing on the ground, servicing connections for:

(i) fuel;

(ii) oil, etc.;

(iii) and safety regulations for servicing.

(e) Emergency procedures.

(f) Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m):

(1) airborne and ground equipment:

(i) technical requirements;

(ii) operational requirements;

(iii) operational reliability;

(iv) fail operational;

(v) fail passive;

(vi) equipment reliability;

(vii) operating procedures;

(viii) preparatory measures;

(ix) operational downgrading;

(x) communication.

(2) Procedures and limitations:

(i) operational procedures;

(ii) crew co-ordination.

(g) Special requirements for helicopters with EFIS.

(h) Optional equipment.

III. AIRSHIPS

(a) Detailed listing for airship structure and equipment, normal operation of systems and malfunctions:

(1) dimensions;

(2) structure and envelope:

(i) internal structure;

(ii) envelope;

(iii) pressure system;

(iv) gondola;

(v) empennage.

(3) flight controls;

(4) systems:

(i) hydraulic;

(ii) pneumatic.

(5) landing gear;

(6) fuel system;

(7) fire warning and extinguishing system;

(8) emergency equipment;

(9) electrical systems;

(10) avionics, radio navigation and communication equipment;

(11) instrumentation;

(12) engines and propellers;

(13) heating, ventilation and air-condition;

(14) operational procedures during start, cruise, approach and landing:

(i) normal operations;

(ii) abnormal operations.

(b) Limitations:

(1) general limitations:

(i) certification of the airship, category of operation, noise certification and maximum and minimum performance data for all flight profiles, conditions and aircraft systems;

(ii) speeds;

(iii) altitudes.

(2) engine limitations;

(3) systems limitations;

(4) minimum equipment list.

(c) Performance and flight planning:

(1) performance calculation;

(2) flight planning.

(d) Load and balance and servicing:

(1) load and balance;

(2) servicing.

(e) Emergency procedures:

(1) recognition of emergency situations;

(2) actions according

AMC2 FCL.725(a) Requirements for the issue of class and type ratings

TRAINING COURSE

FLIGHT INSTRUCTION FOR TYPE RATINGS: HELICOPTERS

(a) The amount of flight instruction depends on:

(i) complexity of the helicopter type, handling characteristics, level of technology;

(ii) category of helicopter (SEP or SE turbine helicopter, ME turbine and MP helicopter);

(iii) previous experience of the applicant;

(iv) the availabiliy of FSTDs.

(b) FSTDs

The level of qualification and the complexity of the type will determine the amount of practical training that may be accomplished in FSTDs, including completion of the skill test. Before undertaking the skill test, a student should demonstrate competency in the skill test items during the practical training.

(c) Initial issue

The flight instruction (excluding skill test) should comprise:

Helicopter types	In helicopter	In helicopter and FSTD associated training Credits
SEP (H)	5 hrs	Using FFS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total
SET(H) under 3175 kg MTOM	5 hrs	Using FFS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total
SET(H) at or over 3175 kg MTOM	8 hrs	Using FFS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total

SPH MET (H) CS and FAR 27 and 29	8 hrs	Using FFS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total
MPH	10 hrs	Using FFS C/D: At least 2 hrs helicopter, and at least 12 hrs total Using FTD 2/3: At least 4 hrs helicopter, and at least 12 hrs total

(d) Additional types

The flight instruction (excluding skill test) should comprise:

Helicopter types	In helicopter	In helicopter and FSTD associated training Credits
SEP(H) to SEP(H) within AMC1 FCL.740.H(a)(3)	2 hrs	Using FFS C/D: At least 1 hr helicopter and at least 3 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 4 hrs total
SEP(H) to SEP(H) not included in AMC1 FCL.740.H(a)(3)	5 hrs	Using FFS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hr helicopter and at least 7 hrs total
SET(H) to SET(H)	2 hrs	Using FFS C/D: At least 1 hr helicopter and at least 3 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 4 hrs total
SE difference training	1 hr	N/A
MET(H) to MET(H)	3 hrs	Using FFS C/D: At least 1 hr helicopter and at least 4 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 5 hrs total
ME difference training	1 hr	N/A
MPH to MPH	5 hrs	Using FFS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 7 hrs total
Extend privileges on the same type rating from SPH to MPH (except for initial MP issue), or from MPH to SPH	2 hrs	Using FFS C/D: At least 1 hr helicopter and at least 3 hrs total

(e) Holders of an IR(H) wishing to extend the IR(H) to further types should have additionally 2 hours flight training on type by sole reference to instruments according to IFR which may be conducted in an FFS C/D or FTD 2/3. Holders of an SE IR(H) wishing to extend the IR privileges to an ME IR(H) for the first time should complete at least 5 hours training.

GM1 FCL.725(e) Requirements for the issue of class and type ratings

The hours gained during the instruction flights for category 1 or 2 flight tests are not considered as flight tests related to development, certification or production.

AMC1 FCL.740(b) Validity and renewal of class and type ratings

RENEWAL OF CLASS AND TYPE RATINGS: REFRESHER TRAINING AT AN ATO OR WITH AN INSTRUCTOR

(a) The objective of the refresher training is for the applicant to reach the level of proficiency necessary to safely operate the relevant type or class of aircraft. The amount of refresher training needed should be determined on a case-by-case basis by the ATO or the instructor, as applicable, taking into account the following factors:

(1) the experience of the applicant. To determine this, the ATO should evaluate the pilot's log book, and, if necessary, conduct a test in an FSTD;

(2) the amount of time elapsed since the privileges of the rating were last used. It should be expected that the amount of training needed to reach the desired level of proficiency will increase analogously to the time elapsed since the privileges of the rating were last used. When determining the needs of the pilot, the following items should be taken into consideration:

(i) expiry shorter than 3 months: no supplementary requirements;

(ii) expiry longer than 3 months but shorter than 1 year: a minimum of two training sessions;

(iii) expiry longer than 1 year but shorter than 3 years: a minimum of three training sessions in which the most important malfunctions in the available systems are covered;

(iv) expiry longer than 3 years: the applicant should again undergo the training required for the initial issue of the rating or, in case of helicopter, the training required for the 'additional type issue', according to other valid ratings held;

(3) the complexity of the aircraft;

(4) whether the applicant has a current rating on another aircraft type or class; and

(5) where considered necessary, the performance of the applicant during a simulated proficiency check for the rating in an FSTD or an aircraft of the relevant type or class.

(b) After having determined the needs of the applicant, the ATO or the instructor, as applicable, should develop an individual training programme based on the initial training for the rating, focusing on the aspects where the applicant has shown the greatest needs.

(c) With the exception of refresher training for ratings for aircraft referred to in point FCL.740(b)(2)(i), refresher training should include theoretical knowledge instruction, as necessary, such as for type-specific system failures in complex aircraft. The performance of the applicant should be reviewed during the training and additional instruction should be provided to the applicant, where necessary, to reach the standard required for the proficiency check.

(d) After successful completion of the training, the ATO or the instructor, as applicable, should issue the applicant with a training completion certificate or another document specified by the CAA, describing the evaluation of the factors listed in (a), the training received, and a statement that the training has been successfully completed. The training completion certificate should be presented to the examiner prior to the proficiency check. Following the successful renewal of the rating, the training completion certificate or the other document specified by the CAA and the examiner report form should be submitted to the CAA.

(e) Taking into account the factors listed in (a) above, the ATO or the instructor, as applicable, may also decide that the applicant already possesses the required level of proficiency and that no refresher training is necessary. In such a case, the certificate or other documental evidence referred to in (c) above should contain a respective statement including sufficient reasoning.

GM1 FCL.740(b) Validity and renewal of class and type ratings

RENEWAL OF CLASS AND TYPE RATINGS: REFRESHER TRAINING AT AN AOC HOLDER

It is recommended that an AOC holder approved for renewal of type ratings under CAR-OPS may provide refresher training if the applicant is enrolled in the EBT programme; and if the rating has lapsed by no more than 1 year.

If the rating has lapsed by more than 1 year, it is recommended that the applicant consider to follow the training at an ATO and AMC1 FCL.740(b) applies.

SECTION 2 – SPECIFIC REQUIREMENTS FOR THE AEROPLANE CATEGORY

AMC1 FCL.720.A(a)(2)(ii)(A) Experience requirements and prerequisites for the issue of class or type ratings – aeroplanes

ADDITIONAL THEORETICAL KNOWLEDGE FOR A CLASS OR TYPE RATING FOR HIGH-PERFORMANCE SINGLE-PILOT (SP) AEROPLANES

(a) A number of aeroplanes certificated for SP operation have similar performances, systems and navigation capabilities to those more usually associated with MP types of aeroplanes, and regularly operate within the same airspace. The level of knowledge required to operate safely in this environment is not part of, or not included to the necessary depth of knowledge in the training syllabi for the PPL, CPL or IR(A) but these licence holders may fly as PIC of such aeroplanes. The additional theoretical knowledge required to operate such aeroplanes safely is obtained by completion of a course at an ATO.

(b) The aim of the theoretical knowledge course is to provide the applicant with sufficient knowledge of those aspects of the operation of aeroplanes capable of operating at high speeds and altitudes, and the aircraft systems necessary for such operation.

COURSE SYLLABUS

(c) The course will be divided in a VFR and an IFR part, and should cover at least the following items of the aeroplane syllabus to the ATPL(A) level:

FOR VFR OPERATIONS:

Subject ref.:	Syllabus content:
021 00 00 00	**AIRCRAFT GENERAL KNOWLEGDE: AIRFRAME, SYSTEMS, AND POWER PLANT**
021 09 01 03 021 09 03 00 021 09 03 02 021 09 03 03 021 09 04 00 021 09 04 01 021 09 04 03 021 09 04 04	Alternating current Generation AC generation Constant speed drive (CSD) and integrated drive generator (IDG) systems Distribution General AC distribution Electrical load management and monitoring systems: automatic generators and bus switching during normal and failure operation, indications and warnings
021 06 01 01	Piston-engine air supply
021 06 01 02	Gas turbine engine: bleed-air supply
021 10 10 01 021 11 03 01 021 10 04 01 021 03 01 09	Performance Engine fuel system Carburettor: design, operation, degraded modes of operation, indications and warnings Mixture
021 11 00 00 to 021 11 01 04	Turbine engines
021 13 00 00	Oxygen systems

Subject ref.:	Syllabus content:
032 03 00 00	**Performance class B: ME aeroplanes**
032 03 03 01 032 03 03 02 032 03 03 04 032 01 03 00 032 01 04 00 032 01 05 00 032 02 04 00	Take-off Climb Landing Level flight, range and endurance Climbing Descending Climb, cruise and descent
040 00 00 00	**HUMAN PERFORMANCE**
040 02 01 00 to 040 02 01 03	Basic human physiology and High-altitude environment
050 00 00 00	**METEOROLOGY**
050 02 07 00 050 02 05 00	Jet streams Standing waves
050 09 01 00 to 050 09 04 05	Flight hazards Icing and turbulence Thunderstorms
062 03 00 00	**Basic radar principles**
062 03 00 01 to 062 03 04 00	Basic radar principles Airborne radar SSR
081 00 00 00	**PRINCIPLES OF FLIGHT: AEROPLANES**
081 02 01 00 081 02 02 00 081 02 03 00	Speeds Shock waves Effects of exceeding M_{CRIT}

FOR IFR OPERATIONS

Subject ref.:	Syllabus content:
010 00 00 00	**AIR LAW**
010 06 07 00	Simultaneous operation on parallel or near-parallel instrument runways
010 06 08 00	Secondary surveillance radar (transponder) operating procedures
022 00 00 00	**AIRCRAFT GENERAL KNOWLEDGE - INSTRUMENTATION**
022 01 02 00	Temperature sensing
022 03 04 00	Flux valve
022 12 00 00	**ALERTING SYSTEMS, PROXIMITY SYSTEMS**
022 12 07 00	Altitude alert system
022 12 08 00	Radio-altimeter
022 12 10 00	ACAS/TCAS principles and operation
022 13 03 01	Electronic flight instrument system (EFIS) — Design, operation
050 00 00 00	**METEOROLOGY**
050 02 06 03	Clear-air turbulence (CAT) - Description, cause and location
050 10 02 03	Upper-air charts
062 00 00 00	**RADIO NAVIGATION**
062 02 05 04	ILS — Errors and accuracy

(d) Demonstration of acquisition of this knowledge is undertaken by passing an examination set by an ATO. A successful pass of this examination results in the issue of a certificate indicating that the course and examination have been completed.

(e) The certificate represents a 'once only' qualification and satisfies the requirement for the addition of all future high-performance aeroplanes to the holder's licence. The certificate is valid indefinitely and is to be submitted with the application for the first HPA type or class rating.

(f) A pass in any theoretical knowledge subjects as part of the HPA course will not be credited against meeting future theoretical examination requirements for issue of a CPL(A), IR(A) or ATPL(A).

(g) The applicant who has completed a competency-based modular IR(A) course according to Appendix 6 Aa needs to complete both VFR and IFR parts of this course.

(h) The applicant who has completed a modular IR(A) course according to Appendix 6 A only needs to complete the VFR part of this course.

AMC2 FCL.720.A(a)(2)(ii)(A) Experience requirements and prerequisites for the issue of class or type ratings – aeroplanes

(Reserved).

AMC1 FCL.725.A(b) Theoretical knowledge and flight instruction for the issue of class and type ratings – aeroplanes

CLASS RATING SEA

(a) The theoretical knowledge instruction should be conducted by an instructor having appropriate experience of class rating sea.

(b) Depending on the equipment and systems installed, the instruction should include, but not be limited to, the following content:

(1) theoretical knowledge:

(i) the aim of the training is to teach:

(A) the importance of preparation for flight and the safe planning taking into consideration all the factors for manoeuvring the aircraft on the wind, tidal currents, high and low water times and water movements at sea, river estuaries and lakes. In addition, icing conditions, ice covered water and broken ice flows;

(B) the techniques about the most critical moments at take-off, landing, taxiing and mooring the aircraft;

(C) the construction methods and characteristics of floats and water rudders and the importance of checking for leaks in the floats;

(D) the necessary requirements for the compliance of the rules for the avoidance of collisions at sea, in regard to sea charts, buoys and lights and horns.

(ii) after completing the training, the student should be able to:

(A) describe the factors that have significance for planning and decision about initiation of seaplane flying and alternative measures for completion of flight;

(B) describe how the water level is affected by air pressure, wind, tide, regularisations and the flight safety depending on changes in the water level;

(C) describe the origin of different ice conditions in water areas;

(D) interpret nautical charts and maps about depths and shoals and risk for water currents, shifts of the wind, turbulence;

(E) decide what required equipment to bring during seaplane flying according to the operational requirements;

(F) describe the origin and extension of water waves, swells and water currents and their effect on the aeroplane;

(G) describe how water and air forces effect the aeroplane on water;

(H) describe the effect of water resistance on the aeroplanes' performance on glassy water and during different wave conditions;

(I) describe the consequences of taxiing with too high engine RPM;

(J) describe the effect of pressure and temperature on performance at take-off and climb from lakes located at higher altitude;

(K) describe the effect of wind, turbulence, and other meteorological conditions of special importance for flight over lakes, islands in mountain areas and other broken ground;

(L) describe the function of the water rudder and its handling, including the effect of lowered water rudder at take-off and landing;

(M) describe the parts of the float installation and their function;

(N) describe the effect of the floats on the aeroplanes' aerodynamics and performance in water and in air;

(O) describe the consequences of water in the floats and fouling of float bottoms;

(P) describe aviation requirements that apply specifically for the conduct of aircraft activity on water;

(Q) describe requirements about animal, nature and environment protection of significance for flight by seaplane, including flight in national parks;

(R) describe the meaning of navigation buoys;

(S) describe the organisation and working methods of the Sea Rescue Service;

(T) describe the requirements in ICAO Annex 2 as set out in paragraph 3.2.6 'Water operation', including relevant parts of the Convention on the International Regulations for Preventing Collisions at Sea.

(2) practical training:

(i) the aim of the practical training is to learn:

(A) the skills in manoeuvring aeroplanes on water and in mooring the aeroplane;

(B) the skills required for the reconnaissance of landing and mooring areas from the air, including the take-off area;

(C) the skills for assessing the effects of different water depths, shoals, wind, height of waves and swell;

(D) the skills for flying with floats about their effect on performance and flight characteristics;

(E) the skills for flying in broken ground during different wind and turbulence conditions;

(F) the skills for take-off and landing on glassy water, different ° (degree) of swell and water current conditions.

(ii) after the training, the student should be able to:

(A) handle the equipment that shall be brought during seaplane flying;

(B) perform pre-flight daily inspection on aeroplane, float installation and special seaplane equipment, including emptying of floats;

(C) sail, taxi and turn the aeroplane at swell with correct handling of the water rudder;

(D) taxi on the step and perform turns;

(E) establish the wind direction with the aeroplane;

(F) take necessary actions if loss of steering ability and person falling overboard;

(G) make land and moor aeroplane at bridge, buoy and beach with the use of appropriate knots to secure the aircraft;

(H) maintain given rate of descent by means of variometer only;

(I) perform take-off and landing on glassy water with and without outer references;

(J) perform take-off and landing under swell;

(K) perform power-off landing;

(L) from the air, reconnaissance of landing, mooring and take-off areas, observing;

(M) wind direction and strength during landing and take-off;

(N) surrounding terrain;

(O) overhead wires and other obstacles above and under water;

(P) congested areas;

(Q) determine wind direction and assess wind strength from water level and when airborne;

(R) state, for the aeroplane type in question;

(a) maximum wave height allowed;

(b) maximum number of ERPM allowed during taxi;

(S) describe how flying with floats affects the performance and flight characteristics of the aeroplane;

(T) take corrective action at critical moments due to wind shear and turbulence;

(U) navigate on the water with reference to buoys markers, obstacles and other traffic on the water.

(c) For the initial issue of class rating sea for SP, SE and ME aeroplanes, the number of multi-choice questions in the written or computer-based examination should at least comprise thirty questions, and may be conducted by the training organisation. The pass mark should be 75 %.

AMC1 FCL.735.A; FCL.735.H; FCL.735.As Multi-crew cooperation (MCC) training course

(a) Competency is a combination of knowledge, skills and attitudes required to perform a task to the prescribed standard.

(b) The objectives of MCC training are to develop the technical and non-technical components of the knowledge, skills and attitudes required to operate a multi-crew aircraft.

(c) Training should comprise both theoretical and practical elements and be designed to achieve the competencies/training objectives (see Table 1 below).

Table 1 — Competencies/training objectives

Competency/ objective	Performance indicators	Knowledge	Practical exercises
Communication	(a) Know what, how much and who to communicate to; (b) Ensure the recipient is ready and able to receive the information; (c) Pass messages and information clearly, accurately, timely and adequately; (d) Check if the other person has the correct understanding when passing important information; (e) Listen actively, patiently and demonstrate understanding when receiving information; (f) Ask relevant and effective questions, and offer suggestions; (g) Use appropriate body language, eye contact and tone; (h) Open and receptive to other people's view.	(a) Human Factors, TEM and CRM; (b) Application of TEM and CRM principles to training.	In a commercial air transport environment, apply multi-crew procedures, including principles of TEM and CRM to the following: (a) Pre-flight preparation: (1) FMS initialisation; (2) radio and navigation equipment preparation; (3) flight documentation; (4) computation of take-off performance data. (b) Take-off and climb: (1) before take-off checks; (2) normal take-offs; (3) rejected take-offs; (4) take-offs with abnormal and emergency situations included. (c) Cruise: emergency descent. (d) Descent and approach: (1) instrument flight procedures; (2) holding; (3) 3D Operations using raw data; (4) 3D Operations using flight director; (5) 3D Operations using autopilot; (6) one-engine-inoperative approach;
Leadership and team working	(a) Friendly, enthusiastic, motivating and considerate of others; (b) Use initiative, give direction and take responsibility when required; (c) Open and honest about thoughts, concerns and intentions; (d) Give and receive criticism and praise well, and admit mistakes;		

Table 1 — Competencies/training objectives			
Competency/ objective	**Performance indicators**	**Knowledge**	**Practical exercises**
	(e) Confidently do and say what is important to him or her; (f) Demonstrate respect and tolerance towards other people; (g) Involve others in planning and share activities fairly.		(7) 2D Operations and circling; (8) computation of approach and landing data; (9) all engines go-around; (10) go-around with one engine inoperative; (11) wind shear during approach. (e) landing: transition from instrument to visual flight on reaching decision altitude or height or minimum descent altitude or height; (f) after landing and post flight procedures; (g) selected emergency and abnormal procedures.
Situational awareness	(a) Be aware of what the aircraft and its systems are doing; (b) Be aware of where the aircraft is and its environment; (c) Keep track of time and fuel; (d) Be aware of the condition of people involved in the operation including passengers; (e) Recognise what is likely to happen, plan and stay ahead of the game; (f) Develop what-if scenarios and make pre-decisions; (g) Identify threats to the safety of the aircraft and of the people.		
Workload management	(a) Be calm, relaxed, careful and not impulsive; (b) Prepare, prioritise and schedule tasks effectively; (c) Use time efficiently when carrying out tasks; (d) Offer and accept assistance, delegate when necessary and ask for help early; (e) Review and monitor and cross-check actions conscientiously; (f) Follow procedures appropriately and consistently; (g) Concentrate on one thing at a time, ensure tasks are completed and does not become distracted; (h) Carry out instructions as directed.		
Problem-solving and decision-making	(a) Identify and verify why things have gone wrong and do not jump to conclusions or make assumptions;		

Table 1 — Competencies/training objectives			
Competency/ objective	**Performance indicators**	**Knowledge**	**Practical exercises**
	(b) Seek accurate and adequate information from appropriate resources; (c) Persevere in working through a problem; (d) Use and agree an appropriate decision-making process; (e) Agree essential and desirable criteria and prioritises; (f) Consider as many options as practicable; (g) Make decisions when they need to, reviews and changes if required; (h) Consider risks but do not take unnecessary risks.		
Monitoring and cross-checking	(a) Monitor and cross-checks all actions; (b) Monitor aircraft trajectory in critical flight phases; (c) Take appropriate actions in response to deviations from the flight path.	(a) SOPs; (b) Aircraft systems; (c) Undesired aircraft states.	
Task sharing	(a) Apply SOPs in both PF and pilot monitoring (PM) roles; (b) Makes and responds to standard call-outs.	(a) PF and PM roles; (b) SOPs.	
Use of checklists	Utilise checklists appropriately according to SOPs.	(a) SOPs; (b) Checklist philosophy.	
Briefings	Prepare and deliver appropriate briefings.	(a) SOPs; (b) Interpretation of FMS data and in-flight documentation.	
Flight management	(a) Maintain a constant awareness of the aircraft automation state; (b) Manage automation to achieve optimum trajectory and minimum workload; (c) Take effective recovery actions from automation anomalies; (d) Manage aircraft navigation, terrain clearance; (e) Manage aircraft fuel state and take appropriate actions.	(a) Understanding of aircraft performance and configuration; (b) Systems; (c) SOPs; (d) Interpretation of FMS data and in-flight documentation; (e) Minimum terrain clearance;	

Table 1 — Competencies/training objectives			
Competency/ objective	**Performance indicators**	**Knowledge**	**Practical exercises**
		(f) Fuel management IFR and VFR regulation.	
FMS use	Programme, manage and monitor FMS in accordance with SOPs.	(a) Systems (FMS); (b) SOPs; (c) Automation.	
Systems normal operations	Perform and monitor normal systems operation in accordance with SOPs.	(a) Systems; (b) SOPs.	
Systems abnormal and emergency operations	(a) Perform and monitor abnormal systems operation in accordance with SOPs; (b) Utilise electronic and paper abnormal checklists in accordance with SOPs.	(a) Systems; (b) SOPs; (c) Emergency and abnormal procedures and checklists; (d) Recall items.	
Environment, weather and ATC	(a) Communicate effectively with ATC; (b) Avoid misunderstandings by requesting clarification; (c) Adhere to ATC instructions; (d) Construct a mental model of the local ATC and weather environment.	(a) Systems; (b) SOPs; (c) ATC environment and phraseology; (d) Procedures for hazardous weather conditions.	

CERTIFICATE OF COMPLETION FORM

CERTIFICATE OF COMPLETION OF MCC					
Applicant's last name(s):			First name(s):		
Type of licence:			Number:	State:	
ME/IR training completed		**OR**	ME/IR validity date: ME/IR skill test date:		
Issued on:			passed on:		
	Signature of applicant:				

The satisfactory completion of MCC-Training according to requirements is certified below:

TRAINING			
Multi-crew co-operation training received during period:			
from:	to:	at:	ATO / operator*
Location and date:		Signature of head of ATO or authorised instructor*:	
Type and number of licence and state of issue:		Name(s) in capital letters of authorised instructor:	

** Delete as appropriate*

AMC2 FCL.735.A Multi-crew cooperation (MCC) training course – aeroplanes

ENHANCED MCC TRAINING TO AIRLINE PILOT STANDARDS (APS MCC) COURSE

(a) The APS MCC training course should comprise both theoretical and practical elements and should be designed to achieve the training objectives, as set out in Table 1 below.

Table 1 — Training objectives

Training objectives	Performance indicators	Knowledge	Practical exercises
Monitoring and cross-checking	(a) Monitor and cross-check all actions; (b) Monitor aeroplane trajectory in critical flight phases; (c) Take appropriate actions in response to deviations from the flight path.	(a) SOPs; (b) Aeroplane systems; (c) Undesired aeroplane states.	In a commercial air transport environment, apply multi-crew procedures, including principles of TEM and CRM to the following: (a) Pre-flight preparation: (1) FMS initialisation; (2) radio and navigation equipment preparation; (3) flight documentation; (4) computation of take-off performance data. (b) Take-off and climb: (1) before take-off checks; (2) normal take-offs; (3) rejected take-offs; (4) take-offs with abnormal and
Task sharing	(a) Apply SOPs in both PF and PM roles; (b) Make and respond to standard call-outs.	(a) PF and PM roles; (b) SOPs.	
Use of checklists	Utilise checklists appropriately according to SOPs.	(a) SOPs; (b) Checklist philosophy.	
Briefings	Prepare and deliver appropriate briefings.	(a) SOPs; (b) Interpretation of FMS data and in-flight documentation.	
Flight management	(a) Maintain a constant awareness of the aeroplane automation state;	(a) Understanding of aeroplane	

Table 1 — Training objectives

Training objectives	Performance indicators	Knowledge	Practical exercises
	(b) Manage automation to achieve optimum trajectory and minimum workload; (c) Take effective recovery actions from automation anomalies; (d) Manage aeroplane navigation, terrain clearance; (e) Manage aeroplane fuel state and take appropriate actions.	performance and configuration; (b) Systems; (c) SOPs; (d) Interpretation of FMS data and in-flight documentation; (e) Minimum terrain clearance; (f) Fuel management IFR and VFR regulation.	emergency situations included. (c) Cruise: emergency descent. (d) Descent and approach: (1) instrument flight procedures; (2) holding; (3) 3D Operations using raw data; (4) 3D Operations using flight director; (5) 3D Operations using autopilot; (6) one-engine-inoperative approach; (7) 2D Operations and circling; (8) computation of approach and landing data; (9) all engines go-around; (10) go-around with one engine inoperative; (11) wind shear during approach. (e) landing: transition from instrument to visual flight on reaching decision altitude or height or minimum descent altitude or height; (f) after landing and post flight procedures; (g) selected emergency and abnormal procedures.
FMS use	Programme, manage and monitor FMS in accordance with SOPs.	(a) Systems (FMS); (b) SOPs; (c) Automation.	
Systems normal operations	Perform and monitor normal systems operation in accordance with SOPs.	(a) Systems; (b) SOPs.	
Systems abnormal and emergency operations	(a) Perform and monitor abnormal systems operation in accordance with SOPs; (b) Utilise electronic and paper abnormal checklists in accordance with SOPs.	(a) Systems; (b) SOPs; (c) Emergency and abnormal procedures and checklists; (d) Recall items.	
Environment, weather and air traffic control (ATC)	(a) Communicate effectively with ATC; (b) Avoid misunderstandings by requesting clarification; (c) Adhere to ATC instructions; (d) Construct a mental model of the local ATC and weather environment.	(a) Systems; (b) SOPs; (c) ATC environment and phraseology; (d) Procedures for hazardous weather conditions.	

(b) The APS MCC training course should include advanced swept-wing jet aeroplane training and airline operations scenario training to equip a pilot with the knowledge, skills, and attitudes required to commence initial type rating training to the standards generally required by a commercial air transport (CAT) operator certified pursuant to relevant CAR-OPS regulation.

(c) The APS MCC course should consist of the following:

(1) the content of the MCC training course;

(2) advanced swept-wing jet aeroplane training;

(3) advanced airline operations scenario training; and

(4) a final assessment.

(d) The flight simulation training device (FSTD) time per crew during practical training should be a minimum of 40 hours, or 35 for an integrated airline transport pilot licence (ATPL) holders, as set out in Table 2 below.

Table 2 — Minimum hours	
Training element	**Minimum FSTD time per crew**
MCC TRAINING	20 hours/15 hours
ADVANCED SWEPT-WING JET AEROPLANE TRAINING	12 hours
ADVANCED AIRLINE OPERATIONS SCENARIO TRAINING	6 hours
FINAL ASSESSMENT	2 hours

The training elements may be ordered, split and combined, as determined by the approved training organisation (ATO)'s course design.

(e) The ATO should provide generic stand-alone or CAT-operator-specific APS MCC training, advanced swept-wing jet aeroplane training and advanced airline operations scenario training. In the case of generic stand-alone training, the ATO should establish appropriate documentation and manuals representative of a CAT operator, such as manuals for aeroplane original-equipment manufacturers (OEMs), standard operating procedures (SOPs), flight documentation, as well as reporting and documentation for management systems.

FSTDs

(f) The practical training in the APS MCC training course should be based on a multi-pilot, multi-engine aeroplane type capable of carrying at least 50 passengers or equivalent mass. The FSTD used should be type-specific and equipped with a visual system that provides at least 180° horizontal and 40° vertical field of view. However, an FNPT II MCC that has a similar visual cueing system to the above or is approved for MCC pursuant to FCL.735.A may also be acceptable provided that the device is representative of the same class of multi-pilot, multi-engine aeroplane specified in this paragraph in terms of passenger load, mass and performance, and equipped with equivalent aeroplane systems and avionics functionality.

(g) In the case of advanced swept-wing jet aeroplane practical training, an FSTD representing a swept-wing multi-engine jet aeroplane should be used.

INSTRUCTOR QUALIFICATION

(h) The minimum qualification level of an instructor to deliver the training course should be an MCCI(A). The ATO should ensure that:

(1) all the instructors, before delivering the training course content, have received training on the application of core competencies as well as competency-based training; and

(2) before the MCCI(A) delivers the advanced swept-wing jet handling or airline operations scenario training elements, they have satisfactorily completed relevant specific handling, systems and technical instructor training under the supervision of an SFI or TRI with the privilege to instruct for multi-pilot aeroplanes.

(i) The final assessment should be completed by an instructor nominated by the head of training (HT) for this purpose.

COURSE DESIGN AND CORE COMPETENCIES

(j) The course should be designed using instructional systems design (ISD) methodology.

(k) Progress should be monitored throughout the course in accordance with the course design.

(l) A final progress assessment should be conducted at the end of the practical training.

PROGRESS ASSESSMENTS AND COURSE COMPLETION CERTIFICATE

(m) Practical training and progress assessments should be conducted to ensure that the student pilot has demonstrated the required level of competency (see Tables 1, 2, 3, 4 and 5 of this AMC).

(n) During progress assessments, the student's knowledge, skills and attitudes in both pilot flying and pilot monitoring roles should be assessed; those assessments should be integrated into the training sessions.

(o) All assessments should be graded. An example of a grading system for the APS MCC is provided in GM3 FCL.735.A.

(p) For the final assessment, the minimum standard for each competency should be at least 'satisfactory'. 'Satisfactory' is defined as demonstrating 75 % or greater of the relevant performance indicators/observable behaviours set out in the table of GM3 FCL.735.A.

(q) A student pilot who has reached a satisfactory or higher standard at the final assessment of the practical training should be awarded the APS MCC course completion certificate pursuant to AMC2 FCL.735.A.

(r) Alternatively, a student pilot who completes the APS MCC course but does not achieve the APS MCC standard should be awarded the MCC course completion certificate pursuant to AMC1 FCL.735.A; FCL.735.H; FCL.735.As.

APS MCC TRAINING COURSE CONTENT AND PERFORMANCE INDICATORS

(s) The elements of AMC1 FCL.735.A(c) should be enhanced as a result of the additional training in an airline context.

(t) CRM training should be provided to an APS MCC standard.

Table 3 — APS MCC CRM TRAINING CONTENT AND PERFORMANCE INDICATORS			
Training	**Performance indicators**	**Knowledge**	**Practical exercises**
CRM training	(a) Display competency in the relevant CRM-related behaviours. (b) Successfully complete the final progress check.	Understand the CRM concepts set out in CAR-OPS1.943.	Integrate CRM into all practical exercises of the APS MCC.

(1) The ATO should ensure that the student pilot understands how multi-crew coordination as well as the content and intent of CRM in CAR-OPS1.943 is applied in an airline context.

(2) In order to impart maximum learning to the student pilot, the ATO should ensure the following:

(i) CRM is integrated into all practical exercises of the APS MCC; and

(ii) Threat-and-error management (TEM) is central to the course instruction; the concepts of threat anticipation, threat recognition, recovery to safe flight, error management, and consequent avoidance of undesired aeroplanes states is emphasised at all times.

Table 4 — ADVANCED APS MCC FLYING TRAINING COURSE CONTENT AND PERFORMANCE INDICATORS			
Training	**Performance indicators**	**Knowledge**	**Practical exercises**
Advanced swept-wing flying training	(a) Understand and apply combinations of thrust and attitude that ensure a stable, safe flight in various	Elements and components of jet orientation:	(a) Take-off, approach, landing, go-around. (b) Flight deck management practices.

Table 4 — ADVANCED APS MCC FLYING TRAINING COURSE CONTENT AND PERFORMANCE INDICATORS			
Training	**Performance indicators**	**Knowledge**	**Practical exercises**
	aeroplane configurations and altitudes. (b) Manage the (much) wider range of speed and thrust at both low level and high level. (c) Demonstrate good judgement and correct use of lift and drag devices during various phases of the flight. (d) Use displays along with all available aids to stay mentally ahead when piloting all profiles. (e) Understand and recognise the precursors of high-energy approaches. (f) Know angle-of-attack (AoA) versus attitude indications at low level as well as at high level. (g) Practice upset prevention as a priority, and clearly recognise when and how recovery is necessary, by using the required pilot skills to mitigate loss of control in-flight (LOC-I) events.	(a) glass cockpit displays; (b) propulsion; (c) aerodynamics; (d) flight controls; (e) performance; (f) jet flight planning; (g) weight and balance; (h) basic jet flying; (i) pilot techniques for jet flying, advanced-handling-skills development; (j) flight path management; (k) auto flight; (l) high-altitude operations; (m) introduction into prevention and recovery of upsets.	(c) Complex problem-solving techniques. (d) Advanced handling. (e) Manual handling skills (no autopilot, no auto thrust, and where possible, no flight director). (f) Flight at different speeds, including slow flight and altitudes within the normal flight envelope. (g) Steep turns. (h) Aeroplane stability and stall awareness. (i) Upset prevention techniques and approach-to-stall recovery events (appropriate to FSTD limitations and capabilities). (j) High-energy approach prevention. (k) Go-around management of approach and landing configurations.

Table 4 — ADVANCED APS MCC FLYING TRAINING COURSE CONTENT AND PERFORMANCE INDICATORS			
Training	**Performance indicators**	**Knowledge**	**Practical exercises**
Advanced airline operations scenario training	(a) Execute pre-flight preparation in accordance with airline or OEM SOPs. (b) Conduct an effective crew briefing, including cabin crew managers (CCMs). (c) Display good airmanship and TEM skills in assessing aeroplane serviceability, weather planning, fuel planning, and destination facilities. (d) Conduct cockpit preparation and briefings in an effective and accurate manner. (e) Manage and execute engine start, taxi-out and pre-take-off checks safely and in accordance with airline or OEM SOPs. (f) Manage and execute runway line-up, take-off, climb, cruising, descent, approach, landing and taxi-in safely and in accordance with airline or OEM SOPs. (g) During non-normal operations, display good system knowledge, and apply non-normal procedures, communications, TEM, situational awareness (SA), decision-making and aeroplane handling.	(a) Knowledge of systems as set out in this AMC. (b) SOPs. (c) Normal-and non-normal operations' checklists and procedures.	(a) CHECK-IN PROCEDURES. (b) PRE-FLIGHT PREPARATION: (1) weather analysis; (2) flight planning; (3) fuel planning; (4) configuration deviation list (CDL), dispatch deviation procedures guide (DDPG), and minimum equipment list (MEL) analysis; and (5) cabin crew briefing. (c) NORMAL PROCEDURES: cockpit preparation, pushback, engine starting, taxiing, take-off, climb, cruising, descent, landing, shutdown, and disembarkation procedures. (d) ON TIME PERFORMANCE: (1) weather analysis; (2) flight planning; and (3) fuel planning. (e) NON-NORMAL PROCEDURES: (1) as per (c) above, in case of a technical or operational non-normal event; (2) TEM; (3) diversion decision-making; (4) communication; (5) diversion; (6) fuel SA; and (7) passenger and crew care.

Table 5 — ADVANCED APS MCC AIRLINE TRAINING CONTENT AND PERFORMANCE INDICATORS			
Training	**Performance Indicators**	**Knowledge**	**Practical Exercises**
Airline-oriented training	(a) Understand the roles of airline departments. (b) Understand the challenges faced by airline departments. (c) Understand the relationships between airline departments. (d) Understand airline responsibilities. (e) Understand a pilot's responsibilities as a crew member.	Appropriate elements of the applicable Regulation (CAR-OPS1).	The exercise should provide the student pilot with a practical understanding of airline operations. This may be achieved through a visit to an airline or alternative means.

CERTIFICATE OF COMPLETION FORM

CERTIFICATE OF COMPLETION OF APS MCC-TRAINING				
Applicant's last name(s):			First name(s):	
Type of licence:			Number:	State:
ME/IR:		**OR**	ME/IR skill test:	
Issued on:			passed on:	
	Signature of applicant:			

The satisfactory completion of APS MCC training according to requirements is certified below:

TRAINING			
Multi-crew cooperation training to airline pilot standards received during period:			
from:	to:	at:	ATO/operator*
Location and date:		Signature of head of ATO or authorised instructor*:	
Type and number of licence and state of issue:		Name(s) in capital letters of authorised instructor:	

** Delete as appropriate*

GM1 FCL.735.A Multi-crew cooperation (MCC) training course – aeroplanes

ENHANCED MCC TRAINING TO AIRLINE PILOT STANDARDS (APS MCC) COURSE

(a) The ATO should be responsible for the initial course design based on the instructional systems design (ISD) methodology, as well as for the integral evaluation and further development of the course.

(b) Technical-knowledge instruction

To maximise the benefit during the training in a flight simulation training device (FSTD), it is essential that the student pilot understands the aeroplane systems. Consequently, the approved training organisation (ATO) should provide sufficient systems training to ensure that student pilots are capable of effective situational awareness (SA) of the aeroplane systems when following normal and non-normal procedures and completing the related checklists. The standard of technical-knowledge training should be limited to this goal unless the course is part of a combined APS MCC/type rating course. ATOs providing APS MCC training in a combined APS MCC/type rating course may provide systems training up to type rating standard.

Aeroplane systems training may be delivered by any means provided that the training ensures knowledge transfer to a standard within the scope of the ATO's APS MCC training course approval. This training may be delivered either through distance learning or instructor-led classroom instruction or a combination thereof. If distance learning is utilised as an element of the course, it should be supplemented by instructor-led training.

Aeroplane systems knowledge at the required level should be confirmed by an assessment determined by the ATO's course design.

(c) Advanced swept-wing jet flying training (see Table 4 of AMC2 FCL.735.A)

The student pilot should develop a flight path management competency, including energy management, as pilot flying (PF), and associated active monitoring skills as pilot monitoring (PM). Aeroplane and airline procedures used during this training should develop the student pilot's understanding of the aeroplane flight envelope and inertia, as well as of the relationship between thrust and attitude. This phase should include an introduction to prevention and recovery of upsets, which builds confidence, skill, and resilience.

(d) Advanced airline operations scenario training (see Table 4 of AMC2 FCL.735.A)

(1) The student pilot should be trained to apply the core competencies to conduct a safe and efficient operation in realistic airline operations scenarios.

(2) The airline-representative scenarios should include normal and non-normal situations.

(3) Operations should be run in real time according to a typical schedule.

(4) The scenarios should be constructed in an airline context in order to emphasise the following:

(i) threat-and-error management (TEM);

(ii) crew resource management (CRM);

(iii) flight path management, including energy management; and

(iv) interaction with internal and external stakeholders in the resolution of scenarios.

(e) Airline-oriented training (see Table 5 of AMC2 FCL.735.A)

The training should provide an understanding of the regulatory framework that an airline must operate in. The student pilot should understand the context and operational environment that applies to airline employees. Subjects should include but are not limited to the following:

(1) regulation of operations and aircrew;

(2) safety management systems (SMSs) with emphasis on the pilot's reporting obligations and 'just culture';

(3) fatigue management and fatigue risk management system (FRMS) with emphasis on the airline's and pilot's obligations;

(4) flight time limitations (FTLs), including crew scheduling and crew control functions;

(5) flight operations planning and flight watch reporting systems;

(6) airline maintenance department and interaction with flight operations;

(7) ground operations and interaction with flight operations; and

(8) in-flight department and interaction with flight operations.

GM2 FCL.735.A Multi-crew cooperation (MCC) training course – aeroplanes

ENHANCED MCC TRAINING TO AIRLINE PILOT STANDARDS (APS MCC) COURSE

The approved training organisation (ATO) should ensure that their course design develops the required core competencies through their training and assessment plan based on the competency framework provided in Table 1 below. An ATO may adapt this framework to include additional competencies and/or performance indicators/observable behaviours

Table 1 — COMPETENCIES

Competency	Description	Performance indicators/observable behaviours
Application of knowledge	Relates and applies relevant knowledge in the operational environment and in scenario settings.	– Demonstrates the acquisition and retention of required aviation knowledge; – Relates knowledge between subject areas; – Applies knowledge to the operational environment; – Correctly identifies threats and errors in a timely manner; – Uses knowledge to create valid options of managing threats, errors, and undesirable aeroplane states; – Mentally resolves basic-mathematics problems relating to operational situations, both under normal circumstances and under pressure; – Shares knowledge with others openly and constructively, as and when appropriate.
Application of regulations and procedures	Identifies and applies appropriate procedures in accordance with published operating instructions and pursuant to applicable regulations.	– Identifies where to find the information; – Follows standard operating procedures (SOPs) unless a higher degree of safety dictates an appropriate deviation therefrom; – Follows all operating instructions in a timely manner; – Correctly operates aeroplane systems and associated equipment; – Monitors the status of aeroplane systems; – Complies with applicable regulations; – Applies relevant procedural knowledge.
Communication	Communicates through appropriate means in normal and non-normal situations.	– Ensures that the recipient is ready and able to receive the information; – Shares appropriate information; – Selects appropriately what, when, how, and with whom to communicate; – Conveys messages clearly, accurately, and concisely; – Confirms that the recipient correctly understands important information; – Listens actively and demonstrates understanding when receiving information; – Asks relevant and effective questions; — Communicates in order to resolve deviations identified through monitoring;

Table 1 — COMPETENCIES		
Competency	**Description**	**Performance indicators/observable behaviours**
		– Adheres to standard radiotelephony phraseology and procedures; – Accurately reads, interprets, drafts, and responds to data link messages in English; – Correctly uses and interprets non-verbal communication.
Aeroplane flight path management — automation	Controls the aeroplane flight path through automation.	– Uses appropriate flight management and guidance systems as well as automation, as installed and as appropriate to the conditions; – Monitors and detects deviations from the desired aeroplane trajectory and takes appropriate action; – Manages the flight path to optimise the operational performance; – Maintains the desired flight path during flight using automation, whilst managing other tasks and distractions; – Effectively monitors automation, including engagement and automatic-mode transitions.
Aeroplane flight path management — manual control	Controls the aeroplane flight path through manual flight.	– Uses appropriate flight management and guidance systems and automation, as installed and appropriate to the conditions; – Manually controls the aeroplane using only the relationship between aeroplane attitude, speed and thrust, as well as navigation signals or visual information; – Monitors and detects deviations from the desired aeroplane trajectory and takes appropriate action; – Manages the flight path to optimise the operational performance; – Maintains the desired flight path during manual flight, whilst managing other tasks and distractions; – Effectively monitors flight guidance systems, including engagement and automatic-mode transitions.
Leadership and teamwork	Influences others so that they contribute to a shared purpose. Collaborates to accomplish the goals of the team.	– Creates an atmosphere of open communication and encourages team participation; – Displays initiative and gives directions when required; – Admits mistakes and takes responsibility; – Carries out instructions when directed; – Gives and receives feedback constructively; – Applies effective intervention strategies to resolve deviations identified whilst monitoring; – Takes into account cultural differences; – Engages others in planning; – Addresses and resolves conflicts and disagreements in a constructive manner; – Exercises decisive leadership.
Problem-solving and decision-making	Identifies problem precursors and resolves actual problems, using decision-making techniques, in a timely manner.	– Seeks accurate and appropriate information from appropriate sources; – Identifies and verifies what and why has failed; – Perseveres with resolving problems whilst prioritising safety; – Uses appropriate and timely decision-making techniques; – Sets priorities appropriately;

Table 1 — COMPETENCIES		
Competency	**Description**	**Performance indicators/observable behaviours**
		– Identifies and considers options, as appropriate; – Monitors, reviews, and adapts decisions, as required; – Identifies, assesses, and manages risks effectively; – Adapts when faced with situations where no guidance or procedure exists.
Situational awareness (SA) and information management	Perceives, comprehends, and manages information, as well as anticipates its effect on the operation.	– Monitors, identifies, and assesses accurately the aeroplane's state and systems; – Monitors, identifies, and assesses accurately the aeroplane's energy state and anticipated flight path; – Monitors, identifies, and assesses accurately the general environment as it may affect the operation; – Validates the accuracy of information and checks for gross errors; – Maintains the awareness of the people involved in or affected by the operation as well as their capacity to perform as expected; – Anticipates what could happen, plans, and stays ahead of the situation; – Develops effective contingency plans based upon potential threats; – Recognises and effectively responds to indications of reduced SA.
Workload management	Maintains available workload capacity through prioritisation and distribution of tasks, using resources.	– Exercises self-control in all situations; – Plans, prioritises, and schedules tasks effectively; – Manages time efficiently when carrying out tasks; – Offers and gives assistance, delegates when necessary; – Seeks and accepts assistance, when necessary; – Monitors, reviews, and cross-checks taken action conscientiously; – Verifies that tasks are completed as expected; – Manages and recovers from interruptions, distractions, variations, and failures effectively, while performing tasks.

GM3 FCL.735.A Multi-crew cooperation (MCC) training course – aeroplanes

EXAMPLE OF AN ENHANCED MCC TRAINING TO AIRLINE PILOT STANDARDS (APS MCC) GRADING SYSTEM

EXAMPLE OF AN APS MCC GRADING SYSTEM					
Competency	**Unsatisfactory**	**Satisfactory**	**Good**	**Very Good**	**Exemplary**
General description of each competency level.	The pilot's performance in this competency was unsatisfactory with a negative	The pilot's performance in this competency was satisfactory with a slightly	The pilot's performance in this competency was effective with a significant contribution to safety.	The pilot's performance in this competency was very effective, which significantly	The pilot's performance in this competency was exemplary with an outstanding effect on safety.

EXAMPLE OF AN APS MCC GRADING SYSTEM					
Competency	Unsatisfactory	Satisfactory	Good	Very Good	Exemplary
	effect on safety. The pilot did not demonstrate the majority of the relevant performance indicators.	positive effect on safety. The pilot demonstrated most of the relevant performance indicators in this competency to at least a satisfactory standard.	The pilot consistently demonstrated most of the relevant performance indicators in this competency to a good standard.	enhanced safety. The pilot regularly demonstrated all of the relevant performance indicators in this competency to a very good standard.	The pilot always demonstrated all of the relevant performance indicators in this competency to an exemplary standard.
Notes			— Most: 75 % or greater. — Relevant performance indicator: a performance indicator/observable behaviour that is expected to be demonstrated during the assessment.		

GM4 FCL.735.A Multi-crew cooperation (MCC) training course – aeroplanes

ENHANCED MCC TRAINING TO AIRLINE PILOT STANDARDS (APS MCC) TRAINING — SPECIFIC ARRANGEMENT

The specific arrangement, pursuant to ORA.GEN.205, between an approved training organisation (ATO) and an operator for the APS MCC course should cover at least the following points:

(1) pre-entry requirements (including screening and selection);

(2) provision of the relevant documentation (operations manuals (OMs) and training manuals);

(3) design of the training programme;

(4) content of the course, including criteria to ensure that the operator's documentation, manuals, standard operating procedures (SOPs), reporting structures, and management system are represented throughout the training course;

(5) training effectiveness;

(6) performance data feedback from the ATO to the operator;

(7) course evaluation and improvement;

(8) alignment of the grading and assessment criteria; and

(9) use of the operator's crew resource management (CRM) content and utilisation of a flight crew CRM trainer, standardised by the operator.

The ATO and the operator may use their OMs and training manuals to identify additional areas to be covered by the specific arrangement.

AMC1 FCL.740.A(b)(1)(ii) Revalidation of class and type ratings

CONTENT OF THE REFRESHER TRAINING

Training flight items should be based on the exercise items of the proficiency check, as deemed relevant by the instructor, and depending on the experience of the candidate. The briefing should include a discussion on TEM with special emphasis on decision-making when encountering adverse meteorological conditions or unintentional IMC, as well as on navigation flight capabilities.

AMC1 FCL.745.A Advanced UPRT course – aeroplanes

COURSE OBJECTIVE AND CONTENT

COURSE OBJECTIVE

(a) The objective of the course is for the pilot under training:

(1) to understand how to cope with the physiological and psychological aspects of dynamic upsets in aeroplanes; and

(2) to develop the necessary competence and resilience to be able to apply appropriate recovery techniques during upsets.

(b) In order to meet the objective as specified in point (a), the course should:

(1) emphasise physiological and psychological effects of an upset and develop strategies to mitigate those effects;

(2) be delivered in a suitable training aircraft in order to expose trainees to conditions that cannot be replicated in an FSTD; and

(3) employ recovery techniques that are suitable for the aircraft used for training in order to support the training objectives. In order to minimise the risk associated with potential negative transfer of training, the recovery techniques used during the course should be compatible with techniques typically used for transport category aeroplanes.

THEORETICAL KNOWLEDGE

(c) Theoretical knowledge instruction supports the objectives of the course and should include the following:

(1) a review of basic aerodynamics typically applicable to aeroplane upsets in transport category aeroplanes, including case studies of incidents involving potential or actual upsets.

(2) aerodynamics relevant to the aeroplane and exercises used in the practical training, including differences to aerodynamics as referred to in point (1);

(3) possible physiological and psychological effects of an upset, including surprise and startle effect;

(4) strategies to develop resilience and mitigate startle effect; and

(5) memorising the appropriate procedures and techniques for upset recovery.

FLIGHT INSTRUCTION

(d) Flight instruction should include:

(1) exercises to demonstrate:

(i) the relationship between speed, attitude and AoA;

(ii) the effect of g-load on aeroplane performance, including stall events at different attitudes and airspeeds;

(iii) aerodynamic indications of a stall including buffeting, loss of control authority and inability to arrest a descent;

(iv) the physiological effects of different g-loads between -1 and 2.5G; and

(v) surprise and the startle effect;

(2) training in techniques to recover from:

(i) nose high at various bank angles;

(ii) nose low at various bank angles;

(iii) spiral dives;

(iv) stall events; and

(v) incipient spin; and

(3) training to develop resilience and to employ strategies to mitigate the startle effect.

COURSE COMPLETION

(e) The course is considered to have been satisfactorily completed if the trainee is able to successfully:

(1) apply strategies to mitigate psychological and physical effects;

(2) recognise upsets;

(3) apply correct recovery techniques from upset scenarios as specified in point (d)(2).

GM1 FCL.745.A Advanced UPRT course – aeroplanes

UPSET RECOVERY TRAINING EXERCISES

GENERAL

(a) The objective of this GM is to provide instructors with further guidance on the conduct of the various upset recovery exercises, which requires instructor performance beyond that experienced in normal operations.

(b) Instructors should:

(1) ensure that the risk mitigation measures determined by the ATO are strictly adhered to;

(2) continuously assess the performance of the student to ensure that the training objectives of the upset recovery exercises are achieved;

(3) understand that all-attitude/on-aeroplane upset recovery exercises serve primarily as resilience-builder. In other words, the training serves mainly human-factor training objectives and not only flying skills training;

(4) understand the differences between all-attitude UPRT and aerobatics training;

(5) have knowledge and understanding of how:

(i) on-aeroplane and FSTD UPRT complement each other; and

(ii) to ensure that negative transfer of training from small aeroplanes to heavier transport category aeroplanes is avoided. This may be achieved by observing UPRT in an FSTD, especially in a type-specific FFS; and

(6) have knowledge and understanding of the upset prevention theoretical knowledge and flight instruction elements taught during the CPL(A) and ATPL(A) training courses to ensure continuity and consistency in delivering UPRT.

Note: Instructors should be aware that the safety and potential human factor implications of poor upset recovery instructional technique or misleading information are *more significant* than in any other areas of pilot training.

(c) In order to increase the applicant's resilience related to the handling of aeroplane upsets, the advanced UPRT course needs to include the development of confidence and competence in recognising and recovering safely from upsets under the presence of the real human factors. Such confidence building is specifically addressed by:

(i) successfully overcoming natural stress response (startle and surprise); and

(ii) performing critically important counter-intuitive actions.

Advanced UPRT therefore considers pitch attitudes, bank angles, AOA/airspeeds, sideslip and g-loads, none of which are normally experienced during routine operations.

(d) Aeroplanes used in this course should be:

(1) appropriately certified and operated by the ATO in a manner that takes into account the effects of repeated training manoeuvres on airframe fatigue life; and

(2) provide sufficient safety margins to cater for student and instructor errors.

(e) This course complements UPRT in FSTDs by providing exposure to psycho-physiological conditions, which cannot be delivered by the motion systems of today's qualified FSTDs. At completion of the course, the student should pilot to be able to:

(1) recognise and confirm the upset-situation;

(2) manage stress response;

(3) apply the correct recovery strategy timely and effectively;

(4) stay within the defined training envelope;

(5) stabilise the flight path after recovery; and

(6) become competent and confident in recovering from upsets.

SPECIFIC EXERCISES

(f) Exercise 1 — Nose HIGH recovery

Exercise 1 Recovery from **Nose HIGH** upsets at various bank angles	
(1) Training objectives	The student pilot should: (i) recognise and confirm the Nose HIGH situation (AOA, attitude, energy, trends); (ii) announce 'Nose High'; and (iii) apply the correct recovery strategy.

(2) Training tasks	The student pilot should: (i) regain situation awareness; (ii) recognise and analyse AOA, pitch, bank, energy state and trends; (iii) note natural and synthetic indications for AOA, attitude, and energy; (iv) manage human factors, stress response (startle and surprise, counter-intuitive actions); (v) take manual control; (vi) identify and apply the Nose HIGH recovery strategy; (vii) correct any out-of-trim condition; (viii) manage nose-down movement; (ix) manage g-load; (x) use the effects of power to assist nose-down movement; (xi) use bank to orient the lift vector as necessary; (xii) stabilise the flight path after recovery using basic pitch/power settings;
(3) Enabling objectives	The student pilot should: (i) decide if Stall Recovery or Nose HIGH recovery is applicable; (ii) perform control inputs deliberately; (iii) use up to full control deflections; (iv) avoid unnecessary low or high loads; (v) use secondary flight controls (trim/power) as necessary to support primary flight control inputs (i.e. nose-down movement); (vi) apply control inputs in the correct sequence (see Table 1, Nose-HIGH Recovery Strategy); (vii) apply counter-intuitive actions as necessary: (A) unloading; (B) power-reduction in Nose-HIGH attitude (depending on engine mounting); and (C) using bank to orient the lift vector downwards.

Note: Refer to GM1 to Appendix 9, Table 2: Recommended nose-high recovery strategy template.

(g) Exercise 2 — Nose LOW Recovery

Exercise 2 Recovery from **Nose LOW** upsets at various bank angles	
(1) Training objectives	The student pilot should: (i) recognise and confirm the situation (AOA, attitude, energy, trends); (ii) announce ‘Nose LOW’; (iii) apply the correct recovery strategy.
(2) Training tasks	The student pilot should: (i) regain situation awareness; (ii) recognise and analyse AOA, pitch, bank, energy state and trends; (iii) note natural and synthetic indications for AOA, attitude and energy; (iv) manage human factors, stress response (startle and surprise, counter-intuitive actions); (v) take manual control; (vi) identify and apply the Nose LOW recovery strategy; (vii) correct out-of-trim condition; (viii) decide if aircraft is stalled; (ix) manage g-load; (x) identify the correct direction to roll; (xi) roll to wings level to orient the lift vector upwards; (xii) manage power and drag; and (xiii) stabilise the flight path after recovery using basic pitch/power settings.

(3) Enabling objectives	The student pilot should: (i) perform control inputs deliberately; (ii) use up to full control deflections; (iii) avoid unnecessary low or high loads; (iv) apply control inputs in the correct sequence (see Table 2, Nose-LOW Recovery Strategy); and (v) apply counter-intuitive actions as necessary: (A) apply Stall Recovery in nose low attitude first if needed; (B) unloading instead of pulling; (C) unloading to increase roll rate; (D) avoid 'rolling-pull'; and (E) accept the priority of rolling to wings level first, before reducing power and before pulling.

Note: Refer to GM1 to Appendix 9, Table 3: Recommended nose-low recovery strategy template.

(h) Exercise 3 — Recovery from spiral dive

Exercise 3 Recovery from **Spiral Dive**	
(1) Training objectives	The student pilot should: (i) recognise the spiral dive as a result of improper nose-up elevator input during a Nose LOW turning situation; and (i) apply the Nose LOW Recovery Strategy.
(2) Training tasks	The student pilot should: (i) maintain/regain situation awareness; (ii) recognise and analyse AOA, pitch, bank, energy state and trends; (iii) manage human factors, stress response (startle and surprise, counter-intuitive actions); (iv) take manual control; (v) identify and apply the Nose LOW recovery strategy; and (vi) stabilise the flight path after recovery using basic pitch/power settings.
(3) Enabling objectives	The student pilot should: (i) perform control inputs deliberately and in the correct sequence; (ii) use up to full control deflections, if required; and (iii) apply counter-intuitive actions as necessary: (A) unloading instead of pulling; (B) unloading to increase roll rate; (C) avoid 'rolling-pull'; and (D) accepting the priority of rolling to wings level first, before reducing power and before pulling.

(i) Exercise 4 — Stall Event Recovery

Exercise 4 Recovery from **Stall event**	
(1) Training objectives	The student pilot should: (i) recognise and confirm the situation (AOA, attitude, energy, trends); (ii) announce 'Stall'; (iii) apply the Stall Event Recovery Strategy.

(2) Training tasks	The student pilot should: (i) regain situation awareness; (ii) recognise and analyse AOA, pitch, bank, energy state and trends; (iii) note natural and synthetic indications for high AOA/stall; (iv) manage human factors, stress response (startle and surprise, counter-intuitive actions); (v) recover from: (A) approach to stall (B) full stall, wings level and during turn (C) slipping stall (D) skidding stall (E) accelerated stall (F) secondary stall (vi) take manual control; (vii) identify and apply the Stall Event Recovery Template or the aircraft manufacturer Stall Recovery SOP; (viii) apply nose-down elevator input to reduce AOA; (ix) manage trim; (x) consider power reduction (if engine mounting induces a nose-up effect); (xi) accept altitude loss; (xii) identify the correct direction to roll to wings level; (xiii) manage power and drag; (xiv) manage g-load and energy to avoid secondary stall; and (xv) stabilise the flight path after recovery using basic pitch/power settings.
(3) Enabling objectives	The student pilot should: (i) perform control inputs deliberately; (ii) use up to full control deflections; (iii) apply control inputs in the correct sequence (see Table 3, Stall Event Recovery Strategy Template); and (iv) apply counter-intuitive actions as necessary: (A) unloading to reduce AOA; (B) unloading before rolling; (C) power reduction if necessary; (D) accepting altitude loss; and (E) waiting for airspeed increase before loading again.

Note: Refer to GM1 to Appendix 9, Table 1: Recommended stall event recovery template

(j) Exercise 5 — Recovery from spin

Exercise 5 Recovery from incipient spin	
(1) Training objectives	The pilot should: (i) recognise and confirm the spin (AOA, yaw, attitude, energy, roll, trends); (ii) apply the OEM Incipient Spin Recovery procedure.
(2) Training tasks	The pilot should: (i) be aware of the aircraft response to all possible pitch and roll control inputs and to thrust/power changes during (incipient) spin; (ii) maintain/regain situation awareness; (iii) recognise and analyse AOA, attitude, energy, yaw, roll, trends); (iv) note natural and synthetic indications for high AOA, stall, spin; (v) manage human factors, stress response (startle and surprise, counter-intuitive actions); (vi) take manual control; (vii) identify and apply the OEM Incipient Spin Recovery Procedure; (viii) manage AOA, g-load and energy to avoid secondary stall; and

	(ix) stabilise the flight path after recovery using basic pitch/power settings.
(3) Enabling objectives	The pilot should: (i) perform control inputs deliberately and in the correct sequence; (ii) use up to full control deflections as required by the procedure; (iii) apply counter-intuitive actions as necessary; (iv) avoid un-reflected control inputs; and (v) allow time for control inputs to show results.

(k) Assessment of student performance

By collecting evidence from observable behaviours, the instructor will continuously assess whether the student meets the required competency standards under the given conditions.

Pilot competencies and behavioural indicators in the context of the Advanced UPRT Course
(1) Application of procedures (i) Follows the recommended Nose HIGH or Nose LOW recovery strategy or the Stall Event Recovery Template / STALL RECOVERY SOP (ii) Identifies and follows operating instructions in a timely manner (iii) Correctly operates aircraft systems and equipment (iv) Applies relevant procedural knowledge **(2) Communication** (i) Adheres to callouts (ii) Verbalises the essential steps during the recoveries **(3) Aeroplane flight path management — automation** Disconnects autopilot and autothrust/autothrottle before initiating the recovery (to be simulated if the training aeroplane is not fitted with autothrust/autothrottle) **(4) Aeroplane flight path management — manual control** (i) Detects deviations from the desired aircraft trajectory and takes appropriate action (ii) Controls the aircraft using appropriate attitude and power settings (iii) Contains the aircraft within the defined flight envelope **(5) Leadership and teamwork** (i) Understands and agrees with the crew's roles and objectives (ii) Uses initiative and gives directions when required (iii) Admits mistakes and takes responsibility (iv) Communicates relevant concerns and intentions (v) Gives and receives feedback constructively (vi) Projects self-control in all situations **(6) Problem-solving and decision-making** (i) Seeks accurate and adequate information from appropriate sources (ii) Identifies and verifies what and why things have gone wrong (iii) Perseveres in working through the event safely (iv) Sets priorities appropriately **(7) Situation awareness and information management** (i) Identifies and assesses accurately the state of the aircraft and its systems (ii) Identifies and assesses accurately the aircraft's vertical and lateral position, and its anticipated flight path (iii) Anticipates accurately what could happen, plans and stays ahead of the situation (iv) Recognises and effectively responds to indications of reduced situation awareness.

(8) Workload management

(i) Maintains self-control in all situations Manages and recovers from stress response (startle surprise), interruptions, distractions, variations and errors effectively
(ii) Reviews, monitors and cross-checks actions conscientiously
(iii) Verifies that tasks are completed to the expected outcome
(iv) Offers and accepts assistance, delegates when necessary, and asks for help early
(v) Manages and recovers from interruptions, distractions, variations and failures effectively

SECTION 3 – SPECIFIC REQUIREMENTS FOR THE HELICOPTER CATEGORY

AMC1 FCL.735.A; FCL.735.H; FCL.735.As Multi-crew cooperation (MCC) training course

(a) Competency is a combination of knowledge, skills and attitudes required to perform a task to the prescribed standard.

(b) The objectives of MCC training are to develop the technical and non-technical components of the knowledge, skills and attitudes required to operate a multi-crew aircraft.

(c) Training should comprise both theoretical and practical elements and be designed to achieve the competencies/training objectives (see Table 1 below).

Table 1 — Competencies/training objectives

Competency/ objective	Performance indicators	Knowledge	Practical exercises
Communication	(a) Know what, how much and who to communicate to; (b) Ensure the recipient is ready and able to receive the information; (c) Pass messages and information clearly, accurately, timely and adequately; (d) Check if the other person has the correct understanding when passing important information; (e) Listen actively, patiently and demonstrate understanding when receiving information; (f) Ask relevant and effective questions, and offer suggestions; (g) Use appropriate body language, eye contact and tone; (h) Open and receptive to other people's view.	(a) Human Factors, TEM and CRM; (b) Application of TEM and CRM principles to training.	In a commercial air transport environment, apply multi-crew procedures, including principles of TEM and CRM to the following: (a) Pre-flight preparation: (1) FMS initialisation; (2) radio and navigation equipment preparation; (3) flight documentation; (4) computation of take-off performance data. (b) Take-off and climb: (1) before take-off checks; (2) normal take-offs; (3) rejected take-offs; (4) take-offs with abnormal and emergency situations included. (c) Cruise: emergency descent. (d) Descent and approach: (1) instrument flight procedures; (2) holding;
Leadership and team working	(a) Friendly, enthusiastic, motivating and considerate of others;		

Table 1 — Competencies/training objectives

Competency/ objective	Performance indicators	Knowledge	Practical exercises
	(b) Use initiative, give direction and take responsibility when required; (c) Open and honest about thoughts, concerns and intentions; (d) Give and receive criticism and praise well, and admit mistakes; (e) Confidently do and say what is important to him or her; (f) Demonstrate respect and tolerance towards other people; (g) Involve others in planning and share activities fairly.		(3) 3D Operations using raw data; (4) 3D Operations using flight director; (5) 3D Operations using autopilot; (6) one-engine-inoperative approach; (7) 2D Operations and circling; (8) computation of approach and landing data; (9) all engines go-around; (10) go-around with one engine inoperative; (11) wind shear during approach. (e) landing: transition from instrument to visual flight on reaching decision altitude or height or minimum descent altitude or height; (f) after landing and post flight procedures; (g) selected emergency and abnormal procedures.
Situational awareness	(a) Be aware of what the aircraft and its systems are doing; (b) Be aware of where the aircraft is and its environment; (c) Keep track of time and fuel; (d) Be aware of the condition of people involved in the operation including passengers; (e) Recognise what is likely to happen, plan and stay ahead of the game; (f) Develop what-if scenarios and make pre-decisions; (g) Identify threats to the safety of the aircraft and of the people.		
Workload management	(a) Be calm, relaxed, careful and not impulsive; (b) Prepare, prioritise and schedule tasks effectively; (c) Use time efficiently when carrying out tasks; (d) Offer and accept assistance, delegate when necessary and ask for help early; (e) Review and monitor and cross-check actions conscientiously; (f) Follow procedures appropriately and consistently; (g) Concentrate on one thing at a time, ensure tasks are		

Table 1 — Competencies/training objectives

Competency/ objective	Performance indicators	Knowledge	Practical exercises
	completed and does not become distracted; (h) Carry out instructions as directed.		
Problem-solving and decision-making	(a) Identify and verify why things have gone wrong and do not jump to conclusions or make assumptions; (b) Seek accurate and adequate information from appropriate resources; (c) Persevere in working through a problem; (d) Use and agree an appropriate decision making process; (e) Agree essential and desirable criteria and prioritises; (f) Consider as many options as practicable; (g) Make decisions when they need to, reviews and changes if required; (h) Consider risks but do not take unnecessary risks.		
Monitoring and cross-checking	(a) Monitor and cross-checks all actions; (b) Monitor aircraft trajectory in critical flight phases; (c) Take appropriate actions in response to deviations from the flight path.	(a) SOPs; (b) Aircraft systems; (c) Undesired aircraft states.	
Task sharing	(a) Apply SOPs in both PF and pilot monitoring (PM) roles; (b) Makes and responds to standard call-outs.	(a) PF and PM roles; (b) SOPs.	
Use of checklists	Utilise checklists appropriately according to SOPs.	(a) SOPs; (b) Checklist philosophy.	
Briefings	Prepare and deliver appropriate briefings.	(a) SOPs; (b) Interpretation of FMS data and in-flight documentation.	
Flight management	(a) Maintain a constant awareness of the aircraft automation state;	(a) Understanding of aircraft performance and configuration; (b) Systems;	

Table 1 — Competencies/training objectives			
Competency/ objective	**Performance indicators**	**Knowledge**	**Practical exercises**
	(b) Manage automation to achieve optimum trajectory and minimum workload; (c) Take effective recovery actions from automation anomalies; (d) Manage aircraft navigation, terrain clearance; (e) Manage aircraft fuel state and take appropriate actions.	(c) SOPs; (d) Interpretation of FMS data and in-flight documentation; (e) Minimum terrain clearance; (f) Fuel management IFR and VFR regulation.	
FMS use	Programme, manage and monitor FMS in accordance with SOPs.	(a) Systems (FMS); (b) SOPs; (c) Automation.	
Systems normal operations	Perform and monitor normal systems operation in accordance with SOPs.	(a) Systems; (b) SOPs.	
Systems abnormal and emergency operations	(a) Perform and monitor abnormal systems operation in accordance with SOPs; (b) Utilise electronic and paper abnormal checklists in accordance with SOPs.	(a) Systems; (b) SOPs; (c) Emergency and abnormal procedures and checklists; (d) Recall items.	
Environment, weather and ATC	(a) Communicate effectively with ATC; (b) Avoid misunderstandings by requesting clarification; (c) Adhere to ATC instructions; (d) Construct a mental model of the local ATC and weather environment.	(a) Systems; (b) SOPs; (c) ATC environment and phraseology; (d) Procedures for hazardous weather conditions.	

CERTIFICATE OF COMPLETION FORM

CERTIFICATE OF COMPLETION OF MCC					
Applicant's last name(s):			First name(s):		
Type of licence:			Number:		State:
ME/IR training completed		**OR**	ME/IR validity date: ME/IR skill test date:		
Issued on:			passed on:		
	Signature of applicant:				

The satisfactory completion of MCC-Training according to requirements is certified below:

TRAINING			
Multi-crew co-operation training received during period:			
from:	to:	at:	ATO / operator*
Location and date:		Signature of head of ATO or authorised instructor*:	
Type and number of licence and state of issue:		Name(s) in capital letters of authorised instructor:	

** Delete as appropriate*

AMC1 FCL.740.H(a)(3) Revalidation of type ratings – helicopters

Only the following SEP helicopter types can be considered for crediting of the proficiency check. Other SEP helicopters (for example the R22 and R44) should not be given credit for.

Manufacturer	Helicopter type and licence endorsement
Agusta-Bell	
SEP	Bell47
Bell Helicopters	
SEP	Bell47
Brantley	
SEP	Brantley B2
Breda Nardi	
SEP	HU269
Enstrom	
SEP	ENF28
Hélicoptères Guimbal	
SEP	Cabri G2
Hiller	
SEP	UH12
Hughes or Schweizer	
SEP	HU269
Westland	
SEP	Bell47

SECTION 4 – SPECIFIC REQUIREMENTS FOR THE POWERED-LIFT AIRCRAFT CATEGORY

GM1 FCL.720.PL Experience requirements and prerequisites for the issue of type ratings – powered-lift aircraft

The endorsement of a powered-lift type rating to an aeroplane or helicopter licence does not confer upon its holder the privileges to fly helicopters or aeroplanes, respectively.

SECTION 5 – SPECIFIC REQUIREMENTS FOR THE AIRSHIP CATEGORY

AMC1 FCL.735.A; FCL.735.H; FCL.735.As Multi-crew cooperation (MCC) training course

(a) Competency is a combination of knowledge, skills and attitudes required to perform a task to the prescribed standard.

(b) The objectives of MCC training are to develop the technical and non-technical components of the knowledge, skills and attitudes required to operate a multi-crew aircraft.

(c) Training should comprise both theoretical and practical elements and be designed to achieve the competencies/training objectives (see Table 1 below).

Table 1 — Competencies/training objectives

Competency/ objective	Performance indicators	Knowledge	Practical exercises
Communication	(a) Know what, how much and who to communicate to; (b) Ensure the recipient is ready and able to receive the information; (c) Pass messages and information clearly, accurately, timely and adequately; (d) Check if the other person has the correct understanding when passing important information; (e) Listen actively, patiently and demonstrate understanding when receiving information; (f) Ask relevant and effective questions, and offer suggestions; (g) Use appropriate body language, eye contact and tone; (h) Open and receptive to other people's view.	(a) Human Factors, TEM and CRM; (b) Application of TEM and CRM principles to training.	In a commercial air transport environment, apply multi-crew procedures, including principles of TEM and CRM to the following: (a) Pre-flight preparation: (1) FMS initialisation; (2) radio and navigation equipment preparation; (3) flight documentation; (4) computation of take-off performance data. (b) Take-off and climb: (1) before take-off checks; (2) normal take-offs; (3) rejected take-offs; (4) take-offs with abnormal and emergency situations included. (c) Cruise: emergency descent. (d) Descent and approach:

Table 1 — Competencies/training objectives

Competency/ objective	Performance indicators	Knowledge	Practical exercises
Leadership and team working	(a) Friendly, enthusiastic, motivating and considerate of others; (b) Use initiative, give direction and take responsibility when required; (c) Open and honest about thoughts, concerns and intentions; (d) Give and receive criticism and praise well, and admit mistakes; (e) Confidently do and say what is important to him or her; (f) Demonstrate respect and tolerance towards other people; (g) Involve others in planning and share activities fairly.		(1) instrument flight procedures; (2) holding; (3) 3D Operations using raw data; (4) 3D Operations using flight director; (5) 3D Operations using autopilot; (6) one-engine-inoperative approach; (7) 2D Operations and circling; (8) computation of approach and landing data; (9) all engines go-around; (10) go-around with one engine inoperative; (11) wind shear during approach. (e) landing: transition from instrument to visual flight on reaching decision altitude or height or minimum descent altitude or height; (f) after landing and post flight procedures; (g) selected emergency and abnormal procedures.
Situational awareness	(a) Be aware of what the aircraft and its systems are doing; (b) Be aware of where the aircraft is and its environment; (c) Keep track of time and fuel; (d) Be aware of the condition of people involved in the operation including passengers; (e) Recognise what is likely to happen, plan and stay ahead of the game; (f) Develop what-if scenarios and make pre-decisions; (g) Identify threats to the safety of the aircraft and of the people.		
Workload management	(a) Be calm, relaxed, careful and not impulsive; (b) Prepare, prioritise and schedule tasks effectively; (c) Use time efficiently when carrying out tasks; (d) Offer and accept assistance, delegate when necessary and ask for help early; (e) Review and monitor and cross-check actions conscientiously; (f) Follow procedures appropriately and consistently;		

Table 1 — Competencies/training objectives			
Competency/ objective	**Performance indicators**	**Knowledge**	**Practical exercises**
	(g) Concentrate on one thing at a time, ensure tasks are completed and does not become distracted; (h) Carry out instructions as directed.		
Problem-solving and decision-making	(a) Identify and verify why things have gone wrong and do not jump to conclusions or make assumptions; (b) Seek accurate and adequate information from appropriate resources; (c) Persevere in working through a problem; (d) Use and agree an appropriate decision-making process; (e) Agree essential and desirable criteria and prioritises; (f) Consider as many options as practicable; (g) Make decisions when they need to, reviews and changes if required; (h) Consider risks but do not take unnecessary risks.		
Monitoring and cross-checking	(a) Monitor and cross-checks all actions; (b) Monitor aircraft trajectory in critical flight phases; (c) Take appropriate actions in response to deviations from the flight path.	(a) SOPs; (b) Aircraft systems; (c) Undesired aircraft states.	
Task sharing	(a) Apply SOPs in both PF and pilot monitoring (PM) roles; (b) Makes and responds to standard call-outs.	(a) PF and PM roles; (b) SOPs.	
Use of checklists	Utilise checklists appropriately according to SOPs.	(a) SOPs; (b) Checklist philosophy.	
Briefings	Prepare and deliver appropriate briefings.	(a) SOPs; (b) Interpretation of FMS data and in-flight documentation.	
Flight management	(a) Maintain a constant awareness of the aircraft automation state;	(a) Understanding of aircraft	

Table 1 — Competencies/training objectives			
Competency/ objective	**Performance indicators**	**Knowledge**	**Practical exercises**
	(b) Manage automation to achieve optimum trajectory and minimum workload; (c) Take effective recovery actions from automation anomalies; (d) Manage aircraft navigation, terrain clearance; (e) Manage aircraft fuel state and take appropriate actions.	performance and configuration; (b) Systems; (c) SOPs; (d) Interpretation of FMS data and in-flight documentation; (e) Minimum terrain clearance; (f) Fuel management IFR and VFR regulation.	
FMS use	Programme, manage and monitor FMS in accordance with SOPs.	(a) Systems (FMS); (b) SOPs; (c) Automation.	
Systems normal operations	Perform and monitor normal systems operation in accordance with SOPs.	(a) Systems; (b) SOPs.	
Systems abnormal and emergency operations	(a) Perform and monitor abnormal systems operation in accordance with SOPs; (b) Utilise electronic and paper abnormal checklists in accordance with SOPs.	(a) Systems; (b) SOPs; (c) Emergency and abnormal procedures and checklists; (d) Recall items.	
Environment, weather and ATC	(a) Communicate effectively with ATC; (b) Avoid misunderstandings by requesting clarification; (c) Adhere to ATC instructions; (d) Construct a mental model of the local ATC and weather environment.	(a) Systems; (b) SOPs; (c) ATC environment and phraseology; (d) Procedures for hazardous weather conditions.	

CERTIFICATE OF COMPLETION FORM

CERTIFICATE OF COMPLETION OF MCC					
Applicant's last name(s):			First name(s):		
Type of licence:			Number:	State:	
ME/IR training completed		**OR**	ME/IR validity date: ME/IR skill test date:		
Issued on:			passed on:		

	Signature of applicant:	

The satisfactory completion of MCC-Training according to requirements is certified below:

TRAINING			
Multi-crew co-operation training received during period:			
from:	to:	at:	ATO / operator*
Location and date:		Signature of head of ATO or authorised instructor*:	
Type and number of licence and state of issue:		Name(s) in capital letters of authorised instructor:	

** Delete as appropriate*

SUBPART I – ADDITIONAL RATINGS

AMC1 FCL.800 Aerobatic rating

THEORETICAL KNOWLEDGE AND FLYING TRAINING

(a) The aim of the aerobatic training is to qualify licence holders to perform aerobatic manoeuvres.

(b) The ATO should issue a certificate of satisfactory completion of the instruction to licence endorsement.

(c) Theoretical knowledge

The theoretical knowledge syllabus should cover the revision or explanation of:

(1) human factors and body limitation:

(i) spatial disorientation;

(ii) airsickness;

(iii) body stress and G-forces, positive and negative;

(iv) effects of grey- and blackouts.

(2) technical subjects:

(i) legislation affecting aerobatic flying to include environmental and noise subjects;

(ii) principles of aerodynamics to include slow flight, stalls and spins, flat and inverted;

(iii) general airframe and engine limitations (if applicable).

(3) limitations applicable to the specific aircraft category (and type):

(i) air speed limitations (aeroplane, TMG and sailplane, as applicable);

(ii) symmetric load factors (type-related, as applicable);

(iii) rolling Gs (type-related, as applicable).

(4) aerobatic manoeuvres and recovery:

(i) entry parameters;

(ii) planning systems and sequencing of manoeuvres;

(iii) rolling manœuvres;

(iv) looping manœuvres;

(v) combination manœuvres;

(vi) entry and recovery from developed spins, flat, accelerated and inverted.

(5) emergency procedures:

(i) recovery from unusual attitudes;

(ii) drills to include the use of parachutes (if worn) and aircraft abandonment.

(d) Flying training

The exercises of the aerobatic flying training syllabus should be repeated as necessary until the applicant achieves a safe and competent standard. Having completed the flight training, the student pilot should be able to perform a solo flight containing a sequence of aerobatic manoeuvres. The dual training and the supervised solo training flights should be tailored to the category of aircraft and limited to the permitted manoeuvres of that type of aircraft. The exercises should comprise at least the following practical training items:

(1) confidence manoeuvres and recoveries:

(i) slow flights and stalls;

(ii) steep turns;

(iii) side slips;

(iv) engine restart in-flight (if applicable);

(v) spins and recovery;

(vi) recovery from spiral dives;

(vii) recovery from unusual attitudes.

(2) aerobatic manoeuvres:

(i) Chandelle;

(ii) Lazy Eight;

(iii) rolls;

(iv) loops;

(v) inverted flight;

(vi) Hammerhead turn;

(vii) Immelmann.

AMC1 FCL.805 Sailplane towing and banner towing rating

THEORETICAL KNOWLEDGE AND FLYING TRAINING

(a) The aim of the towing instruction is to qualify licence holders to tow banners or sailplanes.

(b) The ATO should issue a certificate of satisfactory completion of the instruction to licence endorsement.

(c) Theoretical knowledge: towing of sailplanes

The theoretical knowledge syllabus for towing of sailplanes should cover the revision or explanation of:

(1) regulations about towing flights;

(2) equipment for the towing activity;

(3) sailplane towing techniques, including:

(i) signals and communication procedures;

(ii) take-off (normal and crosswind);

(iii) in-flight launch procedures;

(iv) descending on tow;

(v) sailplane release procedure;

(vi) tow rope release procedure;

(vii) landing with tow rope connected (if applicable);

(viii) emergency procedures during tow, including equipment malfunctions;

(ix) safety procedures;

(x) flight performance of the applicable aircraft type when towing sailplanes;

(xi) look-out and collision avoidance;

(xii) performance data sailplanes, including:

(A) suitable speeds;

(B) stall characteristics in turns.

(d) Theoretical knowledge: banner towing

The theoretical knowledge syllabus for banner towing should cover the revision or explanation of:

(1) regulations about banner towing;

(2) equipment for the banner towing activity;

(3) ground crew coordination;

(4) pre-flight procedures;

(5) banner towing techniques, including:

(i) take-off launch;

(ii) banner pickup manoeuvres;

(iii) flying with a banner in tow;

(iv) release procedure;

(v) landing with a banner in tow (if applicable);

(vi) emergency procedures during tow, including equipment malfunctions;

(vii) safety procedures;

(viii) flight performance of the applicable aircraft type when towing a heavy or light banner;

(ix) prevention of stall during towing operations.

(e) Flying training: towing of sailplanes

The exercises of the towing training syllabus for towing sailplanes should be repeated as necessary until the student achieves a safe and competent standard and should comprise at least the following practical training items:

(1) take-off procedures (normal and crosswind take-offs);

(2) 360° circles on tow with a bank of 30° and more;

(3) descending on tow;

(4) release procedure of the sailplane;

(5) landing with the tow rope connected (if applicable);

(6) tow rope release procedure in-flight;

(7) emergency procedures (simulation);

(8) signals and communication during tow.

(f) Flying training: banner towing

The exercises of the towing training syllabus for banner towing should be repeated as necessary until the student achieves a safe and competent standard and should comprise at least the following practical training items:

(1) pickup manoeuvres;

(2) towing in-flight techniques;

(3) release procedures;

(4) flight at critically low air speeds;

(5) maximum performance manoeuvres;

(6) emergency manoeuvres to include equipment malfunctions (simulated);

(7) specific banner towing safety procedures;

(8) go-around with the banner connected;

(9) loss of engine power with the banner attached (simulated).

AMC1 FCL.810(a) Night rating

AEROPLANE NIGHT RATING COURSE

(a) The aim of the course is to qualify holders of CAR-FCL licences with privileges to fly aeroplanes or TMGs to exercise their privileges at night.

(b) The ATO should issue a certificate of satisfactory completion of the instruction that can be used for licence endorsement.

(c) Theoretical knowledge

The theoretical knowledge syllabus should cover the revision or explanation of:

(1) night VMC minima;

(2) rules about airspace control at night and facilities available;

(3) rules about aerodrome ground, runway, and obstruction lighting;

(4) aircraft navigation lights and collision avoidance rules;

(5) physiological aspects of night vision and orientation;

(6) dangers of disorientation at night;

(7) dangers of weather deterioration at night;

(8) instrument systems or functions and errors;

(9) instrument lighting and emergency cockpit lighting systems;

(10) map marking for use under cockpit lighting;

(11) practical navigation principles;

(12) radio navigation principles;

(13) planning and use of safety altitude; and

(14) danger from icing conditions, as well as from avoidance and escape manoeuvres.

(d) Flying training

The exercises of the night rating flight syllabus should be repeated as necessary until the student achieves a safe and competent standard.

(1) In all cases, exercises 4 to 7 of the night rating flight syllabus should be completed in an aeroplane or TMG.

(2) For exercises 1 to 3, up to 50 % of the required flight training may be completed in an FSTD(A). However, each item of exercises 1 to 3 should be completed in an aeroplane or TMG in flight.

(3) Starred items (*) should be completed in simulated IMC and may be completed in daylight.

(4) The flying exercises should comprise:

(i) exercise 1:

(A) revise basic manoeuvres when flying by sole reference to instruments*;

(B) explain and demonstrate transition from visual flight to instrument flight*; and

(C) explain and revise recovery from unusual attitudes by sole reference to instruments*;

(ii) exercise 2:

explain and demonstrate the use of radio navigation aids when flying by sole reference to instruments, to include position finding and tracking*;

(iii) exercise 3:

explain and demonstrate the use of radar assistance*;

(iv) exercise 4:

(A) explain and demonstrate night take-off techniques;

(B) explain and demonstrate night circuit techniques;

(C) explain and demonstrate night approaches with or without visual approach aids; and

(D) practise take-offs, circuits, as well as approaches and landings;

(v) exercise 5:

explain and demonstrate night emergency procedures including:

(A) simulated engine failure (to be terminated with recovery at a safe altitude);

(B) simulated engine failure at various phases of flight;

(C) simulated inadvertent entry to IMC (not on base leg or final approach);

(D) internal and external lighting failure; and

(E) other malfunctions and emergency procedures, as required by the AFM;

(vi) exercise 6:

solo night circuits; and

(vii) exercise 7:

(A) explain and demonstrate night cross-country techniques; and

(B) practise night cross-country dual flight and optionally supervised solo to a satisfactory standard.

AMC1 FCL.810(b) Night rating

HELICOPTER NIGHT RATING COURSE

(a) The aim of the course is to qualify helicopter licence holders to exercise the privileges of the licence at night.

(b) The ATO should issue a certificate of satisfactory completion of the instruction to licence endorsement.

(c) Theoretical knowledge

The theoretical knowledge syllabus should cover the revision or explanation of:

(1) night VMC minima;

(2) rules about airspace control at night and facilities available;

(3) rules about aerodrome ground, runway, landing site and obstruction lighting;

(4) aircraft navigation lights and collision avoidance rules;

(5) physiological aspects of night vision and orientation;

(6) dangers of disorientation at night;

(7) dangers of weather deterioration at night;

(8) instrument systems or functions and errors;

(9) instrument lighting and emergency cockpit lighting systems;

(10) map marking for use under cockpit lighting;

(11) practical navigation principles;

(12) radio navigation principles;

(13) planning and use of safety altitude;

(14) danger from icing conditions, avoidance and escape manoeuvres.

(d) Flying training

The exercises of the night rating flight syllabus should be repeated as necessary until the student achieves a safe and competent standard:

(1) In all cases, exercises 4 to 6 of the night rating flight syllabus should be completed in a helicopter in flight.

(2) For exercises 1 to 3, up to 50 % of the required flight training may be completed in an FSTD(H). However, each item of exercises 1 to 3 should be completed in a helicopter in-flight.

(3) Items marked (*) should be completed in simulated IMC and may be completed in daylight.

(4) The flying exercises should comprise:

(i) Exercise 1:

(A) revise basic manoeuvres when flying by sole reference to instruments*;

(B) explain and demonstrate transition to instrument flight from visual flight*;

(C) explain and revise recovery from unusual attitudes by sole reference to instruments*.

(ii) Exercise 2:

Explain and demonstrate the use of radio navigation aids when flying by sole reference to instruments, to include position finding and tracking*.

(iii) Exercise 3:

Explain and demonstrate the use of radar assistance*.

(iv) Exercise 4:

(A) explain and demonstrate the use and adjustment of landing light;

(B) explain and demonstrate night hovering:

(a) higher and slower than by day;

(b) avoidance of unintended sideways or backwards movements.

(C) explain and demonstrate night take-off techniques;

(D) explain and demonstrate night circuit technique;

(E) explain and demonstrate night approaches (constant angle) with or without visual approach aids to:

(a) heliports;

(b) illuminated touchdown areas.

(F) practise take-off's, circuits and approaches;

(G) explain and demonstrate night emergency procedures to include:

(a) simulated engine failure (to be terminated with power recovery at a safe altitude);

(b) simulated engine failure, including SE approach and landing (ME only);

(c) simulated inadvertent entry to IMC (not on base leg or final);

(d) simulated hydraulic control failure (to include landing);

(e) internal and external lighting failure;

(f) other malfunctions and emergency procedures as required by the aircraft flight manual.

(v) Exercise 5:

Solo night circuits.

(vi) Exercise 6:

(A) explain and demonstrate night cross-country techniques;

(B) practise night cross-country dual flight and either flight as SPIC or supervised solo to a satisfactory standard.

AMC1 FCL.815 Mountain rating

(Reserved).

AMC2 FCL.815 Mountain rating

(Reserved).

AMC1 FCL.820 Flight test rating

(Reserved).

AMC1 FCL.835 Basic instrument rating (BIR)

BASIC INSTRUMENT RATING (BIR) COMPETENCIES

This AMC provides the competency criteria required for the relevant training modules of the BIR.

(a) Modules

The following modules are applicable:

(1) Module 1: Pre-flight operations and general handling;

(2) Module 2: Departure, precision (3D) approach procedures and non-precision (2D) approach procedures;

(3) Module 3: En-route IFR procedures;

(4) Module 4: Optional flight with one engine inoperative (multi-engine aeroplanes only).

Upon completion of the training, an applicant for a BIR should have received instruction on the same class of aeroplane to be used in the test.

(b) Flight tolerances

The following limits should apply and it should be borne in mind that such tolerances are expected only at the end of the training. Due consideration should be given to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used:

Height

Generally	± 100 feet
Starting a go-around at decision height or altitude	+ 50 feet/– 0 feet
Minimum descent height, MAP or altitude	+ 50 feet/– 0 feet

On radio aids	±5°
For 'angular' deviations	Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)

2D (LNAV) and 3D (LNAV/VNAV) 'linear' lateral deviations	Cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using Baro VNAV)	Not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1 000 feet above aerodrome level.

Heading

All engines operating	± 5°
With simulated engine failure	± 10°

Speed

All engines operating	± 5 knots
With simulated engine failure	+ 10 knots/– 5 knots

Given that the intention of the training for the BIR is to be entirely competency-based, the student and instructor need detailed guidance on these competencies. The following information is intended to provide that guidance. Each element of the training modules is described in text followed by a table which gives guidance on the competencies required and how to assess them using the key competencies model of:

OBJECTIVE (of the training item), and **SKILL** — **KNOWLEDGE** — **ATTITUDE** (to achieve the objective)

(c) Sample table

The table is separated into four rows as follows:

Training element	
Title of assessed item taken from training module	
OBJECTIVE	This cell describes the applicant's proficiency to be assessed by the training organisation or instructor.
SKILL	This cell describes the competency criteria that involve the applicant demonstrating: — manual aircraft control; — effective flight path management through proper use of flight management system guidance and automation; and — application of procedures.
KNOWLEDGE	This cell describes the knowledge needed to meet the objective's proficiency requirements.
ATTITUDE	This cell describes the competency criteria encapsulated by airmanship, crew resource management (CRM), and threat and error management (TEM), such as: — situation awareness; — effective communication; — leadership and teamwork; — effective workload management; — effective problem-solving and decision-making.
General	
In most phases of flight there are competencies that apply to a group of manoeuvres, e.g. turns, or even to the whole phase of flight. In order to avoid repetition, the common competencies are grouped under the 'General' item heading.	

(d) Content of the training

(1) Module 1: Pre-flight operations and general handling

Use of flight manual (or equivalent), especially for aircraft performance calculation, and mass and balance

Module 1: Pre-flight operations and general handling	
Use of flight manual (or equivalent), especially for aircraft performance, and mass and balance	
OBJECTIVE	(A) Proficient in the use of the flight manual (or equivalent). (B) Proficient in the mass and balance schedule. (C) Proficient in the aircraft performance calculation.
SKILL	(A) Use proficiently performance charts, tables, graphs or other data, when available, relating to items such as: (1) accelerate-stop distance available; (2) landing distance available; (3) take-off performance; (4) one engine inoperative; (5) climb performance; (6) cruise performance; (7) fuel consumption, range, and endurance; (8) go-around from rejected landing; (9) operational factors affecting aircraft performance; (10) other performance data appropriate to the test aircraft; (11) airspeeds used during specific phases of flight; (12) effects of meteorological conditions upon performance characteristics and correctly application of these factors to a specific chart, table, graph or other performance data; (13) impact of relevant NOTAMs on the conduct of the flight; (14) aircraft documentation.
KNOWLEDGE	(A) CAR-OPS 2/4 (non-commercial air operations) (B) Pilot operating manual (POM) or flight manual chapters dedicated to: (15) limitations;[1] (16) performance calculation in general; (17) performance calculation and associated procedures when specific conditions exist.
ATTITUDE	(A) Situation awareness: Understand the responsibilities of proper pre-departure planning and preparations. (B) Effective communication: Ensure appropriate and clear communication with all ground service personnel (ATC, dispatch, MET). (C) Leadership and teamwork: Manage passengers and ground personnel, as applicable. (D) Effective workload management: Provide sufficient time and manage the workload for pre-flight procedures (including documentation) to be completed in an efficient manner. (E) Effective problem-solving and decision-making: (1) Make appropriate decisions on all identified threats; (2) Plan and implement suitable mitigation actions.

[1] The numbering of (15)-(17) under point (B) is an editorial error and should read (1)-(3). This will be corrected with the next update of AMC & GM to CAR-FCL.

Pre-flight inspection

Module 1: Pre-flight operations and general handling	
Pre-flight inspection	
OBJECTIVE	Full initial pre-flight inspection in accordance with the approved checklist assuming the risk to IFR flights such as icing conditions, database, etc.
SKILL	(A) Perform all elements of the aeroplane pre-flight inspections. (B) Confirm that the aeroplane is in a serviceable and safe condition for IFR flight.
KNOWLEDGE	(A) Confirm the validity of database and receiver autonomous integrity monitoring (RAIM) prediction, if applicable. (B) Be aware of the possible effects of equipment defects or unserviceability.
ATTITUDE	(A) Situation awareness: (1) Note the position of the aircraft, any surrounding hazards, and location of emergency equipment, and take appropriate action to minimise potential risks; (2) Note effects of engine start on the surrounding environment; (3) Note the limitations of software and equipment such as flight director (FD), autopilot (AP), etc. (B) Effective communication: (1) Demonstrate correct communication; (2) Make a correct passenger and departure briefing. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: (1) Confirm from the checklist that all pre-flight requirements have been fulfilled; (2) Demonstrate an organised approach to performing inspection of aircraft and equipment. (E) Effective problem-solving and decision-making: (1) Identify possible defects and threats; (2) Take corrective action.

Taxiing

Module 1: Pre-flight operations and general handling	
Taxiing	
OBJECTIVE	(A) Be proficient in all recommended taxiing checks and procedures. (B) Comply with ATC instructions, airport markings and signals.
SKILL	(A) Obtain appropriate clearance before taxiing and before crossing or entering active runways. (B) Comply with instructions issued by ATC. (C) Maintain correct and positive aircraft control. (D) Take due consideration of environmental conditions (e.g. surface wind, contamination, surface condition, etc.). (E) Maintain adequate separation from other aircraft, obstructions, and persons. (F) Accomplish the applicable briefing or checklist items, and follow the recommended procedures.
KNOWLEDGE	(A) The need to correctly perform taxiing checks. (B) Understanding the following: (1) runway hold lines and stop bar lighting as applicable; (2) localiser and glide slope sensitive and critical areas; (3) beacons, as well as other surface control markings and lighting; (4) taxiing speeds; (5) rules and procedures in the event of loss of communication (priority, lighting signals); (6) rules for manoeuvring in reduced meteorological conditions.
ATTITUDE	(A) Situation awareness: (1) Maintain constant vigilance and lookout during the taxiing operation; (2) Use headings in poor visibility conditions to confirm the path; (3) Maintain awareness of taxiing speeds appropriate to the conditions and limitations. (B) Effective communication: Demonstrate correct ATC communication (where applicable). (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Divide attention properly inside and outside the cockpit. (E) Effective problem-solving and decision-making: (1) Stop the aircraft to check position when in doubt; (2) Assess major risks: collision with other aircraft, obstacles, and aircraft security.

Transition to instrument flight

Module 1: Pre-flight operations and general handling	
Transition to instrument flight (must be performed by sole reference to instruments)	
OBJECTIVE	Establish the climb, complete a smooth transition to instrument flight, and complete post-take-off checks and drills.
SKILL	Following the initial take-off procedure: (A) Compare the visual attitude achieved with the attitude indicator display; (B) Assess the performance instrument information to confirm that the aircraft has achieved the desired climb parameters; (C) Commence appropriate instrument scanning techniques.
KNOWLEDGE	(A) Demonstrate the required technical knowledge of the function of the instruments in order to safely fly the aircraft by sole reference to instruments. (B) Understand the need to compare the attitude indicator with the real world. (C) Understand the need to verify that the expected performance has been achieved.
ATTITUDE	(A) Situation awareness: Monitor aircraft flight path at all stages of the transition to instrument flight. (B) Effective communication: Demonstrate effective communication (as applicable). (C) Leadership and teamwork: Demonstrate effective coordination (as applicable). (D) Effective problem-solving and decision-making: (1) Correctly assess take-off and climb hazards, particularly those related to other aircraft, aerodrome infrastructure, obstacles, and weather; (2) Have a strategy to mitigate the threats.

ATC liaison — compliance, radio-telephony (RTF) procedures

Module 1: Pre-flight operations and general handling	
ATC liaison — compliance, radio-telephony (RTF) procedures (must be performed by sole reference to instruments)	
OBJECTIVE	(A) Ability to communicate clearly with ATC using appropriate RTF phraseology in order to perform the flight as planned in compliance with ATC instructions. (B) In the event of changes to the plan, such changes should be negotiated with ATC to ensure continued compliance.
SKILL	(A) ICAO language proficiency level 4 or greater. (B) The ability to use standard and, where applicable, non-standard RTF procedures. (C) Understand the implications of the received clearance, and be able to action the same safely and effectively. (D) Interpretation of charts and maps.
KNOWLEDGE	(A) Specific ATC phrases, e.g. ETA vs EAT. (B) Aircraft category for instrument approaches. (C) Performance of the aircraft and its ability to meet the ATC clearance. (D) ICAO standard phraseology and national differences. (E) Pilot or controller responsibilities including tower, en-route, and appropriate clearances. (F) Adequate knowledge of RTF failure procedures.
ATTITUDE	(A) Situation awareness: Establish communication with ATC on the correct frequencies and at the appropriate times. (B) Effective communication: Read back correctly, in a timely manner, the ATC clearance in the sequence received. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Copy correctly, in a timely manner, the ATC clearance as issued. (E) Effective problem-solving and decision-making: Interpret correctly the ATC clearance received and, when necessary, request clarification, verification, or change.

Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, level turns at rate 1 and up to 30 degrees angle of bank, trim

Module 1: Pre-flight operations and general handling **(must be performed by sole reference to instruments)**	
Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, level turns at rate 1 and up to 30 degrees angle of bank, trim	
OBJECTIVE	(A) Smooth control of heading, altitude, speed, power, trim and ancillary controls. (B) Correct use of autopilot, where appropriate. (C) Demonstrate correct technique for instrument flight manoeuvring within specified limits. (D) Maintain balanced and trimmed flight.
SKILL	(A) Maintain altitude, heading and balance, by sole reference to instruments, using correct instrument confirmation, and coordinated control application. (B) Maintain altitude, heading and balance, whilst accelerating or decelerating to specific speeds, as determined by the aircraft flight manual, or as specified by the examiner. (C) Complete coordinated level turns at rate 1 and maintain entry speed onto specified headings. (D) Complete coordinated level turns at up to 30 degrees bank whilst maintaining entry speed onto specified headings. (E) Demonstrate correct procedure for pre-flight functional check of autopilot or flight director. (F) Demonstrate correct operating procedure for autopilot or flight director in all modes.
KNOWLEDGE	(A) Procedures for controlling the aircraft in accordance with the POM, aircraft flight manual and operations manual, as appropriate. (B) Autopilot system fitted to the aircraft. (C) Procedures for controlling the aircraft with automatic flight control systems, in accordance with the POM, aircraft flight manual and operations manual, as appropriate.
ATTITUDE	(A) Situation awareness: (1) Maintain awareness of the autopilot modes selected, where applicable; (2) Understand the need for trimmed, in-balance flight when manually flying the aircraft. (B) Effective communication: As applicable to the specific situation. (C) Leadership and teamwork: Aas applicable to the specific situation. (D) Effective workload management: Use an appropriate 'division of attention' when completing flight log, etc., whilst manually controlling the aircraft. (E) Effective problem-solving and decision-making: Prioritise activities to allow maintenance of correct instrument scan.

Climbing and descending turns with sustained rate-1 turn

Module 1: Pre-flight operations and general handling (must be performed by sole reference to instruments)	
Climbing and descending turns with sustained rate-1 turn	
OBJECTIVE	Complete a coordinated climb or descent and turn at rate 1 using: (A) the recommended climbing speed; or (B) descent speed and nominated rates of descent for the aircraft.
SKILL	(A) Establish the recommended entry airspeed in straight and level flight. (B) Roll into a coordinated climbing or descending turn with a bank angle commensurate with the speed to produce a rate-1 turn. Maintain the bank angle in a stable, balanced turn. (C) Apply smooth, coordinated pitch, bank, and power adjustments to maintain the specified attitude and airspeed. (D) Roll out of the turn and stabilise the aircraft in straight and level flight. (E) Recover accurately onto the desired heading and at the desired airspeed for straight and level flight.
KNOWLEDGE	(A) Speed and bank angle relationship to establish a rate-1 turn. (B) Recommended climb speed and power settings. (C) Recommended speed and power settings for descent at nominated descent rates.
ATTITUDE	(A) Effective workload management: Demonstrate orientation throughout the manoeuvre. (B) Effective problem-solving and decision-making: React to departure from stabilised steep turn attitude.

Recovery from unusual attitudes, including sustained 45° bank turns and steep descending turns

Module 1: Pre-flight operations and general handling (must be performed by sole reference to instruments)	
Recovery from unusual attitudes, including sustained 45° bank turns and steep descending turns	
OBJECTIVE	Recover from unusual attitudes, including sustained 45° bank turns and steep descending turns using the correct technique to minimise height loss.
SKILL	(A) Interpretation of the instrument displays to identify the reason behind the unusual attitude. (B) Application of the correct recovery technique. (C) Avoid any indication of an approaching stall, abnormal flight attitude, or exceeding any structural or operating limitation during any part of the manoeuvre.
KNOWLEDGE	Correct recovery technique using 'full' panel instruments, as appropriate.
ATTITUDE	(A) Situation awareness: (1) recognition of unusual attitude; (2) after recovery: why did the aircraft enter the unusual attitude, e.g. distraction, instrument failure, mishandling, hypoxia? (3) after recovery: is the aircraft above safety altitude? (4) which is a safe direction to fly whilst assessing the situation? (B) Effective workload management: Address the situation to recover situation awareness. (C) Effective communication: (1) Advise other crew members of the situation; (2) Advise ATC if appropriate. (D) Leadership and teamwork: Communicate and coordinate, as appropriate, during the recovery manoeuvre. (E) Effective problem-solving and decision-making: React promptly to departure from controlled flight.

Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration

Module 1: Pre-flight operations and general handling (must be performed by sole reference to instruments)	
Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration (may be performed in an FSTD, if approved for this procedure)	
OBJECTIVE	(A) Demonstrate how to conduct appropriate safety checks before stalling. (B) Establish the required aircraft configuration and stall entry, as appropriate, from straight and level or manoeuvring flight. (C) Maintain heading (or 10–30° bank angle, as required) to stall entry. (D) Recognise the symptoms of stall or approaching stall, and initiate the correct recovery action. (E) Recover, using the correct techniques, to return to a clean configuration best rate climb, or as otherwise directed by the examiner. (F) Complete all the necessary checks and drills.
SKILL	(A) Select an entry altitude in accordance with safety requirements. When accomplished in an FSTD, the entry altitude may be at low, intermediate or high altitude as appropriate for the aircraft and the configuration. (B) Slowly establish the pitch attitude (using trim, elevator or stabiliser), bank angle, and power setting that will induce stall at the desired target airspeed. Normal trim should be used as the aircraft speed reduces, with trim at different, or as stated in the flight manual restrictions. (C) Recognise and announce the first indication of a stall appropriate to the specific aircraft design and initiate recovery. (D) Recover to a reference airspeed, altitude and heading, allowing only the acceptable altitude or airspeed loss and heading deviation using the procedures described in the aircraft flight manual or operator safety manual, as applicable. (E) Demonstrate smooth, positive control during entry, approach to a stall, and recovery.
KNOWLEDGE	(A) Academic knowledge. (B) Limitations. (C) Safety procedures before starting with stall exercises. (D) Stall recovery procedures and techniques. (E) Flight manual. (F) Operator safety manual.
ATTITUDE	(A) Situation awareness: Ensure the aircraft is in a safe area and clear of hazards prior to accomplishing an approach to a stall. (B) Effective communication: Communicate and coordinate. (C) Leadership and teamwork: Coordinate to ensure that there is adequate separation from other aircraft before initiating the stall. (D) Effective workload management: As applicable to the specific situation. (E) Effective problem-solving and decision-making: As applicable to the specific situation.

Limited panel instrument flight: stabilised climb or descent, level turns at rate 1 onto given headings, recovery from unusual attitudes

Module 1: Pre-flight operations and general handling (must be performed by sole reference to instruments)	
Limited panel instrument flight: stabilised climb or descent, level turns at rate 1 onto given headings, recovery from unusual attitudes — only applicable to aeroplanes NB: Most modern light aircraft are now fitted with a 'standby' horizon in addition to or instead of turn rate gyros. Where this is the case, the pilot under training is to be taught these exercises using the 'standby' horizon.	
OBJECTIVE	Demonstrate continued control of the aircraft by interpreting aircraft attitude from aircraft standby instruments.
SKILL	(A) Complete flight in straight and level, and climbing and descending, at nominated speeds. Fly turns at rate 1 onto nominated headings using the correct technique and demonstrating correct instrument scan and interpretation. (B) Recover from unusual attitudes including sustained 45° bank turns and steep descending and climbing turns using the correct technique to minimise height loss.
KNOWLEDGE	(A) Demonstrate the theoretical knowledge and understand the dangers of 'looping error'. (B) Variation of techniques. (C) Limitations of the use of direct-reading compass systems.
ATTITUDE	(A) Situation awareness: (1) recognition of the reason behind the unusual attitude; (2) after recovery: why did the aircraft enter the unusual attitude, e.g. distraction, instrument failure, mishandling, etc.? (3) after recovery: is the aircraft above safety altitude? (4) which is a safe direction to fly whilst assessing the situation? (B) Effective workload management: Address the situation to recover situation awareness. (C) Effective communication: Advise ATC if appropriate. (D) Leadership and teamwork: Communicate and coordinate as appropriate. (E) Effective problem-solving and decision-making: React promptly to departure from controlled flight.

(2) Module 2: Departure, precision (3D) approach procedures and non-precision (2D) approach procedures

Weather minima

Module 2: Departure and arrivals, 3D approach and 2D approach	
Weather minima	
OBJECTIVE	Confirmation of weather affecting departure, route, destination and diversion; acceptability for the flight. Determination of the expected instrument approach minimum heights/altitudes in accordance with NCO requirements.
SKILL	Ability to interpret published weather charts such as synoptic charts and coded messages (TAF, METAR, SNOWTAM, etc.).
KNOWLEDGE	(A) Air masses and local weather effects. (B) Weather codes. (C) NCO requirements.
ATTITUDE	(A) Situation awareness: (1) Be able to interpret and understand the weather factors and all the associated potential hazards likely to affect the planned flight; (2) Assess correctly whether the weather minima required at destination and diversion airfields are satisfactory for the conduct of the flight. (B) Effective communication: As applicable to the specific situation. (C) Leadership and teamwork: As applicable to the specific situation. (D) Effective workload management: As applicable to the specific situation. (E) Effective problem-solving and decision-making: Make appropriate decisions based on available weather information.

Pre-take-off briefing, take-off

Module 2: Departure and arrivals, 3D approach and 2D approach	
Pre-take-off briefing, take-off	
OBJECTIVE	(A) Perform a safe take-off in compliance with ATC clearance, procedure margins and within the flight manual limits taking into account environmental conditions. (B) Obtain ATC clearance for departure, flight deck preparation, confirmation of departure, and passenger emergency briefing. Actions to be taken with regard to the aeroplane if an emergency occurs during departure should be covered in the pre-flight main briefing.
SKILL	(A) Obtain appropriate take-off clearance using standard RTF phraseology, and perform all required pre-take-off checks (including visually scanning for other aircraft). (B) Position the aircraft correctly for take-off taking into account any crosswind condition. (C) Apply the controls correctly to maintain longitudinal alignment on the centre line of the runway prior to initiating and during the take-off. (D) Set the throttle(s) to take-off power with appropriate checks (e.g. verify the expected engine performance, monitor engine controls, settings and instruments during take-off to ensure all predetermined parameters are maintained). (E) Use the correct take-off technique by applying recommended speeds for rotation, lift-off and initial climb. (F) Adjust the controls to attain the desired pitch attitude at the predetermined airspeed to obtain the desired performance. (G) Ensure a safe climb and departure in accordance with clearance and with due regard for other air traffic, noise abatement and wake turbulence avoidance procedures, adjusting power and aircraft configuration, and maintain desired path (or heading) as appropriate. (H) Complete all necessary post-take-off checks. (I) Perform or call for and verify the accomplishment of landing gear and flap retractions, power adjustments, and other required pilot-related activities at the required airspeeds within the tolerances established in the flight manual.
KNOWLEDGE	(A) Limitations, procedure margins. (B) Normal procedures (understand the different techniques dependent on varying flap settings and environmental conditions). (C) Abnormal and emergency procedures. (D) Performance. (E) Applicable rules on wake turbulence separation.
ATTITUDE	(A) Situation awareness: (1) Monitor engine parameters for any deviations; (2) Monitor aircraft acceleration during take-off; (3) Monitor aircraft ground and flight path at all stages of the take-off procedure. (B) Effective communication: Demonstrate effective communication with ATC (as applicable). (C) Leadership and teamwork: Demonstrate effective coordination with ATC (as applicable). (D) Effective problem-solving and decision-making: Correctly assess take-off and climb hazards, particularly those related to other aircraft, aerodrome infrastructure, obstacles and weather, and have a strategy to mitigate the threats.

Instrument departure procedures, altimeter setting

Module 2: Departure and arrivals, 3D approach and 2D approach	
Instrument departure procedures, altimeter setting (must be performed by sole reference to instruments)	
OBJECTIVE	Complete the standard instrument departure (SID) procedure or follow the ATC departure instructions; use the correct altimeter-setting procedure; maintain aeroplane control, speed, heading and level.
SKILL	(A) Identify any navigation aids used. (B) Follow any noise routing or departure procedures and ATC clearances. (C) Take appropriate anti-icing/de-icing actions. (D) Use the current and appropriate navigation publications for the proposed departure. (E) Make correct use of instruments, flight director, autopilot, navigation equipment and communication equipment appropriate to the performance of the departure. (F) Intercept and follow, in a timely manner, all courses, radials and bearings (QDM/QDRs) appropriate to the departure route and ATC clearance. (G) Comply, in a timely manner, with all ATC clearances, instructions and restrictions. (H) Perform the aircraft briefing or checklist items appropriate to the departure. (I) Adhere to airspeed restrictions and adjustments required by regulations, ATC and the flight manual. (J) Maintain the appropriate airspeed, altitude, headings and accurately track radials, courses, and bearing. (K) Complete the appropriate checklist.
KNOWLEDGE	(A) Weather phenomena, particularly the conditions favouring the formation of ice on the airframe and engines. (B) Limitations of the use of ground-based navigation aids. (C) Limitations of the use of RNAV (GNSS) derived navigational information. (D) Division of airspace and altimeter-setting procedures associated with the current airspace environment. (E) The departure procedure in use and the safety implications of not adhering to the procedure. (F) Altimetry procedures in accordance with the applicable regulations.
ATTITUDE	(A) Situation awareness: (1) Understanding of any clearance limits or variations to SID/initial departure clearance instructed by ATC; (2) Awareness of the aircraft performance and the ability to conform to ATC clearances (speed, height, time limits, etc.). (B) Effective communication: Demonstrate correct communication with ATC (where applicable). (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Prioritise attention properly between aircraft control, navigation and communication tasks. (E) Effective problem-solving and decision-making: Make the necessary decisions to mitigate the effect of changing conditions that may affect aircraft (weather, navigation aid serviceability, ATC, etc.).

Holding procedure

Common to both 3D and 2D procedures (must be performed by sole reference to instruments)	
Holding procedure	
OBJECTIVE	Complete the appropriate entry procedure followed by a standard ICAO holding fix, using information in order to maintain the protected area.
SKILL	(A) Make appropriate adjustments in order to arrive over the holding fix as close as possible to the 'expected approach time', if required. (B) Recognise arrival at the clearance limit or holding fix. (C) Comply with ATC reporting requirements. (D) Change to the recommended holding airspeed appropriate for the aircraft and holding altitude, so as to cross the holding fix at or below the maximum holding airspeed. (E) Follow the appropriate entry procedures in accordance with standard operational procedures or as required by ATC. (F) Use the correct timing criteria where required by the holding procedure or ATC. (G) Use wind-drift correction techniques accurately to maintain the appropriate joining and holding pattern and to establish and maintain the correct tracks and bearings. (H) Maintain the appropriate airspeed, altitude and headings accurately to establish and maintain the correct tracks and bearings. (I) Make appropriate adjustments to the procedure timing to allow for the effects of known wind.
KNOWLEDGE	(A) Holding endurance, including but not necessarily limited to fuel on board. (B) Fuel flow while holding. (C) Fuel required to alternate, etc.
ATTITUDE	(A) Situation awareness: Establish communication with ATC on the correct frequencies and at the appropriate times. (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC as appropriate. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Monitor to ensure that the flight profile complies with the cleared holding pattern. (E) Effective problem-solving and decision-making: React to navigation errors or unexpected systems malfunctions.

Setting and checking of navigation aids, identification of facilities

Module 2: 3D approach procedures (must be performed by sole reference to instruments)	
Setting and checking of navigation aids, identification of facilities	
OBJECTIVE	(A) Use of navigation aids with regard to promulgated range, identification and interpretation. (B) Use the RAIM prediction, if applicable. (C) Use the correct RNP approach specifications (LPV, LNAV/VNAV).
SKILL	(A) Set and identify relevant navigation aids. (B) Confirm the availability and serviceability of selected navigation equipment.
KNOWLEDGE	(A) Systems: communication, navigation and auto-flight systems. (B) RNP approach specifications (LPV, LNAV/VNAV).
ATTITUDE	(A) Situation awareness: (1) Establish communication with ATC on the correct frequencies and at the appropriate times; (2) Select radio aids appropriate to the intended approach; (3) PBN limitations; (4) Temperature limitations (LNAV/VNAV). (B) Effective workload management: Monitor to ensure safe flight profile whilst selecting and checking radio aids. (C) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC as appropriate. (D) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (E) Effective problem-solving and decision-making: React to deviation errors or unexpected systems malfunctions.

Arrival procedures, altimeter checks

Module 2: 3D approach procedures (must be performed by sole reference to instruments)	
Arrival procedures, altimeter checks	
OBJECTIVE	Descent planning and consideration of minimum sector altitude (MSA) or terminal arrival altitude (TAA). Completion of the published arrival procedure or as instructed by ATC, including altimeter setting or protected area, ATC liaison and RTF procedures.
SKILL	(A) Set and cross-check the appropriate altimeter settings. (B) Use the correct RTF procedures and terminology and comply with all ATC instructions and clearances. (C) Establish the appropriate aircraft configuration and airspeed for the phase of the approach. (D) Comply with the published arrival procedure or as required by ATC. (E) Interpretation of arrival charts.
KNOWLEDGE	(A) Altimetry procedures in accordance with the applicable regulations. (B) Knowledge of legends used in the approach charts. (C) Understanding of ATC procedures and RTF phraseology for the type of approach to be completed. (D) Knowledge of RNP arrival procedure.
ATTITUDE	(A) Situation awareness: Establish communication with ATC on the correct frequencies and at the appropriate times. (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC, as appropriate. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Monitor to ensure that the flight profile complies with the approach procedure. (E) Effective problem-solving and decision-making: react to deviation errors or unexpected systems malfunctions.

Approach and landing briefing, including descent, approach, landing checks and missed approach

Module 2: 3D approach procedures (must be performed by sole reference to instruments)	
Approach and landing briefing, including descent, approach, landing checks and missed approach	
OBJECTIVE	The approach briefing including weather and confirmation of instrument approach procedure minima, and applicable procedures.
SKILL	(A) Complete the checks for landing and configure the aircraft appropriately. (B) Complete a short self-briefing with regard to arrival, holding, approach, minima, weather conditions, associated performances, taxiing and missed approach procedure.
KNOWLEDGE	(A) Use of checklist as appropriate. (B) Determination of approach minima. (C) Make the necessary adjustments to the published approach minima criteria for the aircraft approach category, and with due regard for: (1) NOTAMs; (2) inoperative navigation equipment; (3) inoperative visual aids associated with the landing environment; (4) reported weather conditions; (5) aircraft status (effects of any inoperative systems).
ATTITUDE	(A) Situation awareness: (1) Establish communication with ATC on the correct frequencies and at the appropriate times; (2) Aircraft technical status. (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC as appropriate. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Monitor to ensure that the flight profile complies with the approach procedure. (E) Effective problem-solving and decision-making: React to deviation errors or unexpected systems malfunctions.

Compliance with published approach procedure

Module 2: 3D approach procedures (must be performed by sole reference to instruments)	
Compliance with published approach procedure	
OBJECTIVE	(A) Compliance with the published 3D approach procedure. (B) Vertical and horizontal profile to the nominated minima in accordance with protected areas.
SKILL	(A) Manage the appropriate source of navigation system. (B) Complete the manoeuvring pattern as required to establish the final approach segment within the specified flight tolerances. (C) Establish a predetermined rate of descent at the point where the glide path begins, in order to follow the glide path. (D) Intercept and track within the prescribed limits. (E) Interpretation of approach chart.
KNOWLEDGE	(A) Systems: communication, navigation and auto-flight systems. (B) Correctly interpret and understand the procedure to be flown from the approach chart for runway and procedure in use. (C) Autopilot and flight director limitations. (D) Software and capacity system.
ATTITUDE	(A) Situation awareness: Establish communication with ATC on the correct frequencies and at the appropriate times; (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC as appropriate. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Monitor to ensure that the flight profile complies with the cleared procedure. (E) Effective problem-solving and decision-making: React to navigation errors or unexpected systems malfunctions.

Altitude, speed, heading control (stabilised approach)

Module 2: 3D approach procedures (must be performed by sole reference to instruments)	
Altitude, speed, heading control (stabilised approach)	
OBJECTIVE	(A) Establish a stabilised approach, in trim for the aeroplane configuration and speed, using the correct techniques for attitude, heading and power control. (B) Correct assessment of track and vertical path.
SKILL	(A) Establish the final approach and maintain the approach path in horizontal and vertical profile to minima. (B) Control the aircraft as necessary to achieve a stable approach path. (C) Arrive at the minima on a stabilised approach in order to make a correct decision to perform a landing, go-around or circling approach safely. (D) Prepare backup radio aids for continued approach in the event of radio aid or display equipment failure. (E) Use correct RTF procedures and terminology and comply with all ATC instructions and clearances.
KNOWLEDGE	(A) Horizontal and vertical tolerances. (B) Actions to be taken in the event of radio aid or display equipment failure. (C) Procedure in the event of loss of communication with ATC. (D) Procedure in the event of loss of integrity.
ATTITUDE	(A) Situation awareness: Confirm that approach is stabilised. (B) Effective communication: Advise ATC if appropriate. (C) Leadership and teamwork: (1) Demonstrate correct coordination with ATC (where applicable); (2) Procedures for loss of approach capability. (D) Effective workload management: Monitor to ensure that the flight profile remains safe. (E) Effective problem-solving and decision-making: Make appropriate decision to abandon approach if required.

Setting and checking of navigation aids, identification of facilities

Module 2: 2D approach procedures (must be performed by sole reference to instruments)	
Setting and checking of navigation aids, identification of facilities	
OBJECTIVE	(A) Use of navigation aids with regard to promulgated range, identification and interpretation. (B) Use the RAIM prediction, if applicable. (C) Use the correct RNP approach specifications. (D) Calculate the true altitude as required.
SKILL	(A) Set and identify relevant navigation aids. (B) Confirm the availability and serviceability of selected navigation equipment.
KNOWLEDGE	(A) Systems: communication, navigation and auto-flight systems. (B) RNP approach specifications (LNAV). (C) True altitude corrections for temperature.
ATTITUDE	(A) Situation awareness: (1) Establish communication with ATC on the correct frequencies and at the appropriate times; (2) Select radio aids appropriate to the intended approach. (B) Effective workload management: Monitor to ensure safe flight profile whilst selecting and checking radio aids. (C) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC as appropriate. (D) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (E) Effective problem-solving and decision-making: React to deviation errors or unexpected systems malfunctions.

Arrival procedures, altimeter checks

Module 2: 2D approach procedures (must be performed by sole reference to instruments)	
Arrival procedures, altimeter checks	
OBJECTIVE	(A) Descent planning and consideration of MSA or TAA. (B) Completion of the published arrival procedure or as instructed by ATC, including altimeter setting or protected area, ATC liaison and RTF procedures.
SKILL	(A) Set and cross-check the appropriate altimeter settings. (B) Use the correct RTF procedures and terminology and comply with all ATC instructions and clearances. (C) Establish the appropriate aircraft configuration and airspeed for the phase of the approach. (D) Comply with the published arrival procedure or as required by ATC. (E) Interpretation of arrival charts.
KNOWLEDGE	(A) Altimetry procedures, in accordance with the applicable regulations. (B) Knowledge of the legends used in the approach charts. (C) Understanding of ATC procedures and RTF phraseology for the type of approach to be completed. (D) Knowledge of RNP arrival procedure.
ATTITUDE	(A) Situation awareness: (1) Establish communication with ATC on the correct frequencies and at the appropriate times; (2) PBN protected area. (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC as appropriate. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Monitor to ensure that the flight profile complies with the approach procedure. (E) Effective problem-solving and decision-making: React to deviation errors or unexpected systems malfunctions.

Approach and landing briefing, including descent, approach, landing checks and missed approach

Module 2: 2D approach procedures (must be performed by sole reference to instruments)	
Approach and landing briefing, including descent, approach, landing checks and missed approach	
OBJECTIVE	The approach briefing including weather and confirmation of instrument approach procedure minima, and applicable procedures.
SKILL	(A) Complete the landing and configure the aircraft as appropriate. (B) Complete a short self-briefing with regard to arrival, holding, approach, minima, weather conditions, associated performances, taxiing and missed approach procedure.
KNOWLEDGE	(A) Use of checklist as appropriate. (B) Determination of approach minima. (C) Adjustments necessary to the published approach minima criteria for the aircraft approach category, and with due regard for: (1) NOTAMs; (2) inoperative navigation equipment; (3) inoperative visual aids associated with the landing environment; (4) reported weather conditions.
ATTITUDE	(A) Situation awareness: (1) Establish communication with ATC on the correct frequencies and at the appropriate times; (2) Aircraft technical status. (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC as appropriate. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Monitor to ensure that the flight profile complies with the approach procedure. (E) Effective problem-solving and decision-making: React to deviation errors or unexpected systems malfunctions.

Compliance with published approach procedure

Module 2: 2D approach procedures (must be performed by sole reference to instruments)	
Compliance with published 2D approach procedure	
OBJECTIVE	(A) Compliance with the published approach procedure. (B) Vertical and horizontal profile to the nominated minima in accordance with protected areas. (C) Use of the CDFA technique where appropriate.
SKILL	(A) Manage the appropriate source of navigation system. (B) Select and comply with the appropriate 2D instrument approach procedure. (C) Complete the manoeuvring pattern as required to establish the final approach segment within the specified flight tolerances and protected area. (D) Establish a predetermined rate of descent in order to follow the published path. (E) Intercept and track the final approach track within the prescribed limits. (F) Interpretation of approach chart. (G) Ability to interpret deviation. (H) Correct selection of navigation input to the display.
KNOWLEDGE	(A) Systems: communication, navigation and auto-flight systems. (B) Correctly interpret and understand the procedure to be flown from the approach chart for runway and procedure in use. (C) CDFA technique where appropriate. (D) Autopilot and flight director limitations.
ATTITUDE	(A) Situation awareness: Establish communication with ATC on the correct frequencies and at the appropriate times; (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC as appropriate. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Monitor to ensure that the flight profile complies with the cleared procedure. (E) Effective problem-solving and decision-making; React to navigation errors or unexpected systems malfunctions.

Altitude, speed and heading control (stabilised approach)

<table>
<tr><th colspan="2">Module 2: 2D approach procedures
(must be performed by sole reference to instruments)</th></tr>
<tr><th colspan="2">Altitude, speed and heading control (stabilised approach)</th></tr>
<tr><td>OBJECTIVE</td><td>(A) Establish a stabilised approach, in trim for the aeroplane configuration and speed, using the correct techniques for attitude, heading and power control.
(B) Correct assessment of track and rate of descent or vertical path angle.</td></tr>
<tr><td>SKILL</td><td>(A) Establish the final approach and maintain the approach path in horizontal and vertical profile to minima.
(B) Control the aircraft as necessary to achieve a stable final approach.
(C) Arrive at the minima on a stabilised approach in order to make a correct decision to perform a landing, go-around or circling approach safely.
(D) Prepare backup radio aids for continued approach in the event of radio aid or display equipment failure.
(E) Use correct RTF procedures and terminology, and comply with all ATC instructions and clearances.</td></tr>
<tr><td>KNOWLEDGE</td><td>(A) Horizontal and vertical tolerances.
(B) Actions to be taken in the event of radio aid/display equipment failure.
(C) Procedure in the event of loss of communication with ATC.
(D) Procedure in the event of loss of integrity.</td></tr>
<tr><td>ATTITUDE</td><td>(A) Situation awareness:
Confirm that the approach is stabilised.
(B) Effective communication:
Advise ATC if appropriate.
(C) Leadership and teamwork:
(1) Demonstrate correct coordination with ATC (where applicable);
(2) Procedures for loss-of-approach capability.
(D) Effective workload management:
Monitor to ensure that the flight profile remains safe.
(E) Effective problem-solving and decision-making:
Make appropriate decision to abandon approach if required.</td></tr>
</table>

Approach timing

Module 2: Specificities of conventional 2D approach procedures (must be performed by sole reference to instruments)	
Approach timing	
OBJECTIVE	Monitor or control the approach procedure using timing as necessary.
SKILL	Where DME information from ground-based beacons (VOR or NDB) or marker is not available, the applicant makes appropriate adjustments to the procedure timing to allow for the effects of known wind.
KNOWLEDGE	(A) Use of wind-effect correction techniques. (B) Use of wind-drift correction techniques to maintain the correct tracks, bearings and approximate distances.
ATTITUDE	(A) Situation awareness: (1) Understand when approach timing techniques are required; (2) Understand the impact required on the descent technique for the intermediate approach phase. (B) Effective workload management: Use an appropriate 'division of attention' whilst controlling the aircraft in order to apply wind-corrected timing. (C) Effective communication: As applicable to the specific situation. (D) Leadership and teamwork: As applicable to the specific situation. (E) Effective problem-solving and decision-making: As applicable to the specific situation.

Go-around and missed approach action

Module 2: Common to both 3D and 2D procedures (must be performed by sole reference to instruments)	
Go-around and missed approach action	
OBJECTIVE	Make a smooth transition to a climb at the correct speed and complete the checks when: (1) reaching the minima; (2) directed by ATC; (3) being in an unstabilised approach; (4) experiencing a loss of integrity; or (5) any other reasons affecting safety approach.
SKILL	(A) Initiate go-around action in case of unstabilised approach or loss of integrity. (B) Initiate go-around action at or above minima if safe landing is not possible. (C) Control the aircraft as necessary to achieve a stable and trimmed initial climb profile. (D) Ensure a safe climb and departure in accordance with ATC clearance and with due regard for other air traffic, noise abatement and wake turbulence avoidance procedures adjusting power and aircraft configuration, and maintain desired path (or heading) as appropriate. (E) Complete all necessary procedures and checks. (F) Select the missed approach if available.
KNOWLEDGE	(A) Go-around procedure. (B) Aircraft limitations for landing gear retraction, flap retraction and power plant. (C) Necessary RTF procedures. (D) Performance limitation. (E) Climb gradient. (F) Protected areas. (G) RNP approach specifications.
ATTITUDE	(A) Situation awareness: Monitor aircraft flight path at all stages of the go-around. (B) Effective communication: (1) Demonstrate effective communication (as applicable); (2) Communicate with ATC when safe to do so. (C) Leadership and teamwork: Demonstrate effective coordination with ATC (as applicable). (D) Effective problem-solving and decision-making: Correctly assess go-around and climb hazards, particularly those related to other aircraft, aerodrome infrastructure, obstacles and weather, and have a strategy to mitigate the threats.

Landing

Module 2: Common to both 3D and 2D procedures (must be performed by sole reference to instruments)	
Landing	
OBJECTIVE	(A) Visual landing or circle for landing, as appropriate, in a safe and controlled manner. (B) Define a strategy for track management in case of missed approach or go-around in the circle to land.
SKILL	Landing: (A) acquire the required visual references and continue to land the aircraft; (B) make a smooth transition from instrument to visual flight; (C) join smoothly, if necessary, the visual approach flight path; (D) maintain a stable (speed, power, heading) approach until the flare; (E) complete post-landing checklist.
KNOWLEDGE	(A) Flight manual. (B) Limitations. (C) Normal procedures: Demonstrate adequate judgement and knowledge of the aircraft performance and systems in order to comply with published approach procedures for the equipment used for the approach.
ATTITUDE	(A) Situation awareness: (1) Establish communication with ATC on the correct frequencies and at the appropriate times; (2) Controlled flight into terrain (CFIT); (3) Balked landing. (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC as appropriate. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Monitor to ensure that the flight profile complies with the approach procedure. (E) Effective problem-solving and decision-making: React to deviation errors or unexpected systems malfunctions.

ATC liaison — compliance, RTF procedures

Module 2: Common to both 3D and 2D procedures (must be performed by sole reference to instruments)	
ATC liaison — compliance, RTF procedures	
OBJECTIVE	(A) Use correct and standard RTF phraseology throughout. (B) Where appropriate, obtain ATC clearances and appropriate level of service. (C) Where required, comply with ATC clearances and instructions.
SKILL	(A) Comply with all ATC instructions and clearances. (B) Use correct RTF for ILS reporting procedure.
KNOWLEDGE	(A) ICAO standard phraseology. (B) Pilot/controller responsibilities to include tower en-route control and clearance. (C) Demonstrate adequate knowledge of two-way communications failure procedures.
ATTITUDE	(A) Situation awareness: Establish communication with ATC on the correct frequencies and at the appropriate times. (B) Effective communication: Read back correctly, in a timely manner, the ATC clearance in the sequence received. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Copy correctly, in a timely manner, the ATC clearance as issued. (E) Effective problem-solving and decision-making: Interpret correctly the ATC clearance received and, when necessary, request clarification, verification, or change.

(3) Module 3: En-route IFR procedures

Use of air traffic services document and weather document

Module 3: En-route IFR procedures	
Use of air traffic services document and weather document	
OBJECTIVE	(A) Use of the correct documents, including maps. (B) Use of charts and approach procedure plates to prepare flight plan and flight log. (C) Collating and interpreting weather documents to determine the route weather.
SKILL	(A) Ensure all required paperwork is correctly completed prior to the flight. (B) Interpretation of weather charts and coded messages (TAF, METAR, etc.).
KNOWLEDGE	(A) Weather factors that may affect the safe conduct of the flight (thunderstorms, fog, strong winds, gust factor, crosswinds at departure and destination aerodromes, snow, icing, etc.). (B) Type of approach to be flown, how to calculate approach minima from charts, operational limitations of ground-based aids when planning route, ability to interpret SID and STAR charts. (C) Coordination with ATC when submitting flight plan, implications of 'calculated take-off time', etc.
ATTITUDE	(A) Situation awareness: Note potential weather hazards and act accordingly, submit flight plan in good time for planned departure. (B) Effective communication: Communicate with ATC and ground crew to ensure timely start. (C) Leadership and teamwork: Demonstrate correct crew coordination with ATC (where applicable). (D) Effective workload management: Prioritise tasks to produce a safe and effective plan for the conduct of the flight. (E) Effective problem-solving and decision-making: (1) Identify possible defects and threats; (2) Take corrective action.

Preparation of ATC flight plan and IFR flight plan or log

Module 3: En-route IFR procedures	
Preparation of ATC flight plan and IFR flight plan or log	
OBJECTIVE	Preparation of the ATC IFR flight plan for the route, including any off-airway sectors, and preparation of a full navigation and RTF flight log.
SKILL	(A) Prepare the flight navigation log, update maps and charts, flight plan, and fuel plan. (B) Obtain and assess all elements of the prevailing and forecast weather conditions for the route and evaluate threats (e.g. icing conditions, convection, wind conditions, potential deterioration below minima). (C) Complete an appropriate flight navigation log. (D) Complete the required ATC flight plan(s) and ensure that all required airfields are addressed. (E) Determine that the aeroplane is correctly fuelled, loaded and legal for the flight. (F) Confirm any aeroplane performance criteria and limitations applicable in relation to runway and weather conditions.
KNOWLEDGE	Demonstrate sufficient knowledge of the regulatory requirements relating to instrument flight.
ATTITUDE	(A) Situation awareness: (1) Understand the responsibilities of proper pre-departure planning and preparations; (2) Appropriate threat and error management for the flight (B) Effective communication: Ensure appropriate and clear communication with all ground service personnel (ATC, dispatch, MET). (C) Leadership and teamwork. (D) Effective workload management: Provide sufficient time, and manage the workload for departure procedures (including documentation) to be completed in an efficient manner. (E) Effective problem-solving and decision-making: Make appropriate decisions on all identified threats, and plan and implement suitable mitigation actions.

Tracking, including interception, e.g. NDB, VOR, RNAV

Module 3: En-route IFR procedures	
Tracking, including interception, e.g. NDB, VOR, RNAV	
OBJECTIVE	(A) Intercept and maintain the route or amended route, including tracking to and from a position derived from NDB or VOR or RNAV (GNSS) using aircraft display. (B) Follow the flight-planned route or any other ATC route requirements within the specified limits. (C) Identify and use navigation systems correctly. (D) Use the correct altimeter setting procedures and show awareness of protected areas.
SKILL	(A) Use the current and appropriate navigation publications for the proposed flight. (B) Intercept, in a timely manner, all courses, radials and bearings appropriate to the procedure, route, and ATC clearance. (C) Comply, in a timely manner, with all ATC clearances, instructions and restrictions. (D) Perform the aircraft briefing or checklist items appropriate to the arrival. (E) Adhere to airspeed restrictions and adjustments required by regulations, ATC and aircraft flight manual. (F) Maintain the appropriate airspeed, altitude and heading, and accurately track radials, courses and bearing (QDM/QDRs).
KNOWLEDGE	(A) Basic instrument rating knowledge. (B) Proper ATC phraseology. (C) Demonstrate adequate knowledge of: (1) flight manual; (2) limitations; (3) instrument patterns; (4) two-way communications failure procedures. (D) Systems: communication, navigation and auto-flight systems. (E) PBN specifications.
ATTITUDE	(A) Situation awareness: (1) Establish communication with ATC on the correct frequencies and at the appropriate times; (2) Awareness of aircraft position in space. (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Communicate with ATC as appropriate. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Monitor to ensure that the flight profile complies with the cleared en-route routing. (E) Effective problem-solving and decision-making: React to navigation errors or unexpected systems malfunctions.

Use of radio aids

Module 3: En-route IFR procedures (must be performed by sole reference to instruments)	
Use of radio aids	
OBJECTIVE	(A) Correct use of RNAV system and radio aids with regard to promulgated range, identification and interpretation. (B) Use of ATIS/VOLMET where available.
SKILL	(A) Use the current and appropriate navigation publications for the proposed flight. (B) Select a combination of radio aids that allow the aircraft position to be correctly determined. (C) Manage the display of such aids so that the navigational information is readily available. (D) Correctly identify the chosen radio aids using Morse code where appropriate, i.e. when there is no 'auto-ident'. (E) Correctly assess the functionality of radio aids, including RNAV, before using them for navigation. (F) Correctly check receiver autonomous integrity monitoring (RAIM) of GNSS systems, if applicable. (G) Correctly input navigation planning data into the GNSS system where appropriate.
KNOWLEDGE	(A) Demonstrate the theoretical knowledge and understanding of: (1) the limitations and errors of VOR and NDB, the limitations and errors of VOR and NDB receivers in the aircraft, and the resulting potential navigational error; (2) information pertinent to radio aids or RNAV operations contained in NOTAMs; (3) correct identification of ground-based radio aids; (4) the radio aid equipment and associated displays fitted to the aircraft. (B) Identify when a ground-based radio aid is radiating but the signal is not available for navigation.
ATTITUDE	(A) Situation awareness: (1) Monitor flight progress and select the appropriate navigation systems to enable successful completion of the planned route; (2) Awareness of aircraft position in space. (B) Effective communication: As applicable to the specific situation. (C) Leadership and teamwork: As applicable to the specific situation. (D) Effective workload management: Use an appropriate 'division of attention' appropriately whilst controlling the aircraft and reset navigation aids. (E) Effective problem-solving and decision-making: React to navigation errors or unexpected systems malfunctions.

Level flight, control of heading, attitude and airspeed, power-setting, trim technique

Module 3: En-route IFR procedures	
Level flight, control of heading, attitude and airspeed, power-setting, trim technique	
OBJECTIVE	(A) Smooth control of heading, attitude and airspeed, power, trim and ancillary controls. (B) Correct use of autopilot where appropriate. (C) Demonstrate correct technique for instrument flight manoeuvring within specified limits. (D) Maintain balanced and trimmed flight.
SKILL	(A) Maintain altitude, heading and balance, by sole reference to instruments, using correct instrument confirmation, and coordinated control application. (B) Maintain altitude, heading and balance, whilst accelerating or decelerating to specific speeds, as determined by the aircraft flight manual. (C) Demonstrate correct procedure for pre-flight functional check of autopilot, flight director and aircraft navigation system, as applicable. (D) Demonstrate correct operating procedure for aircraft navigation systems, autopilot or flight director in all modes.
KNOWLEDGE	(A) Procedures for controlling the aircraft in accordance with the aircraft flight manual and flight manual, as appropriate. (B) Autopilot, flight director and navigation system fitted to the aircraft.
ATTITUDE	(A) Situation awareness: (1) Maintain awareness of the autopilot modes selected, where applicable; (2) Understand the need for trimmed, in-balance flight when manually flying the aircraft; (3) Maintain adequate scan rate before, during and after execution of any manoeuvre by reference to instruments and autopilot performance. (B) Effective communication: As applicable to the specific situation. (C) Leadership and teamwork: As applicable to the specific situation. (D) Effective workload management: Use an appropriate 'division of attention' when completing flight log, etc., whilst manually controlling the aircraft. (E) Effective problem-solving and decision-making: Prioritise activities to allow maintenance of correct instrument scan.

Altimeter setting

Module 3: En-route IFR procedures	
Altimeter setting	
OBJECTIVE	Follow the altimeter-setting procedure, and cross-check and monitor en-route protected areas.
SKILL	(A) Correct use and interpretation of altimeter subscale setting. (B) Cross-check against a second altimeter.
KNOWLEDGE	(A) National procedures, if different, regarding altimeter settings for the airspace the aircraft is occupying. (B) Effects of extremely low temperatures on altimeter indications. (C) Limitations and errors in altimeters due to construction or systems installed in the aircraft, etc.
ATTITUDE	(A) Situation awareness: (1) Understand the airspace structure and make appropriate altimeter settings; (2) Be aware of minimum safe altitude, sector safe altitude, etc. (B) Effective workload management: As applicable to the specific situation. (C) Effective communication: Use appropriate RTF procedures to update pressure settings. (D) Leadership and teamwork: As applicable to the specific situation. (E) Effective problem-solving and decision-making: Where necessary, identify and make appropriate decisions when confronted with system failures.

Timing and revision of estimated time of arrival (ETA) (en-route hold, if required)

Module 3: En-route IFR procedures	
Timing and revision of estimated time of arrival (ETA) (en-route hold, if required)	
OBJECTIVE	Understand the flight plan, and that the clearance is to be completed correctly.
SKILL	(A) Use appropriate and up-to-date aeronautical charts. (B) Extract and record pertinent information from NOTAMs, the aerodrome or facility directory, and other flight publications. (C) Plot a course for the intended route of flight. (D) Select the most favourable altitudes. (E) Compute headings, flight time, and fuel requirements.
KNOWLEDGE	(A) Weather reports and forecasts. (B) Pilot and radar reports. (C) Winds and temperatures aloft. (D) ATC procedures related to timing, e.g. update of ETA if changed by ± 3 minutes, clearance limit, etc.
ATTITUDE	(A) Situation awareness: (1) Establish communication with ATC on the correct frequencies and at the appropriate times; (2) Identify airspace, obstructions, and terrain features. (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Demonstrate correct communication with ATC (where applicable). (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Select the appropriate navigation systems or facilities and communication frequencies. (E) Effective problem-solving and decision-making: Deal with unexpected navigation errors or systems malfunctions.

Monitoring of flight progress, flight log, fuel usage and management, systems management

Module 3: En-route IFR procedures	
Monitoring of flight progress, flight log, fuel usage and management, systems management	
OBJECTIVE	(A) Maintain a flight log by recording sufficient information. (B) Monitor the engine and aircraft systems throughout the flight. (C) Monitor fuel consumption versus fuel available and fuel required throughout the flight.
SKILL	(A) Follow the flight plan route in accordance with ATC. (B) Navigate by means of an appropriate navigation system for the cleared route. (C) Use the correct altimetry procedures. (D) Verify the aircraft's position in relation to the flight-planned route. (E) Correctly assess track error and make suitable adjustments to heading. (F) Correct and record the differences between pre-flight fuel, ground speed, and heading and time calculations and those determined en-route. (G) Complete all appropriate checklists. (H) Manage the flight in accordance with minimum altitude.
KNOWLEDGE	(A) ICAO Annex 2 and CAR-180 requirements regarding use of aerodromes procedures. (B) Policy concerning IFR flights (e.g. procedures in the AIP). (C) Services expected in different classes of airspace. (D) Danger restricted, and prohibited areas. (E) Minimum altitude and protected areas.
ATTITUDE	(A) Situation awareness: (1) Establish communication with ATC on the correct frequencies and at the appropriate times; (2) Identify airspace and minimum altitudes. (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Demonstrate correct communication (where applicable). (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Select appropriate navigation systems or facilities and communication frequencies. (E) Effective problem-solving and decision-making: Deal with unexpected navigation errors or systems malfunctions.

Ice protection procedures, simulated if necessary

Module 3: En-route IFR procedures	
Ice protection procedures, simulated if necessary	
OBJECTIVE	(A) Monitoring of outside air temperature (OAT), icing risk and ice accretion rate (on FSTD if necessary); correct use of anti-icing and de-icing procedures. (B) Manage flight in icing conditions.
SKILL	(A) Assessment of ice accretion on aircraft. (B) Appropriate selection of anti-icing or de-icing systems. (C) Adapt the aircraft speed to stay within the flight manual limitations, if any. (D) Adapt the performance within the icing conditions. (E) Decision-making to avoid icing conditions.
KNOWLEDGE	(A) Weather reports and forecasts. (B) ATC, pilot and radar reports. (C) Surface analysis charts. (D) Ground radar summary charts. (E) Significant weather prognostics. (F) Forecast upper wind and temperature for aviation (WINTEM). (G) Freezing level. (H) SIGMETs. (I) ATIS and VOLMET reports. (J) Aircraft anti-icing and de-icing system limitations. (K) Significant weather chart (TEMSI).
ATTITUDE	(A) Situation awareness: (1) Understand the environmental conditions which can lead to the formation of ice on the aircraft; (2) Assess when ice accretion is outside the capability of the aircraft systems. (B) Effective communication: (1) Liaise with ATC to avoid known icing conditions; (2) Request change of route or level to avoid icing conditions. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Select appropriate navigation systems or facilities and communication frequencies. (E) Effective problem-solving and decision-making: (1) Deal with unexpected encounters with icing conditions or systems malfunctions; (2) Seek reroute or change of level in a timely manner.

ATC liaison — compliance, RTF procedures

Module 3: En-route IFR procedures	
ATC liaison — compliance, RTF procedures	
OBJECTIVE	ATC liaison using the correct RTF procedures and phraseology, and compliance with ATC procedures and clearances.
SKILL	(A) Follow the flight-planned route or any other ATC route requirements within the specified operating limits. (B) Identify and use navigation systems correctly. (C) Monitor whether ATC clearance is in accordance with a safe flight. (D) Use the correct RTF procedures and phraseology.
KNOWLEDGE	ICAO (language proficiency level 4, as a minimum) and RTF procedures.
ATTITUDE	(A) Situation awareness: (1) Establish communication with ATC on the correct frequencies and at the appropriate times; (2) Identify airspace, and understand ATC clearances. (B) Effective communication: (1) Read back correctly, in a timely manner, the ATC clearance in the sequence received; (2) Demonstrate correct communication with ATC (where applicable). (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Select the appropriate navigation systems or facilities and communication frequencies. (E) Effective problem-solving and decision-making: Deal with unexpected navigation errors or systems malfunctions.

(4) Module 4: Optional flight with one engine inoperative (multi-engine aeroplanes only)

Simulated engine failure after take-off or during go-around

Module 4: Optional flight with one engine inoperative (multi-engine aeroplanes only) (must be performed by sole reference to instruments) (Multi-engine aeroplanes only)	
Simulated engine failure after take-off or during go-around (at a safe altitude unless conducted in an adapted FSTD)	
OBJECTIVE	(A) Maintain the flight path after take-off or during go-around with one engine inoperative. (B) Comply with ATC instructions.
SKILL	(A) Maintain control following engine failure with sole reference to instruments. (B) Prepare a strategy in case of engine failure or go-around. (C) Calculate one-engine-inoperative performance. (D) Adapt minima on take-off or in approach in accordance with the performance. (E) Carry out the recommended emergency procedures.
KNOWLEDGE	(A) Operating manual: (1) all systems; (2) limitations; (3) abnormal procedures; (4) CAR-OPS2/4 (as applicable); (5) performance; (6) CS-23. (B) Operator policy dedicated to failure during take-off: in particular, operator engine-out path during take-off.
ATTITUDE	(A) Situation awareness: (1) Recognise engine failure, and confirm correct engine; (2) Performance limitations; (3) Strategy threats. (B) Effective communication: Communicate appropriately with ATC. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: (1) Apply appropriate abnormal or emergency procedures, time permitting, to resolve reason for engine failure; (2) Management of flight path close to the ground. (E) Effective problem-solving and decision-making: Identify critical situation and make timely decision on suitable actions to carry out a safe asymmetric flight path.

Approach, go-around and procedural missed approach with one engine inoperative

Module 4: Optional flight with one engine inoperative (multi-engine aeroplanes only) (must be performed by sole reference to instruments) (Multi-engine aeroplanes only)	
Approach, go-around and procedural missed approach with one engine inoperative	
OBJECTIVE	(A) Manage IFR approach path during engine failure. (B) Maintain a stable approach in the correct configuration. (C) Make a clear decision to land or go around no later than the appropriate committal height or minima. (D) Complete asymmetric approach and go-around into visual circuit, circling approach or further instrument approach, maintaining control and correct speeds. (E) Initiate go-around action in case of destabilised approach. (F) Complete procedures and checks.
SKILL	(A) Apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to achieve the desired performance. (B) Retract the wing flaps or drag devices and landing gear, if appropriate, in the correct sequence. (C) Accomplish the appropriate procedures or checklist items in a timely manner in accordance with the flight manual.
KNOWLEDGE	(A) Flight manual: (1) all systems; (2) limitations; (3) abnormal procedures; (4) patterns; (5) CAR-OPS2/4 (as applicable); (6) performance; (7) CS-23. (B) Operator policy dedicated to approach stabilisation criteria.
ATTITUDE	(A) Situation awareness: Recognise whether the approach profile is stabilised. (B) Effective communication: Communicate appropriately with ATC. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Apply appropriate abnormal procedures for asymmetric approach and go-around. (E) Effective problem-solving and decision-making: (1) Identify whether a critical situation is occurring due to inappropriate approach profile; (2) Make a timely decision to execute a go-around.

Approach and landing with one engine inoperative

Module 4: Optional flight with one engine inoperative (multi-engine aeroplanes only) (must be performed by sole reference to instruments) (Multi-engine aeroplanes only)	
Approach and landing with one engine inoperative	
OBJECTIVE	(A) Establish the approach and landing configuration appropriate for the selected runway and prevailing meteorological conditions, and adjust the engine controls as required. (B) Complete the applicable pre-landing checklist. (C) Maintain a stabilised approach at the desired airspeed. (D) Maintain the operating engine(s) within acceptable operating limits. (E) Accomplish a smooth, positively controlled transition from instrument reference to visual reference. (F) Join smoothly, if necessary, the visual approach flight path. (G) Complete the applicable post-landing briefing or checklist items in a timely manner, after clearing the runway, and as recommended by the manufacturer.
SKILL	(A) Consider the actual weather and wind conditions, landing surface and obstructions. (B) Maintain a stable approach in the correct configuration. (C) Plan and follow suitable approach pattern and orientation with the landing runway. (D) Establish the correct approach configuration, adjusting speed and rate of descent to maintain a stabilised approach path. (E) Make a clear decision to land or go around no later than the appropriate committal height or minima. (F) Select and achieve the appropriate touchdown area at the required speed.
KNOWLEDGE	(A) Flight manual: (1) all systems; (2) limitations; (3) abnormal procedures; (4) patterns; (5) CAR-OPS2/4 (as applicable); (6) performance; (7) CS-23. (B) Understand the factors affecting asymmetric committal height/altitude (ACH/A).
ATTITUDE	(A) Situation awareness: Recognise whether the approach profile is stabilised, leading to a safe asymmetric landing. (B) Effective communication: Liaise with ATC. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Apply appropriate abnormal procedures for asymmetric approach and landing. (E) Effective problem-solving and decision-making: Make appropriate decision at asymmetric committal height (ACH) to commit to final flap selection and landing.

ATC liaison — compliance, RTF procedures

Module 4: Optional flight with one engine inoperative (multi-engine aeroplanes only) (must be performed by sole reference to instruments) (Multi-engine aeroplanes only)	
ATC liaison — compliance, RTF procedures	
OBJECTIVE	(A) Inform ATC of abnormal flight condition and any assistance required. (B) Comply with ATC procedures and instructions.
SKILL	(A) Use standard RTF phraseology as far as possible and plain language as required when declaring an emergency. (B) Seek assistance as appropriate.
KNOWLEDGE	ICAO (language proficiency level 4 or higher) standard phraseology.
ATTITUDE	(A) Situation awareness: Communicate with ATC that an emergency has occurred. (B) Effective communication: Read back correctly, in a timely manner, the ATC clearance in the sequence received. (C) Leadership and teamwork: Demonstrate correct coordination with ATC (where applicable). (D) Effective workload management: Copy correctly, in a timely manner, the ATC clearance as issued. (E) Effective problem-solving and decision-making: Interpret correctly the ATC clearance received and ensure that it is compliant with aircraft in an asymmetric configuration.

SUBPART J – INSTRUCTORS

SECTION 1 – COMMON REQUIREMENTS

GM1 FCL.900 Instructor certificates

GENERAL

(a) Nine instructor categories are recognised:

(1) FI certificate: aeroplane (FI(A)), helicopter (FI(H)), airship (FI(As));

(2) TRI certificate: aeroplane (TRI(A)), helicopter (TRI(H)), powered-lift aircraft (TRI(PL));

(3) CRI certificate: aeroplane (CRI(A));

(4) IRI certificate: aeroplane (IRI(A)), helicopter (IRI(H)) and airship (IRI(As));

(5) SFI certificate: aeroplane (SFI(A)), helicopter (SFI(H)) and powered-lift aircraft (SFI(PL));

(6) MCCI certificate: aeroplanes (MCCI(A)), helicopters (MCCI(H)), powered-lift aircraft (MCCI(PL)) and airships (MCCI(As));

(7) STI certificate: aeroplane (STI(A)) and helicopter (STI(H));

(8) (Reserved);

(9) (Reserved).

(b) For categories (1) to (4) the applicant needs to hold a pilot licence. For categories (5) to (7) no licence is needed, only an instructor certificate.

(c) A person may hold more than one instructor certificate.

SPECIAL CONDITIONS

(a) When new aircraft are introduced, requirements such as to hold a licence and rating equivalent to the one for which instruction is being given, or to have adequate flight experience, may not be possible to comply with. In this case, to allow for the first instruction courses to be given to applicants for licences or ratings for these aircraft, CAA need the possibility to issue a specific certificate that does not have to comply with the requirements established in this Subpart.

(b) The CAA should only give these certificates to holders of other instruction qualifications. As far as possible, preference should be given to persons with at least 100 hours of experience in similar types or classes of aircraft.

(c) (Reserved).

(d) The certificate should ideally be limited in validity to the time needed to qualify the first instructors for the new aircraft in accordance with this Subpart, but in any case, it should not exceed the 1 year established in the rule.

GM1 FCL.900(c); FCL.1000(c) Instruction or examination outside the territory of the Sultanate of Oman

Instruction or examination outside the territory of Oman is possible within the scope of:

— ATOs that have their principal place of business outside the territory of Oman; or

— ATOs that have their principal place of business in Oman and one or more additional training sites outside the territory of Oman.

GM1 FCL.900(c)(1) Instructor certificates

INSTRUCTION OUTSIDE THE TERRITORY OF THE SULTANATE OF OMAN

The CAA may issue an unrestricted flight instructor (FI) certificate (FI(A) for aeroplanes or FI(H) for helicopters) to an applicant that has at least 100 hours of experience in flight instruction and 25 hours in solo-flight supervision.

AMC1 FCL.915(e) General prerequisites and requirements for instructors

ADDITIONAL REQUIREMENTS FOR INSTRUCTING IN A TRAINING COURSE IN ACCORDANCE WITH FCL.745.A — GENERAL

(a) The objective of the course required by point FCL.915(e)(1) is to train instructors to deliver training on the advanced UPRT course according to point FCL.745.A using the train-to-proficiency concept.

(b) Training should be both theoretical and practical. Practical elements should include the development of specific instructor skills, particularly in the area of teaching upset recovery techniques and strategies, whilst exploring the associated physiological and psychological aspects.

(c) Within 6 months preceding the start of the course, the instructor should have completed a pre-course assessment with an instructor holding the privilege in accordance with FCL.915(e)(1) to assess their ability to undertake the course.

(d) The training course should comprise:

(1) theoretical knowledge instruction on the theoretical knowledge elements presented in the advanced UPRT course and the additional elements required for an instructor to deliver effective training;

(2) flight instruction on the exercises used in the advanced UPRT course; and

(3) flight instruction on recovery from upsets that could result from students mis-handling the aircraft during the advanced UPRT course including spin recovery.

(e) The content of the theoretical knowledge and flight instruction should be tailored to the competence of the applicant as demonstrated during both pre-course and continuous assessment.

(f) Successful completion of the course requires that the instructor:

(1) demonstrates the resilience to be able to recover from any feasible upset in the aircraft to be used for training;

(2) demonstrates the ability to provide instruction to achieve the objectives of the advanced UPRT course to a wide range of trainees; and

(3) manages the physiological and psychological well-being of students during training.

(g) The instructor should be issued with a certificate following successful completion of the course.

AMC2 FCL.915(e) General prerequisites and requirements for instructors

ADDITIONAL REQUIREMENTS FOR INSTRUCTING IN A TRAINING COURSE IN ACCORDANCE WITH FCL.745.A – SYLLABUS

The following tables contain theoretical knowledge (Table 1) and practical training exercises (Table 2) that should be taught in the context of the advanced UPRT course as per point FCL.745.A.

TABLE 1: THEORETICAL KNOWLEDGE	
1.	Completion of a flight risk assessment
2.	Resilience-building strategies, managing startle and surprise
3	The limitations and type-specific characteristics of the aeroplane used for training
4	The importance of adhering to the scenarios that have been validated by the training programme developer
5.	Instructor techniques to induce and manage startle and surprise
6.	Upset recognition and recovery strategies
7.	Disorientation
8.	Distraction
9.	Immediate recognition of student pilot errors
10.	Intervention strategies
11.	Delivery of the theoretical knowledge instruction of the advanced UPRT course

TABLE 2: PRACTICAL TRAINING EXERCISES	
SECTION 1 — PRE-FLIGHT PREPARATION	
1.1	Correct completion of a flight risk assessment (such as weather, terrain, traffic density, student's experience level and capabilities)
1.2	Safety briefing
SECTION 2 — FLIGHT	
2.1	Selection of suitable airspace for the conduct of recovery exercises
2.2	Accurate execution of all of the manoeuvres required for the advanced UPRT course
2.3.	Recovery from upsets that could result from the student or instructor mishandling the aeroplane including: – timely and appropriate intervention; – accelerated stall; – secondary stall; – incipient spin; – fully developed spin; and – Spiral dive.
2.4	Delivery of all of the training exercises in the advanced UPRT course
2.5	Anticipating and immediately recognising incorrect student inputs which might exceed aeroplane limitations and acting swiftly and appropriately to maintain the necessary margins of safety
2.6	Exercises to surprise the student
2.7	Adapt the training programme to take account of the physiological and psychological state of the student
2.8	Ensure the safety of the operation during training by maintaining awareness of the operating environment
2.9	Assess the competence of the student
SECTION 3 — POST-FLIGHT	
3.1	Provide effective instructor feedback to the student and plan subsequent training details

3.2	Avoid negative transfer of training

GM1 FCL.915(e) General prerequisites and requirements for instructors

TRAINING ON SPIN AVOIDANCE AND SPIN RECOVERY

(a) While the purpose of advanced UPRT course is to expose students to psychological and physiological effects, students' responses and actions on controls may take any conceivable variations, including some which can initiate spin entry or, most importantly, can highly aggravate the upset or loss-of-control they are supposed to recover from.

(b) The advanced UPRT course in accordance with point FCL.745.A is not aerobatic training and only requires training for the incipient spin as well as uncoordinated side slipped stalls which are prone to initiating spins. Full spin training or the development of spin recovery proficiency is reserved for the training course in accordance with point FCL.915(e).

(c) Even though most flights will go exactly as planned without an unanticipated departure from controlled flight, the instructor is responsible for the safety of flight despite anomalies or unexpected student inputs.

(d) Even in a case where an aeroplane is not certified for intentional flat or aggravated or inverted spins, it does not mean that mishandled student recovery avoids placing the aeroplane in such a situation. Some student inputs will take the aeroplane uncontrolled far beyond the normal scope of the aerobatic rating as defined in point FCL.800. Those situations might also have the potential to draw the aeroplane outside its certified flight envelope (e.g. overloads, snap-roll departures above limit speed, spin or inverted spin when not certified for, flat spins, etc.). Most importantly, those resulting situations could startle the instructor.

(e) For the reasons specified in point (d), instructors should:

(1) be trained to the extent of proficiency on the specific type of aircraft they use to deliver the course;

(2) have academic understanding of the factors assisting or deterring spin recoveries (upright and inverted spins), altitude requirements for safe recovery margins, and other operational considerations;

(3) demonstrate that they have the ability to early recognise abnormal situations, timely take action, and safely recover from all the conditions that they may encounter in the delivery of training; and

(4) demonstrate their ability to recover from all spin types, not only from spins entered intentionally, but from spins of unannounced direction of autorotation, and from all potential spin variations, including:

(i) normal (non-aggravated) spins;

(ii) flat spins;

(iii) accelerated spins; and

(iv) transition spins (incorrect recovery resulting in reversal of rotation).

(f) In the context of points (d) and (e), it is recommended that candidates either hold an aerobatic rating for aeroplanes or have equivalent experience.

AMC1 FCL.915(e)(2) General prerequisites and requirements for instructors

CONTENT OF THE REFRESHER TRAINING FOR UPRT INSTRUCTIONAL PRIVILEGES

(a) The objective of the refresher training is for the instructor to maintain or to re-obtain, as applicable, the level of competence required for instructing on a training course as per point FCL.745.A.

(b) The content of the refresher training should:

(1) consist of elements from the initial UPRT instructor training course as per point FCL.915(e)(1)(ii); and

(2) be determined by the ATO on a case-by-case basis, considering the needs of the individual instructor and taking into account the following factors:

(i) the experience of the instructor;

(ii) the amount of time elapsed since the instructor provided instruction on a training course as per point FCL.745.A for the last time; and

(iii) the performance of the instructor during a simulated UPRT training session comprising exercises from the advanced UPRT course as per point FCL.745.A. During this simulated training session, another instructor qualified in accordance with point FCL.915(e) should play the role of the student on the advanced UPRT course.

(c) Taking into account the factors listed in (b)(2) above, the ATO may also count the simulated training session as per point (b)(2)(iii) as refresher training without the need for further refresher training sessions, provided that the instructor demonstrates that he or she already possesses the required level of competence.

(d) The completion of the refresher training should be entered in the logbook of the instructor and should be signed by the head of training of the ATO.

AMC1 FCL.920 Instructor competencies and assessment

(a) Training should be both theoretical and practical. Practical elements should include the development of specific instructor skills, particularly in the area of teaching and assessing threat and error management and CRM.

(b) The training and assessment of instructors should be made against the following performance standards:

Competence	Performance	Knowledge
Prepare resources	(a) ensures adequate facilities; (b) prepares briefing material; (c) manages available tools; (d) plans training within the training envelope of the training platform, as determined by the ATO (Note: See GM1 ORA.ATO.125 point (f)).	(a) understand objectives; (b) available tools; (c) competency-based training methods; (d) understands the training envelope of the training platform, as determined by the ATO (Note: See GM1 ORA.ATO.125 point (f)) and avoids training beyond the boundaries of this envelope.

Competence	Performance	Knowledge
Create a climate conducive to learning	(a) establishes credentials, role models appropriate behaviour; (b) clarifies roles; (c) states objectives; (d) ascertains and supports student pilot's needs.	(a) barriers to learning; (b) learning styles.
Present knowledge	(a) communicates clearly; (b) creates and sustains realism; (c) looks for training opportunities.	teaching methods
Integrate TEM and CRM	(a) makes TEM and CRM links with technical training; (b) for aeroplanes: makes upset prevention links with technical training.	(a) TEM and CRM; (b) Causes and countermeasures against undesired aircraft states
Manage time to achieve training objectives	Allocates the appropriate time to achieve competency objective.	syllabus time allocation
Facilitate learning	(a) encourages trainee participation; (b) shows motivating, patient, confident and assertive manner; (c) conducts one-to-one coaching; (d) encourages mutual support.	(a) facilitation; (b) how to give constructive feedback; (c) how to encourage trainees to ask questions and seek advice.
Assesses trainee performance	(a) assesses and encourages trainee self-assessment of performance against competency standards; (b) makes assessment decision and provides clear feedback; (c) observes CRM behaviour.	(a) observation techniques; (b) methods for recording observations.
Monitor and review progress	(a) compares individual outcomes to defined objectives; (b) identifies individual differences in learning rates; (c) applies appropriate corrective action.	(a) learning styles; (b) strategies for training adaptation to meet individual needs.
Evaluate training sessions	(a) elicits feedback from student pilots; (b) tracks training session processes against competence criteria; (c) keeps appropriate records.	(a) competency unit and associated elements; (b) performance criteria.
Report outcome	Reports accurately using only observed actions and events.	(a) phase training objectives; (b) individual versus systemic weaknesses.

AMC1 FCL.925 Additional requirements for instructors for the MPL

MPL INSTRUCTOR COURSE

(a) The objectives of the MPL instructors training course are to train applicants to deliver training in accordance with the features of a competency-based approach to training and assessment.

(b) Training should be both theoretical and practical. Practical elements should include the development of specific instructor skills, particularly in the area of teaching and assessing threat and error management and CRM in the multi-crew environment.

(c) The course is intended to adapt instructors to conduct competency-based MPL training. It should cover the items specified below:

THEORETICAL KNOWLEDGE

(d) Integration of operators and organisations providing MPL training:

(1) reasons for development of the MPL;

(2) MPL training course objective;

(3) adoption of harmonised training and procedures;

(4) feedback process.

(e) The philosophy of a competency-based approach to training: principles of competency-based training.

(f) Regulatory framework, instructor qualifications and competencies:

(1) source documentation;

(2) instructor qualifications;

(3) syllabus structure.

(g) Introduction to Instructional systems design methodologies (see ICAO PANSTRG Doc):

(1) analysis;

(2) design and production;

(3) evaluation and revision.

(h) Introduction to the MPL training scheme:

(1) training phases and content;

(2) training media;

(3) competency units, elements and performance criteria.

(i) Introduction to human performance limitations, including the principles of threat and error management and appropriate countermeasures developed in CRM:

(1) definitions;

(2) appropriate behaviours categories;

(3) assessment system.

(j) Application of the principles of threat and error management and CRM principles to training:

(1) application and practical uses;

(2) assessment methods;

(3) individual corrective actions;

(4) debriefing techniques.

(k) The purpose and conduct of assessments and evaluations:

(1) basis for continuous assessment against a defined competency standard;

(2) individual assessment;

(3) collection and analysis of data;

(4) training system evaluation.

PRACTICAL TRAINING

(l) Practical training may be conducted by interactive group classroom modules, or by the use of training devices. The objective is to enable instructors to:

(1) identify behaviours based on observable actions in the following areas:

(i) communications;

(ii) team working;

(iii) situation awareness;

(iv) workload management;

(v) problem solving and decision making.

(2) analyse the root causes of undesirable behaviours;

(3) debrief students using appropriate techniques, in particular:

(i) use of facilitative techniques;

(ii) encouragement of student self-analysis.

(4) agree corrective actions with the students;

(5) determine achievement of the required competency.

AMC2 FCL.925(d)(1) Additional requirements for instructors for the MPL

RENEWAL OF PRIVILEGES: REFRESHER TRAINING

(a) Paragraph (d) of FCL.925 determines that if the applicant has not complied with the requirements to maintain his/her privileges to conduct competency-based approach training, he or she shall receive refresher training at an ATO to reach the level of competence necessary to pass the assessment of instructor competencies. The amount of refresher training needed should be determined on a case-by-case basis by the ATO, taking into account the following factors:

(1) the experience of the applicant;

(2) the amount of time lapsed since the last time the applicant has conducted training in an MPL course. The amount of training needed to reach the desired level of competence should increase with the time lapsed. In some cases, after evaluating the instructor, and when the time lapsed is very limited, the ATO may even determine that no further refresher training is necessary.

(b) Once the ATO has determined the needs of the applicant, it should develop an individual training programme, which should be based on the MPL instructor course and focus on the aspects where the applicant has shown the greatest needs.

GM1 FCL.925 Additional requirements for instructors for the MPL

MPL INSTRUCTORS

The following table summarises the instructor qualifications for each phase of MPL integrated training course:

Phase of training	Qualification
Line flying under supervision according to operational requirements	Line training captain or TRI(A)
Phase 4: Advanced base training	TRI(A)
Phase 4: Advanced skill test	TRE(A)
Phase 4: Advanced	SFI(A) or TRI(A)
Phase 3: Intermediate	SFI(A) or TRI(A)
Phase 2: Basic	(a) FI(A) or IRI(A) and IR(A)/ME/MCC and 1500 hours multi-crew environment and IR(A) instructional privileges, or (b) FI(A) and MCCI(A), or (c) FI(A) and SFI(A), or (d) FI(A) and TRI(A)
Phase 1: Core flying skills	FI(A) and 500 hours, including 200 hours of instruction Instructor qualifications and privileges should be in accordance with the training items within the phase. STI for appropriate exercises conducted in an FNPT or BITD.

AMC1 FCL.935 Assessment of competence

GENERAL

(a) The format and application form for the assessment of competence are determined by the CAA.

(b) When an aircraft is used for the assessment, it should meet the requirements for training aircraft.

(c) If an aircraft is used for the test or check, the examiner acts as the PIC, except in circumstances agreed upon by the examiner when another instructor is designated as PIC for the flight.

(d) During the assessment of competence the applicant occupies the seat normally occupied by the instructor (instructors seat if in an FSTD, or pilot seat if in an aircraft), except in the case of balloons. The examiner, another instructor or, for MPA in an FFS, a real crew member under instruction, functions as the ‘student’. The applicant is required to explain the relevant exercises and to demonstrate their conduct to the ‘student’, where appropriate. Thereafter, the ‘student’ executes the same manoeuvres (if the ‘student’ is the examiner or another instructor, this can include typical mistakes of inexperienced students). The applicant is expected to correct mistakes orally or, if necessary, by intervening physically.

(e) The assessment of competence should also include additional demonstration exercises, as decided by the examiner and agreed upon with the applicant before the assessment. These additional exercises should be related to the training requirements for the applicable instructor certificate.

(f) All relevant exercises should be completed within a period of 6 months. However, all exercises should, where possible, be completed on the same day. In principle, failure in any exercise requires a retest covering all exercises, with the exception of those that may be retaken separately. The examiner may terminate the assessment at any stage if they consider that a retest is required.

AMC2 FCL.935 Assessment of competence

MCCI AND STI

In the case of the MCCI and STI, the instructor competencies are assessed continuously during the training course.

AMC3 FCL.935 Assessment of competence

CONTENT OF THE ASSESSMENT FOR THE FI

(a) In the case of the FI, the content of the assessment of competence should be the following:

SECTION 1 THEORETICAL KNOWLEDGE ORAL	
1.1	Air law
1.2	Aircraft general knowledge
1.3	Flight performance and planning
1.4	Human performance and limitations
1.5	Meteorology
1.6	Navigation
1.7	Operational procedures
1.8	Principles of flight
1.9	Training administration

Sections 2 and 3 selected main exercises:

SECTION 2 PRE-FLIGHT BRIEFING	
2.1	Visual presentation
2.3	Technical accuracy
2.4	Clarity of explanation
2.5	Clarity of speech
2.6	Instructional technique
2.7	Use of models and aids
2.8	Student participation

SECTION 3 FLIGHT	
3.1	Arrangement of demo
3.2	Synchronisation of speech with demo
3.3	Correction of faults
3.4	Aircraft handling
3.5	Instructional technique
3.6	General airmanship and safety
3.7	Positioning and use of airspace

SECTION 4 ME EXERCISES	
4.1	Actions following an engine failure shortly after take-off[1]
4.2	SE approach and go-around[1]

[1] These exercises are to be demonstrated at the assessment of competence for FI for ME aircraft.

4.3	SE approach and landing[1]

SECTION 5 POST-FLIGHT DE-BRIEFING	
5.1	Visual presentation
5.2	Technical accuracy
5.3	Clarity of explanation
5.4	Clarity of speech
5.5	Instructional technique
5.6	Use of models and aids
5.7	Student participation

(b) Section 1, the oral theoretical knowledge examination part of the assessment of competence, is for all FI and is subdivided into two parts:

(1) The applicant is required to give a lecture under test conditions to other 'student(s)', one of whom will be the examiner. The test lecture is to be selected from items of section 1. The amount of time for preparation of the test lecture is agreed upon beforehand with the examiner. Appropriate literature may be used by the applicant. The test lecture should not exceed 45 minutes;

(2) The applicant is tested orally by an examiner for knowledge of items of section 1 and the 'core instructor competencies: teaching and learning' content given in the instructor courses.

(c) Sections 2, 3 and 5 are for all FIs. These sections comprise exercises to demonstrate the ability to be an FI (for example instructor demonstration exercises) chosen by the examiner from the flight syllabus of the FI training courses. The applicant is required to demonstrate FI abilities, including briefing, flight instruction and de-briefing.

(d) Section 4 comprises additional instructor demonstration exercises for an FI for ME aircraft. This section, if applicable, is done in an ME aircraft, or an FFS or FNPT II simulating an ME aircraft. This section is completed in addition to sections 2, 3 and 5.

AMC4 FCL.935 Assessment of competence

CONTENT OF THE ASSESSMENT FOR THE SFI

The assessment should consist of at least 3 hours of flight instruction related to the duties of an SFI on the applicable FFS or FTD 2/3.

AMC5 FCL.935 Assessment of competence

REPORT FORMS FOR THE INSTRUCTOR CERTIFICATES

(a) Assessment of competence form for the FI, IRI and CRI certificates:

APPLICATION AND REPORT FORM FOR THE INSTRUCTOR ASSESSMENT OF COMPETENCE			
1 Applicants personal particulars:			
Applicant's last name(s):		First name(s):	

Date of birth:		Tel (home):	Tel (work):
Address:		Country:	

2	**Licence details**		
Licence type:		Number:	
Class ratings included in the licence:		Exp. Date:	

Type ratings included in the licence:	1.
	2.
	3.
	4.
	5.
Other ratings included in the licence:	1.
	2.
	3.
	4.
	5.

3	**Pre-course flying experience**			
Total flying hours	PIC SEP or TMG hours	SEP preceding 6 months	Instrument flight instruction	Cross-country hours

4	**Pre-entry flight test**
I recommend ....for the FI course.	

Name of ATO:	Date of flight test:
Name(s) of FI conducting the test (capital letters):	
Licence number:	
Signature:	

5	**Declaration by the applicant**				
I have received a course of training in accordance with the syllabus for the: (tick as applicable)					
FI certificate FI(A)/(H)/(As)		IRI certificate IRI(A)/(H)/(As)		CRI certificate CRI(A)	
Applicant's name(s): (capital letters)			Signature:		
6	**Declaration by the CFI**				
I certify that .... has satisfactorily completed an approved course of training for the					
FI certificate FI(A)/(H)/(As)		IRI certificate IRI(A)/(H)/(As)		CRI certificate CRI(A)	
in accordance with the relevant syllabus.					
Flying hours during the course:					
Aircraft or FSTDs used :					
Name(s) of CFI:					
Signature:					
Name of ATO:					

7	**Flight instructor examiner's certificate**		
I have tested the applicant according to CAR-FCL			
A. FLIGHT INSTRUCTOR EXAMINER'S ASSESSMENT (in case of partial pass):			
Theoretical oral examination:		Skill test:	
Passed	***Failed***	***Passed***	***Failed***
	I recommend further flight or ground training with an instructor before re-test		
	I do not consider further flight or theoretical instruction necessary before re-test (tick as applicable)		
B. FLIGHT INSTRUCTOR EXAMINER'S ASSESSMENT:			
	FI certificate		
	IRI certificate		
	CRI certificate *(tick as applicable)*		

Name(s) of FIE (capital letters):	
Signature:	
Licence number:	Date:

SECTION 2 – SPECIFIC REQUIREMENTS FOR THE FLIGHT INSTRUCTOR – FI

GM1 FCL.905.FI(h)(2) Privileges and conditions

FSTDs should not be used to pass an assessment of competence on the class or type of aircraft.

AMC1 FCL.930.FI FI Training course

FI(A), FI(H) AND FI(AS) TRAINING COURSE

GENERAL

(a) The aim of the FI training course is to train aircraft licence holders to the level of competence defined in FCL.920.

(b) The training course should develop safety awareness throughout by teaching the knowledge, skills and attitudes relevant to the FI task including at least the following:

(1) refresh the technical knowledge of the student instructor;

(2) train the student instructor to teach the ground subjects and air exercises;

(3) ensure that the student instructor's flying is of a sufficiently high standard;

(4) teach the student instructor the principles of basic instruction and to apply them at the PPL level.

FLIGHT INSTRUCTION

(c) The remaining 5 hours in FCL.930.FI(b)(3) may be mutual flying (that is, two applicants flying together to practice flight demonstrations).

(d) The assessment of competence is additional to the course training time.

CONTENT

(e) The training course consists of two parts:

(1) Part 1, theoretical knowledge, including the teaching and learning instruction that should comply with AMC1 FCL.920;

(2) Part 2, flight instruction.

Part 1

TEACHING AND LEARNING

(a) The course should include at least 125 hours of theoretical knowledge instruction, including at least 25 hours teaching and learning instruction.

CONTENT OF THE TEACHING AND LEARNING INSTRUCTIONS (INSTRUCTIONAL TECHNIQUES):

(b) The learning process:

(1) motivation;

(2) perception and understanding;

(3) memory and its application;

(4) habits and transfer;

(5) obstacles to learning;

(6) incentives to learning;

(7) learning methods;

(8) rates of learning.

(c) The teaching process:

(1) elements of effective teaching;

(2) planning of instructional activity;

(3) teaching methods;

(4) teaching from the 'known' to the 'unknown';

(5) use of 'lesson plans'.

(d) Training philosophies:

(1) value of a structured (approved) course of training;

(2) importance of a planned syllabus;

(3) integration of theoretical knowledge and flight instruction.

(e) Techniques of applied instruction:

(1) theoretical knowledge: classroom instruction techniques:

(i) use of training aids;

(ii) group lectures;

(iii) individual briefings;

(iv) student participation or discussion.

(2) flight: airborne instruction techniques:

(i) the flight or cockpit environment;

(ii) techniques of applied instruction;

(iii) post-flight and in-flight judgement and decision making.

(f) Student evaluation and testing:

(1) assessment of student performance:

(i) the function of progress tests;

(ii) recall of knowledge;

(iii) translation of knowledge into understanding;

(iv) development of understanding into actions;

(v) the need to evaluate rate of progress.

(2) analysis of student errors:

(i) establish the reason for errors;

(ii) tackle major faults first, minor faults second;

(iii) avoidance of over criticism;

(iv) the need for clear concise communication.

(g) Training programme development:

(1) lesson planning;

(2) preparation;

(3) explanation and demonstration;

(4) student participation and practice;

(5) evaluation.

(h) Human performance and limitations relevant to flight instruction:

(1) physiological factors:

(i) psychological factors;

(ii) human information processing;

(iii) behavioural attitudes;

(iv) development of judgement and decision making.

(2) threat and error management.

(i) Specific hazards involved in simulating systems failures and malfunctions in the aircraft during flight:

(i) importance of 'touch drills';

(ii) situational awareness;

(iii) adherence to correct procedures.

(j) Training administration:

(1) flight or theoretical knowledge instruction records;

(2) pilot's personal flying logbook;

(3) the flight or ground curriculum;

(4) study material;

(5) official forms;

(6) flight manual or equivalent document (for example owner's manual or pilot's operating handbook);

(7) flight authorisation papers;

(8) aircraft documents;

(9) the private pilot's licence regulations.

A. Aeroplanes

Part 2

AIR EXERCISES

(a) The air exercises are similar to those used for the training of PPL(A) but with additional items designed to cover the needs of an FI.

(b) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide: therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

(1) the applicant’s progress and ability;

(2) the weather conditions affecting the flight;

(3) the flight time available;

(4) instructional technique considerations;

(5) the local operating environment.

(c) It follows that student instructors will eventually be faced with similar interrelated factors. They should be shown and taught how to construct flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.

GENERAL

(d) The briefing normally includes a statement of the aim and a brief allusion to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practised by the student during the flight. It should include information on how the flight will be conducted, who is to fly the aeroplane and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.

(e) The four basic components of the briefing will be:

(1) the aim;

(2) principles of flight (briefest reference only);

(3) the air exercise(s) (what, and how and by whom);

(4) airmanship (weather, flight safety etc.).

PLANNING OF FLIGHT LESSONS

(f) The preparation of lesson plans is an essential prerequisite of good instruction and the student instructor is to be given supervised practice in the planning and practical application of flight lesson plans.

GENERAL CONSIDERATIONS

(g) The student instructor should complete flight training to practise the principles of basic instruction at the PPL(A) level.

(h) During this training, except when acting as a student pilot for mutual flights, the student instructor occupies the seat normally occupied by the FI(A).

(i) It is to be noted that airmanship and look-out is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at all times.

(j) If the privileges of the FI(A) certificate are to include instruction for night flying, exercises 19 and 20 of the flight instruction syllabus should be undertaken at night in addition to by day either as part of the course or subsequent to certification issue.

(k) The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.

SYLLABUS OF FLIGHT INSTRUCTION CONTENTS

LONG BRIEFINGS AND AIR EXERCISES

Note: though exercise 11b is not required for the PPL(A) course, it is a requirement for the FI course.

EXERCISE 1: FAMILIARISATION WITH THE AEROPLANE

(a) Long briefing objectives:

(1) introduction to the aeroplane;

(2) explanation of the cockpit layout;

(3) aeroplane and engine systems;

(4) checklists, drills and controls;

(5) propeller safety;

(i) precautions general;

(ii) precautions before and during hand turning;

(iii) hand swinging technique for starting (if applicable to type).

(6) differences when occupying the instructor's seat;

(7) emergency drills:

(i) action if fire in the air and on the ground: engine, cock or cabin and electrical fire;

(ii) system failure as applicable to type;

(iii) escape drills: location and use of emergency equipment and exits.

(b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.

EXERCISE 2: PREPARATION FOR AND ACTION AFTER FLIGHT

(a) Long briefing objectives:

(1) flight authorisation and aeroplane acceptance, including technical log
(if applicable) and certificate of maintenance;

(2) equipment required for flight (maps, etc.);

(3) external checks;

(4) internal checks;

(5) student comfort, harness, seat or rudder pedal adjustment;

(6) starting and warming up checks;

(7) power checks;

(8) running down, system checks and switching off the engine;

(9) leaving the aeroplane, parking, security and picketing;

(10) completion of authorisation sheet and aeroplane serviceability documents.

(b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.

EXERCISE 3: AIR EXPERIENCE

(a) Long briefing objectives:

Note: there is no requirement for a long briefing for this exercise.

(b) Air exercise:

(1) air experience;

(2) cockpit layout, ergonomics and controls;

(3) cockpit procedures: stability and control.

EXERCISE 4: EFFECTS OF CONTROLS

(a) Long briefing objectives:

(1) function of primary flying controls: when laterally level and banked;

(2) further effect of ailerons and rudder;

(3) effect of inertia;

(4) effect of air speed;

(5) effect of slipstream;

(6) effect of power;

(7) effect of trimming controls;

(8) effect of flaps;

(9) operation of mixture control;

(10) operation of carburettor heat control;

(11) operation of cabin heat or ventilation systems;

(b) Air exercise:

(1) primary effects of flying controls: when laterally level and banked;

(2) further effects of ailerons and rudder;

(3) effect of air speed;

(4) effect of slipstream;

(5) effect of power;

(6) effect of trimming controls;

(7) effect of flaps;

(8) operation of mixture control;

(9) operation of carburettor heat control;

(10) operation of cabin heat or ventilation systems;

(11) effect of other controls as applicable.

EXERCISE 5: TAXIING

(a) Long briefing objectives:

(1) pre-taxiing checks;

(2) starting, control of speed and stopping;

(3) engine handling;

(4) control of direction and turning (including manoeuvring in confined spaces);

(5) parking area procedures and precautions;

(6) effect of wind and use of flying controls;

(7) effect of ground surface;

(8) freedom of Rudder movement;

(9) marshalling signals;

(10) instrument checks;

(11) ATC procedures;

(12) emergencies: steering failure and brake failure.

(b) Air exercise:

(1) pre-taxiing checks;

(2) starting, control of speed and stopping;

(3) engine handling;

(4) control of direction and turning;

(5) turning in confined spaces;

(6) parking area procedures and precautions;

(7) effect of wind and use of flying control;

(8) effect of ground surface;

(9) freedom of Rudder movement;

(10) marshalling signals;

(11) instrument checks;

(12) ATC procedures;

(13) emergencies: steering failure and brake failure.

EXERCISE 6: STRAIGHT AND LEVEL FLIGHT

(a) Long briefing objectives:

(1) the forces;

(2) longitudinal stability and control in pitch;

(3) relationship of CG to control in pitch;

(4) lateral and directional stability (control of lateral level and balance);

(5) attitude and balance control;

(6) trimming;

(7) power settings and air speeds;

(8) drag and power curves;

(9) range and endurance.

(b) Air exercise:

(1) at normal cruising power;

(2) attaining and maintaining straight and level flight;

(3) demonstration of inherent stability;

(4) control in pitch, including use of elevator trim control;

(5) lateral level, direction and balance, use of rudder trim controls as applicable at selected air speeds (use of power):

(i) effect of drag and use of power (two air speeds for one power setting);

(ii) straight and level in different aeroplane configurations (flaps and landing gear);

(iii) use of instruments to achieve precision flight.

EXERCISE 7: CLIMBING

(a) Long briefing objectives:

(1) the forces;

(2) relationship between power or air speed and rate of climb (power curves maximum rate of climb (vy));

(3) effect of mass;

(4) effect of flaps;

(5) engine considerations;

(6) effect of density altitude;

(7) the cruise climb;

(8) maximum angle of climb (vx).

(b) Air exercise:

(1) entry and maintaining the normal maximum rate climb;

(2) levelling off;

(3) levelling off at selected altitudes;

(4) climbing with flaps down;

(5) recovery to normal climb;

(6) en-route climb (cruise climb);

(7) maximum angle of climb;

(8) use of instruments to achieve precision flight.

EXERCISE 8: DESCENDING

(a) Long briefing objectives:
   (1) the forces;
   (2) glide descent: angle, air speed and rate of descent;
   (3) effect of flaps;
   (4) effect of wind;
   (5) effect of mass;
   (6) engine considerations;
   (7) power assisted descent: power or air speed and rate of descent;
   (8) cruise descent;
   (9) sideslip.

(b) Air exercise:
   (1) entry and maintaining the glide;
   (2) levelling off;
   (3) levelling off at selected altitudes;
   (4) descending with flaps down;
   (5) powered descent: cruise descent (including effect of power and air speed);
   (6) side-slipping (on suitable types);
   (7) use of instrument to achieve precision flight.

EXERCISE 9: TURNING

(a) Long briefing objectives:
   (1) the forces;
   (2) use of controls;
   (3) use of power;
   (4) maintenance of attitude and balance;
   (5) medium level turns;
   (6) climbing and descending turns;
   (7) slipping turns;
   (8) turning onto selected headings: use of gyro heading indicator and magnetic compass.

(b) Air exercise:
   (1) entry and maintaining medium level turns;
   (2) resuming straight flight;
   (3) faults in the turn (incorrect pitch, bank and balance);
   (4) climbing turns;
   (5) descending turns;
   (6) slipping turns (on suitable types);

(7) turns to selected headings: use of gyro heading indicator and magnetic compass

(8) use of instruments to achieve precision flight;

Note: stall or spin awareness and avoidance training consists of exercises 10a, 10b and 11a.

EXERCISE 10a: SLOW FLIGHT

(a) Long briefing objectives:

(1) aeroplane handling characteristics during slow flight at:

(i) v_{s1} & v_{so} + 10 knots;

(ii) v_{s1} & v_{so} + 5 knots.

(2) slow flight during instructor induced distractions;

(3) effect of overshooting in configurations where application of engine power causes a strong 'nose-up' trim change.

(b) Air exercise:

(1) safety checks;

(2) introduction to slow flight;

(3) controlled slow flight in the clean configuration at:

(i) v_{s1} + 10 knots and with flaps down;

(ii) v_{so} + 10 knots;

(iii) straight and level flight;

(iv) level turns;

(v) climbing and descending;

(vi) climbing and descending turns.

(4) controlled slow flight in the clean configuration at:

(i) v_{s1} + 5 knots and with flaps down;

(ii) v_{so} + 5 knots;

(iii) straight and level flight;

(iv) level turns;

(v) climbing and descending;

(vi) climbing and descending turns;

(vii) descending 'unbalanced' turns at low air speed: the need to maintain balanced flight.

(5) 'instructor induced distractions' during flight at low air speed: the need to maintain balanced flight and a safe air speed;

(6) effect of going around in configurations where application of engine power causes a strong 'nose up' trim change.

EXERCISE 10b: STALLING

(a) Long briefing objectives:

(1) characteristics of the stall;

(2) angle of attack;

(3) effectiveness of the controls at the stall;

(4) factors affecting the stalling speed:

(i) effect of flaps, slats and slots;

(ii) effect of power, mass, CG and load factor.

(5) effects of unbalance at the stall;

(6) symptoms of the stall;

(7) stall recognition and recovery;

(8) stalling and recovery:

(i) without power;

(ii) with power on;

(iii) with flaps down;

(iv) maximum power climb (straight and turning flight to the point of stall with uncompensated yaw);

(v) stalling and recovery during manoeuvres involving more than 1 G (accelerated stalls, including secondary stalls and recoveries);

(vi) recovering from incipient stalls in the landing and other configurations and conditions;

(vii) recovering at the incipient stage during change of configuration;

(viii) stalling and recovery at the incipient stage with 'instructor induced' distractions.

Note: consideration is to be given to manoeuvre limitations and references to the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) in relation to mass and balance limitations. The safety checks should take into account the minimum safe altitude for initiating such exercises in order to ensure an adequate margin of safety for the recovery. If specific procedures for stalling or spinning exercises and for the recovery techniques are provided by the flight manual or equivalent document (for example owner's manual or pilot's operating handbook), they have to be taken into consideration. These factors are also covered in the next exercise spinning.

(b) Air exercise:

(1) safety checks;

(2) symptoms of the stall;

(3) stall recognition and recovery:

(i) without power;

(ii) with power on;

(iii) recovery when a wing drops at the stall;

(iv) stalling with power 'on' and recovery;

(v) stalling with flap 'down' and recovery;

(vi) maximum power climb (straight and turning flight) to the point of stall with uncompensated yaw: effect of unbalance at the stall when climbing power is being used;

(vii) stalling and recovery during manoeuvres involving more than 1 G (accelerated stalls, including secondary stalls and recoveries);

(viii) recoveries from incipient stalls in the landing and other configurations and conditions;

(ix) recoveries at the incipient stage during change of configuration;

(x) instructor induced distractions during stalling.

Note: consideration of manoeuvre limitations and the need to refer to the aeroplane manual and weight (mass) and balance calculations. The safety checks should take into account the minimum safe altitude for initiating such exercises in order to ensure an adequate margin of safety for the recovery. If specific procedures for stalling or spinning exercises and for the recovery techniques are provided by the flight manual or equivalent document (for example owner's manual or pilot's operating handbook), they have to be taken into consideration. These factors are to be covered in the next exercise: spinning.

EXERCISE 11a: SPIN RECOVERY AT THE INCIPIENT STAGE

(a) Long briefing objectives:

(1) causes, stages, autorotation and characteristics of the spin;

(2) recognition and recovery at the incipient stage: entered from various flight attitudes;

(3) aeroplane limitations.

(b) Air exercise:

(1) aeroplane limitations;

(2) safety checks;

(3) recognition at the incipient stage of a spin;

(4) recoveries from incipient spins entered from various attitudes with the aeroplane in the clean configuration, including instructor induced distractions.

EXERCISE 11b: SPIN RECOVERY AT THE DEVELOPED STAGE

(a) Long briefing objectives:

(1) spin entry;

(2) recognition and identification of spin direction;

(3) spin recovery;

(4) use of controls;

(5) effects of power or flaps (flap restriction applicable to type);

(6) effect of the CG upon spinning characteristics;

(7) spinning from various flight attitudes;

(8) aeroplane limitation;

(9) safety checks.

(b) Air exercise:

(1) aeroplane limitations;

(2) safety checks;

(3) spin entry;

(4) recognition and identification of the spin direction;

(5) spin recovery (reference to flight manual);

(6) use of controls;

(7) effects of power or flaps (restrictions applicable to aeroplane type);

(8) spinning and recovery from various flight attitudes.

EXERCISE 12: TAKE-OFF AND CLIMB TO DOWNWIND POSITION

(a) Long briefing objectives:

(1) handling: factors affecting the length of take-off run and initial climb;

(2) correct lift off speed, use of elevators (safeguarding the nose wheel), rudder and power;

(3) effect of wind (including crosswind component);

(4) effect of flaps (including the decision to use and the amount permitted);

(5) effect of ground surface and gradient upon the take-off run;

(6) effect of mass, altitude and temperature on take-off and climb performance;

(7) pre take-off checks;

(8) ATC procedure before take-off;

(9) drills, during and after take-off;

(10) noise abatement procedures;

(11) tail wheel considerations (as applicable);

(12) short or soft field take-off considerations or procedures;

(13) emergencies:

(i) aborted take-off;

(ii) engine failure after take-off.

(14) ATC procedures.

(b) Air exercise:

(1) take-off and climb to downwind position;

(2) pre take-off checks;

(3) into wind take-off;

(4) safeguarding the nose wheel;

(5) crosswind take-off;

(6) drills during and after take-off;

(7) short take-off and soft field procedure or techniques (including performance calculations);

(8) noise abatement procedures.

EXERCISE 13: CIRCUIT, APPROACH AND LANDING

(a) Long briefing objectives:

(1) downwind leg, base leg and approach: position and drills;

(2) factors affecting the final approach and the landing run;

(3) effect of mass;

(4) effects of altitude and temperature;

(5) effect of wind;

(6) effect of flap;

(7) landing;

(8) effect of ground surface and gradient upon the landing run;

(9) types of approach and landing:

(i) powered;

(ii) crosswind;

(iii) flapless (at an appropriate stage of the course);

(iv) glide;

(v) short field;

(vi) soft field.

(10) tail wheel aeroplane considerations (as applicable);

(11) missed approach;

(12) engine handling;

(13) wake turbulence awareness;

(14) wind-shear awareness;

(15) ATC procedures;

(16) mislanding and go-around;

(17) special emphasis on look-out.

(b) Air exercise:

(1) circuit approach and landing;

(2) circuit procedures: downwind and base leg;

(3) powered approach and landing;

(4) safeguarding the nose wheel;

(5) effect of wind on approach and touchdown speeds and use of flaps;

(6) crosswind approach and landing;

(7) glide approach and landing;

(8) flapless approach and landing (short and soft field);

(9) short field and soft field procedures;

(10) wheel landing (tail wheel aircraft);

(11) missed approach and go-around;

(12) mislanding and go-around;

(13) noise abatement procedures.

EXERCISE 14: FIRST SOLO AND CONSOLIDATION

Note: a summary of points to be covered before sending the student on first solo.

(a) Long briefing objectives:

During the flights immediately following the solo circuit consolidation period the following should be covered:

(1) procedures for leaving and re-joining the circuit;

(2) local area (restrictions, controlled airspace, etc.);

(3) compass turns;

(4) QDM meaning and use.

(b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.

EXERCISE 15: ADVANCED TURNING

(a) Long briefing objectives:

(1) the forces;

(2) use of power;

(3) effect of load factor:

(i) structural considerations

(ii) increased stalling speed.

(4) physiological effects;

(5) rate and radius of turn;

(6) steep, level, descending and climbing turns;

(7) stalling in the turn and how to avoid it;

(8) spinning from the turn: recovery at the incipient stage;

(9) spiral dive;

(10) unusual attitudes and recoveries.

Note: considerations are to be given to manoeuvre limitations and reference to the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) in relation to mass and balance, and any other restrictions for practice entries to the spin.

(b) Air exercise:

(1) level, descending and climbing steep turns;

(2) stalling in the turn;

(3) spiral dive;

(4) spinning from the turn;

(5) recovery from unusual attitudes;

(6) maximum rate turns.

EXERCISE 16: FORCED LANDING WITHOUT POWER

(a) Long briefing objectives:

(1) selection of forced landing areas;

(2) provision for change of plan;

(3) gliding distance: consideration;

(4) planning the descent;

(5) key positions;

(6) engine failure checks;

(7) use of radio: R/T 'distress' procedure;

(8) base leg;

(9) final approach;

(10) go-around;

(11) landing considerations;

(12) actions after landing: aeroplane security;

(13) causes of engine failure.

(b) Air exercise:

(1) forced landing procedures;

(2) selection of landing area:

(i) provision for change of plan;

(ii) gliding distance considerations.

(3) planning the descent;

(4) key positions;

(5) engine failure checks;

(6) engine cooling precautions;

(7) use of radio;

(8) base leg;

(9) final approach;

(10) landing;

(11) actions after landing: when the exercise is conducted at an aerodrome;

(12) aeroplane security.

EXERCISE 17: PRECAUTIONARY LANDING

(a) Long briefing objectives:

(1) occasions when necessary (in-flight conditions);

(2) landing area selection and communication (R/T procedure);

(3) overhead inspection;

(4) simulated approach;

(5) climb away;

(6) landing area selection:

(i) normal aerodrome;

(ii) disused aerodrome;

(iii) ordinary field;

(7) circuit and approach;

(8) actions after landing; aeroplane security.

(b) Air exercise:

(1) occasions when necessary (in-flight conditions):

(2) landing area selection

(3) overhead inspection

(4) simulated approach

(5) climb away

(6) landing area selection:

(i) normal aerodrome;

(ii) disused aerodrome;

(iii) ordinary field;

(7) circuit and approach;

(8) actions after landing; aeroplane security;

EXERCISE 18a: NAVIGATION

(a) Long briefing objectives:

(1) flight planning;

(i) weather forecast and actual(s);

(ii) map selection, orientation, preparation and use:

(A) choice of route;

(B) regulated or controlled airspace;

(C) danger, prohibited and restricted areas;

(D) safety altitude.

(iii) calculations:

(A) magnetic heading(s) and time(s) en-route;

(B) fuel consumption;

(C) mass and balance;

(D) mass and performance.

(iv) flight information:

(A) NOTAMs etc.;

(B) noting of required radio frequencies;

(C) selection of alternate aerodrome(s).

(v) aeroplane documentation.

(vi) notification of the flight:

(A) pre-flight administration procedures;

(B) flight plan form (where appropriate).

(2) departure;

(i) organisation of cockpit workload;

(ii) departure procedures:

(A) altimeter settings;

(B) setting heading procedures;

(C) noting of ETA(s).

(iii) en-route map reading: identification of ground features;

(iv) maintenance of altitudes and headings;

(v) revisions to ETA and heading, wind effect, drift angle and groundspeed checks;

(vi) log keeping;

(vii) use of radio (including VDF if applicable);

(viii) minimum weather conditions for continuance of flight;

(ix) 'in-flight' decisions;

(x) diversion procedures;

(xi) operations in regulated or controlled airspace;

(xii) procedures for entry, transit and departure;

(xiii) navigation at minimum level;

(xiv) uncertainty of position procedure, including R/T procedure;

(xv) lost procedure;

(xvi) use of radio NAVAIDs.

(3) arrival procedures and aerodrome circuit joining procedures:

(i) ATC liaison, R/T procedure, etc.;

(ii) altimeter setting,

(iii) entering the traffic pattern (controlled or uncontrolled aerodromes);

(iv) circuit procedures;

(v) parking procedures;

(vi) security of aircraft;

(vii) refuelling;

(viii) booking in.

(b) Air exercise:

(1) flight planning:

(i) weather forecast and actual(s);

(ii) map selection and preparation:

(A) choice of route;

(B) regulated or controlled airspace;

(C) danger, prohibited and restricted areas;

(D) safety altitude.

(iii) calculations:

(A) magnetic heading(s) and time(s) en-route;

(B) fuel consumption;

(C) mass and balance;

(D) mass and performance.

(iv) flight information:

(A) NOTAMs etc.;

(B) noting of required radio frequencies;

(C) selection of alternate aerodromes.

(v) aircraft documentation;

(vi) notification of the flight:

(A) flight clearance procedures (as applicable);

(B) flight plans.

(2) aerodrome departure;

(i) organisation of cockpit workload;

(ii) departure procedures:

(A) altimeter settings;

(B) en-route;

(C) noting of ETA(s).

(iii) wind effect, drift angle and ground speed checks;

(iv) maintenance of altitudes and headings;

(v) revisions to ETA and heading;

(vi) log keeping;

(vii) use of radio (including VDF if applicable);

(viii) minimum weather conditions for continuance of flight;

(ix) 'in-flight' decisions;

(x) diversion procedure;

(xi) operations in regulated or controlled airspace;

(xii) procedures for entry, transit and departure;

(xiii) uncertainty of position procedure;

(xiv) lost procedure;

(xv) use of radio NAVAIDs.

(3) arrival procedures and aerodrome joining procedures:

(i) ATC liaison, R/T procedure etc.;

(ii) altimeter setting,

(iii) entering the traffic pattern;

(iv) circuit procedures;

(v) parking procedures

(vi) security of aircraft;

(vii) refuelling;

(viii) booking in.

EXERCISE 18b: NAVIGATION AT LOWER LEVELS AND IN REDUCED VISIBILITY

(a) Long briefing objectives:

(1) general considerations:

(i) planning requirements before flight in entry or exit lanes;

(ii) ATC rules, pilot qualifications and aircraft equipment;

(iii) entry or exit lanes and areas where specific local rules apply.

(2) low level familiarisation:

(i) actions before descending;

(ii) visual impressions and height keeping at low altitude;

(iii) effects of speed and inertia during turns;

(iv) effects of wind and turbulence;

(3) low level operation:

(i) weather considerations;

(ii) low cloud and good visibility;

(iii) low cloud and poor visibility;

(iv) avoidance of moderate to heavy rain showers;

(v) effects of precipitation;

(vi) joining a circuit;

(vii) bad weather circuit, approach and landing.

(b) Air exercise:

(1) general considerations: entry or exit lanes and areas where specific local rules apply;

(2) low level familiarisation:

(i) actions before descending;

(ii) visual impressions and height keeping at low altitude;

(iii) effects of speed and inertia during turns;

(iv) effects of wind and turbulence;

(v) hazards of operating at low levels;

(3) low level operation:

(i) weather considerations;

(ii) low cloud and good visibility;

(iii) low cloud and poor visibility;

(iv) avoidance of moderate to heavy rain showers;

(v) effects of precipitation (forward visibility);

(vi) joining a circuit;

(vii) bad weather circuit, approach and landing.

EXERCISE 18c: USE OF RADIO NAVIGATION AIDS UNDER VFR

(a) Long briefing objectives:

(1) use of VOR:

(i) availability, AIP and frequencies;

(ii) signal reception range;

(iii) selection and identification;

(iv) radials and method of numbering;

(v) use of OBS;

(vi) to or from indication and station passage;

(vii) selection, interception and maintaining a radial;

(viii) use of two stations to determine position.

(2) use of ADF equipment:

(i) availability of NDB stations, AIP and frequencies;

(ii) signal reception range;

(iii) selection and identification;

(iv) orientation in relation to NDP;

(v) homing to an NDP.

(3) use of VHF/DF:

(i) availability. AIP and frequencies;

(ii) R/T procedures;

(iii) obtaining QDMs and QTEs.

(4) use of radar facilities:

(i) availability and provision of service and AIS;

(ii) types of service;

(iii) R/T procedures and use of transponder:

(A) mode selection;

(B) emergency codes.

(5) use of distance DME:

(i) availability and AIP;

(ii) operating modes;

(iii) slant range.

(6) use of GNSS (RNAV – SATNAV):

(i) availability;

(ii) operating modes;

(iii) limitations.

(b) Air exercise:

(1) use of VOR:

(i) availability, AIP and frequencies;

(ii) selection and identification;

(iii) use of OBS;

(iv) to or from indications: orientation;

(v) use of CDI;

(vi) determination of radial;

(vii) intercepting and maintaining a radial;

(viii) VOR passage;

(ix) obtaining a fix from two VORs.

(2) use of ADF equipment;

(i) availability of NDB stations, AIP and frequencies;

(ii) selection and identification;

(iii) orientation relative to the beacon;

(iv) homing.

(3) use of VHF/DF:

(i) availability, AIP and frequencies;

(ii) R/T procedures and ATC liaison;

(iii) obtaining a QDM and homing.

(4) use of en-route or terminal radar:

(i) availability and AIP;

(ii) procedures and ATC liaison;

(iii) pilot's responsibilities;

(iv) secondary surveillance radar;

(v) transponders;

(vi) code selection;

(vii) interrogation and reply.

(5) use of DME:

(i) station selection and identification;

(ii) modes of operation.

(6) use of GNSS (RNAV – SATNAV):

(i) setting up;

(ii) operation;

(iii) interpretation.

EXERCISE 19: BASIC INSTRUMENT FLIGHT

(a) Long briefing objectives:

(1) flight instruments;

(i) physiological sensations;

(ii) instrument appreciation;

(iii) attitude instrument flight;

(iv) pitch indications;

(v) bank indications;

(vi) different dial presentations;

(vii) introduction to the use of the attitude indicator;

(viii) pitch attitude;

(ix) bank attitude;

(x) maintenance of heading and balanced flight;

(xi) instrument limitations (inclusive system failures).

(2) attitude, power and performance;

(i) attitude instrument flight:

(ii) control instruments;

(iii) performance instruments;

(iv) effect of changing power and configuration;

(v) cross-checking the instrument indications;

(vi) instrument interpretation;

(vii) direct and indirect indications (performance instruments);

(viii) instrument lag;

(ix) selective radial scan;

(3) basic flight manoeuvres (full panel);

(i) straight and level flight at various air speeds and aeroplane configurations;

(ii) climbing;

(iii) descending;

(iv) standard rate turns onto pre-selected headings:

(A) level;

(B) climbing;

(C) Descending.

(b) Air exercise:

(1) Introduction to instrument flying

(i) flight instruments;

(ii) physiological sensations;

(iii) instrument appreciation;

(iv) attitude instrument flight;

(v) pitch attitude;

(vi) bank attitude;

(vii) maintenance of heading and balanced flight;

(2) attitude, power and performance;

(i) attitude instrument flight;

(ii) effect of changing power and configuration;

(iii) cross-checking the instruments;

(iv) selective radial scan;

(3) basic flight manoeuvres (full panel);

(i) straight and level flight at various air speeds and aeroplane configurations;

(ii) climbing;

(iii) descending;

(iv) standard rate turns onto pre-selected headings:

(A) level;

(B) climbing;

(C) Descending

EXERCISE 20: NIGHT FLYING (if night instructional qualification required)

(a) Long briefing objectives:

(1) start up procedures;

(2) local procedures: including ATC liaison;

(3) taxiing:

(i) parking area and taxiway lighting;

(ii) judgement of speed and distances;

(iii) use of taxiway lights;

(iv) avoidance of hazards: obstruction lighting;

(v) instrument checks;

(vi) holding point: lighting procedure;

(vii) initial familiarisation at night;

(viii) local area orientation;

(ix) significance of lights on other aircraft;

(x) ground obstruction lights;

(xi) division of piloting effort: external or instrument reference;

(xii) rejoining procedure;

(xiii) aerodrome lighting: approach and runway lighting (including VASI and PAPI):

(A) threshold lights;

(B) approach lighting;

(C) visual approach slope indicator systems.

(4) night circuits;

(i) take-off and climb:

(A) line up;

(B) visual references during the take-off run;

(C) transfer to instruments;

(D) establishing the initial climb;

(E) use of flight instruments;

(F) instrument climb and initial turn.

(ii) circuit:

(A) aeroplane positioning: reference to runway lighting;

(B) the traffic pattern and look-out;

(C) initial approach and runway lighting demonstration;

(D) aeroplane positioning;

(E) changing aspect of runway lights and VASI (or PAPI);

(F) intercepting the correct approach path;

(G) the climb away.

(iii) approach and landing:

(A) positioning, base leg and final approach;

(B) diurnal wind effect;

(C) use of landing lights;

(D) the flare and touchdown;

(E) the roll out;

(F) turning off the runway: control of speed.

(iv) missed approach:

(A) use of instruments;

(B) re-positioning in the circuit pattern;

(5) night navigation:

(i) particular emphasis on flight planning;

(ii) selection of ground features visible at night:

(A) air light beacons;

(B) effect of cockpit lighting on map colours;

(C) use of radio aids;

(D) effect of moonlight upon visibility at night;

(iii) emphasis on maintaining a ‘minimum safe altitude’;

(iv) alternate aerodromes: restricted availability;

(v) restricted recognition of weather deterioration;

(vi) lost procedures;

(6) night emergencies;

(i) radio failure;

(ii) failure of runway lighting;

(iii) failure of aeroplane landing lights;

(iv) failure of aeroplane internal lighting;

(v) failure of aeroplane navigation lights;

(vi) total electrical failure;

(vii) abandoned take-off;

(viii) engine failure;

(ix) obstructed runway procedure.

(b) Air exercise: during the air exercise all long briefing objectives mentioned above should also be trained on site and the student instructor should demonstrate the following items:

(1) how to plan and to perform a flight at night;

(2) how to advise the student pilot to plan and prepare a flight at night;

(3) how to advise the student pilot to perform a flight at night;

(4) how to analyse and correct errors as necessary.

B. Helicopters

GROUND INSTRUCTION

Note: During ground instruction the student instructor should pay specific attention to the teaching of enhanced ground instruction in weather interpretation, planning and route assessment, decision making on encountering DVE including reversing course or conduction a precautionary landing.

Part 2

AIR EXERCISES

(a) The air exercises are similar to those used for the training of PPL(H) but with additional items designed to cover the needs of an FI.

(b) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide: therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

(1) the applicant's progress and ability;

(2) the weather conditions affecting the flight;

(3) the flight time available;

(4) instructional technique considerations;

(5) the local operating environment;

(6) applicability of the exercises to the helicopter type.

(c) It follows that student instructors will eventually be faced with similar interrelated factors. They should be shown and taught how to construct flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.

GENERAL

(d) The briefing normally includes a statement of the objectives and a brief reference to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practised by the student during the flight. It should include how the flight will be conducted about who is to fly the helicopter and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.

(e) The four basic components of the briefing will be:

(1) the aim;

(2) principles of flight (briefest reference only);

(3) the air exercise(s) (what, and how and by whom);

(4) airmanship (weather, flight safety etc.).

PLANNING OF FLIGHT LESSONS

(f) The preparation of lesson plans is an essential prerequisite of good instruction and the student instructor is to be given supervised practice in the planning and practical application of flight lesson plans.

GENERAL CONSIDERATIONS

(g) The student instructor should complete flight training to practise the principles of basic instruction at the PPL(H) level.

(h) During this training, except when acting as a student pilot for mutual flights, the student instructor occupies the seat normally occupied by the FI(H).

(i) It is to be noted that airmanship and look-out is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at all times.

(j) If the privileges of the FI(H) certificate are to include instruction for night flying, exercise 28 should be undertaken either as part of the course or subsequent to certificate issue.

(k) The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.

(l) The student instructor should be trained to keep in mind that wherever possible, flight simulation should be used to demonstrate to student pilots the effects of flight into DVE and to enhance their understanding and need for avoidance of this potentially fatal flight regime.

SYLLABUS OF FLIGHT INSTRUCTION CONTENTS

LONG BRIEFINGS AND AIR EXERCISES

EXERCISE 1: FAMILIARISATION WITH THE HELICOPTER

(a) Long briefing objectives:

(1) introduction to the helicopter;

(2) explanation of the cockpit layout;

(3) helicopter and engine systems;

(4) checklist(s) and procedures;

(5) familiarisation with the helicopter controls;

(6) differences when occupying the instructor's seat;

(7) emergency drills:

(i) action if fire in the air and on the ground: engine, cockpit or cabin and electrical fire;

(ii) system failure drills as applicable to type;

(iii) escape drills: location and use of emergency equipment and exits.

(b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.

EXERCISE 2: PREPARATION FOR AND ACTION AFTER FLIGHT

(a) Long briefing objectives:

(1) flight authorisation and helicopter acceptance, including technical log (if applicable) and certificate of maintenance:

(2) equipment required for flight (maps, etc.);

(3) external checks;

(4) internal checks;

(5) student comfort, harness, seat and rudder pedal adjustment;

(6) starting and after starting checks;

(7) system, power or serviceability checks (as applicable);

(8) closing down or shutting down the helicopter (including system checks).

(9) parking and leaving the helicopter (including safety or security as applicable);

(10) completion of authorisation sheet and helicopter serviceability documents.

(b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.

EXERCISE 3: AIR EXPERIENCE

(a) Long briefing objectives:

Note: there is no requirement for a long briefing for this exercise.

(b) Air exercise:

(1) air experience;

(2) cockpit layout, ergonomics and controls;

(3) cockpit procedures: stability and control.

EXERCISE 4: EFFECTS OF CONTROLS

(a) Long briefing objectives:

(1) function of the flying controls (primary and secondary effect);

(2) effect of air speed;

(3) effect of power changes (torque);

(4) effect of yaw (sideslip);

(5) effect of disc loading (bank and flare);

(6) effect on controls of selecting hydraulics on/off;

(7) effect of control friction;

(8) use of instruments;

(9) operation of carburettor heat or anti-icing control.

(b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.

EXERCISE 5: POWER AND ATTITUDE CHANGES

(a) Long briefing objectives:

(1) relationship between cyclic control position, disc attitude, fuselage attitude and air speed flap back;

(2) power required diagram in relation to air speed;

(3) power and air speed changes in level flight;

(4) use of the instruments for precision;

(5) engine and air speed limitations;

(b) Air exercise:

(1) relationship between cyclic control position, disc attitude, fuselage attitude and air speed flap back;

(2) power and air speed changes in level flight;

(3) use of instruments for precision (including instrument scan and lookout).

EXERCISE 6: LEVEL FLIGHT, CLIMBING, DESCENDING AND TURNING

Note: for ease of training this exercise is divided into four separate parts in the PPL(H) syllabus but may be taught complete or in convenient parts.

(a) Long briefing objectives:

(1) basic factors involved in level flight;

(2) normal power settings;

(3) use of control friction or trim;

(4) importance of maintaining direction and balance;

(5) power required or power available diagram;

(6) optimum climb and descent speeds, angles or rates;

(7) importance of balance, attitude and co-ordination in the turn;

(8) effects of turning on rate of climb or descent;

(9) use of the gyro direction or heading indicator and compass;

(10) use of instruments for precision.

(b) Air exercises:

(1) maintaining straight and level flight at normal cruise power;

(2) control in pitch, including use of control friction or trim;

(3) use of the ball or yaw string to maintain direction and balance;

(4) setting and use of power for selected air speeds and speed changes;

(5) entry to climb;

(6) normal and maximum rate of climb;

(7) levelling off from climb at selected altitudes or heights;

(8) entry to descent;

(9) effect of power and air speed on rate of descent;

(10) levelling off from descent at selected altitudes or heights;

(11) entry to medium rate turns;

(12) importance of balance, attitude and co-ordination to maintain level turn;

(13) resuming straight and level flight;

(14) turns onto selected headings, use of direction indicator and compass;

(15) turns whilst climbing and descending;

(16) effect of turn on rate of climb or descent;

(17) use of instruments for precision (including instrument scan and lookout).

EXERCISE 7: AUTOROTATION

(a) Long briefing objectives:

(1) characteristics of autorotation;

(2) safety checks (including look-out and verbal warning);

(3) entry and development of autorotation;

(4) effect of AUM, IAS, disc loading, G forces and density altitude on RRPM and rate of descent;

(5) rotor and engine limitations;

(6) control of air speed and RRPM;

(7) recovery to powered flight;

(8) throttle override and control of ERPM or RRPM during re-engagement (as applicable);

(9) danger of vortex condition during recovery.

(b) Air exercise:

(1) safety checks (including verbal warning and look-out);

(2) entry to and establishing in autorotation;

(3) effect of IAS and disc loading on RRPM and rate of descent;

(4) control of air speed and RRPM;

(5) recovery to powered flight;

(6) medium turns in autorotation;

(7) simulated engine off landing (as appropriate).

EXERCISE 8: HOVERING AND HOVER TAXIING

(a) Long briefing objectives:

(1) ground effect and power required;

(2) effect of wind, attitude and surface;

(3) stability in hover and effects of over controlling;

(4) effect of control in hover;

(5) control and co-ordination during spot turns;

(6) requirement for slow hover speed to maintain ground effect;

(7) effect of hydraulic failure in hover;

(8) specific hazards, for example snow, dust, etc.

(b) Air exercise:

(1) ground effect and power or height relationship;

(2) effect of wind, attitude and surface;

(3) stability in hover and effects of over controlling;

(4) effect of control and hover technique;

(5) gentle forward running touchdown;

(6) control and co-ordination during spot (90 ° clearing) turns;

(7) control and co-ordination during hover taxi;

(8) dangers of mishandling and over pitching;

(9) (where applicable) effect of hydraulics failure in hover;

(10) simulated engine failure in the hover and hover taxi.

EXERCISE 9: TAKE-OFF AND LANDING

(a) Long briefing objectives:

(1) pre take-off checks or drills;

(2) importance of good look-out;

(3) technique for lifting to hover;

(4) after take-off checks;

(5) danger of horizontal movement near ground;

(6) dangers of mishandling and over pitching;

(7) technique for landing;

(8) after landing checks;

(9) take-off and landing crosswind and downwind.

(b) Air exercise:

(1) pre take-off checks or drills:

(2) pre take-off look-out technique;

(3) lifting to hover;

(4) after take-off checks;

(5) landing;

(6) after landing checks or drills;

(7) take-off and landing crosswind and downwind.

EXERCISE 10: TRANSITIONS FROM HOVER TO CLIMB AND APPROACH TO HOVER

(a) Long briefing objectives:

(1) revision of ground effect;

(2) translational lift and its effects;

(3) inflow roll and its effects;

(4) revision of flap back and its effects;

(5) avoidance of curve diagram and associated dangers;

(6) effect or dangers of wind speed and direction during transitions;

(7) transition to climb technique;

(8) constant angle approach;

(9) transition to hover technique.

(b) Air exercise:

(1) revision of take-off and landing;

(2) transition from hover to climb;

(3) effect of translational lift, inflow roll and flap back;

(4) constant angle approach;

(5) technique for transition from descent to hover;

(6) a variable flare simulated engine off landing.

EXERCISE 11: CIRCUIT, APPROACH AND LANDING

(a) Long briefing objectives:

(1) circuit and associated procedures;

(2) take-off and climb (including checks or speeds);

(3) crosswind leg (including checks, speeds or angles of bank in turns);

(4) downwind leg (including pre-landing checks);

(5) base leg (including checks, speeds or angles of bank in turns);

(6) final approach (including checks or speeds);

(7) effect of wind on approach and hover IGE;

(8) crosswind approach and landing technique;

(9) missed approach and go-around technique (as applicable);

(10) steep approach technique (including danger of high sink rate);

(11) limited power approach technique (including danger of high speed at touchdown);

(12) use of the ground effect;

(13) abandoned take-off technique;

(14) hydraulic failure drills and hydraulics off landing technique (where applicable);

(15) drills or technique for tail rotor control or tail rotor drive failure;

(16) engine failure drills in the circuit to include;

(17) engine failure

(18) on take-off:

(i) crosswind;

(ii) downwind;

(iii) base leg;

(iv) on final approach.

(19) noise abatement procedures (as applicable).

(b) Air exercise:

(1) revision of transitions and constant angle approach;

(2) basic training circuit, including checks;

(3) crosswind approach and landing technique;

(4) missed approach and go-around technique (as applicable);

(5) steep approach technique;

(6) basic limited power approach or run on technique;

(7) use of ground effect;

(8) hydraulic failure and approach to touchdown with hydraulics off and to recover at safe height (as applicable);

(9) simulated engine failure on take-off, crosswind, downwind, base leg and finals;

(10) variable flare simulated engine off landing.

EXERCISE 12: FIRST SOLO

(a) Long briefing objectives:

(1) warning of change of attitude due to reduced and laterally displaced weight;

(2) low tail, low skid or wheel during hover or landing;

(3) dangers of loss of RRPM and over pitching;

(4) pre take-off checks;

(5) into wind take-off;

(6) drills during and after take-off;

(7) normal circuit, approach and landing;

(8) action if an emergency.

(b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.

EXERCISE 13: SIDEWAYS AND BACKWARDS HOVER MANOEUVRING

(a) Long briefing objectives:
   (1) revision of hovering;
   (2) directional stability and weather cocking effect;
   (3) danger of pitching nose down on recovery from backwards manoeuvring;
   (4) helicopter limitations for sideways and backwards manoeuvring;
   (5) effect of CG position.
(b) Air exercise:
   (1) revision of hovering and 90 ° clearing turns;
   (2) manoeuvring sideways heading into wind;
   (3) manoeuvring backwards heading into wind;
   (4) manoeuvring sideways and backwards heading out of wind;
   (5) manoeuvring backwards too fast and recovery action.

EXERCISE 14: SPOT TURNS

(a) Long briefing objectives:
   (1) revision of ground effect and effect of wind;
   (2) weather cocking and control actions;
   (3) control of RRPM;
   (4) torque effect;
   (5) cyclic limiting stops due to CG position (where applicable);
   (6) rate of turn limitations;
   (7) spot turn about pilot position;
   (8) spot turn about tail rotor position;
   (9) spot turn about helicopter geometric centre;
   (10) square (safe visibility) and clearing turn.
(b) Air exercise:
   (1) weather cocking, torque effect and control actions;
   (2) rate of turn;
   (3) spot turn about pilot position;
   (4) spot turn about tail rotor position;
   (5) spot turn about helicopter geometric centre;
   (6) square and clearing turn.

EXERCISE 15: HOVER OUT OF GROUND EFFECT AND VORTEX RING

(a) Long briefing objectives:
   (1) revision of ground effect and power required diagram;

(2) drift, height and power control, look-out or scan;

(3) vortex ring, (including dangers, recognition and recovery actions);

(4) loss of tail rotor effectiveness.

(b) Air exercise:

(1) to demonstrate hover OGE;

(2) drift, height, power control and look-out, and instrument scan technique;

(3) recognition of incipient stage of vortex ring and settling with power;

(4) recovery action from incipient stage of vortex ring;

(5) recognition of loss of tail rotor effectiveness and recovery actions.

EXERCISE 16: SIMULATED ENGINE OFF LANDINGS

(a) Long briefing objectives:

(1) revision of basic autorotation;

(2) effect of AUM, disc loading, density altitude and RRPM decay;

(3) use of cyclic and collective to control speed or RRPM;

(4) torque effect;

(5) use of flare or turn to restore RRPM;

(6) technique for variable flare simulated EOL;

(7) technique for constant attitude simulated EOL;

(8) revision of technique for hover or hover taxi simulated EOL;

(9) emergency technique for engine failure during transition;

(10) technique for low level simulated EOL.

(b) Air exercise

(1) revision of entry to and control in autorotation;

(2) variable flare simulated EOL

(3) constant attitude simulated EOL;

(4) hover simulated EOL;

(5) hover taxi simulated EOL;

(6) low level simulated EOL.

EXERCISE 17: ADVANCED AUTOROTATIONS

(a) Long briefing objectives:

(1) effect of air speed or AUM on angles or rates of descent

(2) effect of RRPM setting on angle or rate of descent;

(3) reason and technique for range autorotation;

(4) reason and technique for constant attitude autorotation;

(5) reason and technique for low speed and 'S' turns in autorotation;

(6) speed or bank limitations in turns in autorotation;

(7) revision of re-engagement or go-around procedures.

(b) Air exercise:

(1) selection of ground marker and standard datum height to determine distance covered during various autorotation techniques;

(2) revision of basic autorotation;

(3) technique for range autorotation;

(4) technique for constant attitude autorotation;

(5) technique for low speed autorotation, including need for timely speed recovery;

(6) technique for 'S' turn in autorotation;

(7) 180 and 360 ° turns in autorotation;

(8) revision of re-engagement and go-around technique.

EXERCISE 18: PRACTICE FORCED LANDINGS

(a) Long briefing objectives:

(1) types of terrain or surface options for choice of best landing area;

(2) practice forced landing procedure;

(3) forced landing checks and crash actions;

(4) rules or height for recovery and go-around.

(b) Air exercise:

(1) recognition of types of terrain from normal cruise height or altitude;

(2) practice forced landing technique;

(3) revision of recovery or go-around technique.

EXERCISE 19: STEEP TURNS

(a) Long briefing objectives:

(1) air speed or angle of bank limitations;

(2) technique for co-ordination to hold bank or attitude;

(3) revision of speed or bank limitations in autorotation including RRPM control;

(4) significance of disc loading, vibration and control feedback;

(5) effect of wind in turns at low level.

(b) Air exercise:

(1) technique for turning at 30 ° of bank;

(2) technique for turning at 45 ° of bank (where possible);

(3) steep autorotative turns;

(4) explanation of faults in the turn: balance, attitude, bank and coordination;

(5) effect of wind at low level.

EXERCISE 20: TRANSITIONS

(a) Long briefing objectives:

(1) revision of effect of ground cushion, translational lift and flap back;

(2) training requirement for precision exercise;

(3) technique for transition to forward flight and back to hover as precision exercise;

(4) effect of wind.

(b) Air exercise:

(1) transition from hover to minimum 50 knots IAS and back to hover;

Note: select constant height (20 - 30 ft) and maintain.

(2) effect of wind.

EXERCISE 21: QUICK STOPS

(a) Long briefing objectives:

(1) power control co-ordination;

(2) revision of effect of wind;

(3) technique for quick stop into wind;

(4) technique for quick stop from crosswind;

(5) revision of air speed and angles of bank limitations;

(6) technique for emergency turn from downwind;

(7) technique for quick stop from downwind from high speed: flare and turn;

(8) technique for quick stop from downwind from low speed: turn and flare;

Note: use reasonable datum speed for example high speed, low speed.

(9) danger of holding flare when downwind, (vortex ring) - (minimum speed 70 knots);

(10) to revise danger of high disc loading.

(b) Air exercise:

(1) technique for quick stop into wind;

(2) technique for quick stop from crosswind;

(3) danger of vortex ring and disc loading;

(4) technique for quick stop from downwind with low speed;

(5) technique for quick stop from downwind with high speed;

(6) emergency turns from downwind.

EXERCISE 22: NAVIGATION

(a) Long briefing objectives:

Note: to be broken down into manageable parts at discretion of instructor.

(1) flight planning:
  (i) weather forecasts and actuals;
  (ii) map selection, orientation, preparation and use:
    (A) choice of route;
    (B) regulated or controlled airspace;
    (C) danger, prohibited and restricted areas;
    (D) safety altitude.
  (iii) calculations:
    (A) magnetic heading(s), time(s) en route;
    (B) fuel consumption;
    (C) mass and balance.
  (iv) flight information:
    (A) NOTAMs etc;
    (B) noting of required radio frequencies;
    (C) selection of alternate landing sites.
  (v) helicopter documentation;
  (vi) notification of the flight:
    (A) pre-flight administration procedures;
    (B) flight plan form (where appropriate).
(2) departure:
  (i) organisation of cockpit workload;
  (ii) departure procedures:
    (A) altimeter settings;
    (B) ATC liaison in controlled or regulated airspace;
    (C) setting heading procedure;
    (D) noting of ETA(s);
    (E) maintenance of height or altitude and heading.
  (iii) procedure for revisions of ETA and headings to include:
    (A) 10° line, double track, track error and closing angle;
    (B) 1 in 60 rule;
  (iv) amending an ETA;
  (v) log keeping;
  (vi) use of radio;
  (vii) use of NAVAIDs;
  (viii) weather monitoring and minimum weather conditions for continuation of flight;
  (ix) significance of in-flight decision making;

(x) technique for transiting controlled or regulated airspace;

(xi) uncertainty of position procedure;

(xii) lost procedure.

(3) arrival:

(i) aerodrome joining procedure, in particular ATC liaison in controlled or regulated airspace:

(A) altimeter setting;

(B) entering traffic pattern;

(C) circuit procedures.

(ii) parking procedures, in particular:

(A) security of helicopter;

(B) refuelling;

(C) closing of flight plan, (if appropriate);

(D) post flight administrative procedures.

(4) navigation problems at low heights and reduced visibility:

(i) actions before descending;

(ii) significance of hazards, (for example obstacles and other traffic);

(iii) difficulties of map reading;

(iv) effects of wind and turbulence;

(v) significance of avoiding noise sensitive areas;

(vi) procedures for joining a circuit from low level;

(vii) procedures for a bad weather circuit and landing;

(viii) actions in the event of encountering DVE;

(ix) appropriate procedures and choice of landing area for precautionary landings;

(x) decision to divert or conduct precautionary landing;

(xi) precautionary landing.

(5) radio navigation:

(i) use of VOR:

(A) availability, AIP and frequencies;

(B) selection and identification;

(C) use of OBS;

(D) to or from indications: orientation;

(E) use of CDI;

(F) determination of radial;

(G) intercepting and maintaining a radial;

(H) VOR passage;

(I) obtaining a fix from two VORs.

(ii) use of ADF equipment:

(A) availability of NDB stations, AIP and frequencies;

(B) selection and identification;

(C) orientation relative to beacon;

(D) homing.

(iii) use of VHF/DF

(A) availability, AIP and frequencies;

(B) R/T procedures and ATC liaison;

(C) obtaining a QDM and homing.

(iv) use of en-route or terminal radar:

(A) availability and AIP;

(B) procedures and ATC liaison;

(C) pilots responsibilities;

(D) secondary surveillance radar:

(a) transponders;

(b) code selection;

(E) interrogation and reply.

(v) use of DME:

(A) station selection and identification;

(B) modes of operation: distance, groundspeed and time to run.

(vi) use of GNSS:

(A) selection of waypoints;

(B) to or from indications and orientation;

(C) error messages;

(D) hazards of over-reliance in the continuation of flight in DVE.

(b) Air exercise:

(1) navigation procedures as necessary;

(2) to advise student and correct errors as necessary;

(3) map reading techniques;

(4) the significance of calculations;

(5) revision of headings and ETA's;

(6) use of radio;

(7) use of NAVAIDs: ADF/NDB, VOR, VHF/DF, DME and transponder;

(8) cross-country flying by using visual reference, DR, GNNS and, where available, radio navigation aids; simulation of deteriorating weather conditions and actions to divert or conduct precautionary landing;

(8) log keeping;

(9) importance of decision making;

(10) procedure to deal with uncertainty of position;

(11) lost procedure;

(12) appropriate procedures and choice of landing area for precautionary landings;

(13) aerodrome joining procedure;

(14) parking and shut-down procedures;

(15) post-flight administration procedures.

EXERCISE 23: ADVANCED TAKE-OFF, LANDINGS AND TRANSITIONS

(a) Long briefing objectives:

(1) revision of landing and take-off out of wind (performance reduction);

(2) revision of wind limitations;

(3) revision of directional stability variation when out of wind;

(4) revision of power required diagram;

(5) technique for downwind transitions;

(6) technique for vertical take-off over obstacles;

(7) reconnaissance technique for landing site;

(8) power checks;

(9) technique for running landing;

(10) technique for zero speed landing;

(11) technique for crosswind and downwind landings;

(12) steep approach, including dangers;

(13) revision of go-around procedures.

(b) Air exercise

(1) technique for downwind transition;

(2) technique for vertical take-off over obstacles;

(3) reconnaissance technique for landing site;

(4) power check and assessment;

(5) technique for running landing;

(6) technique for zero speed landing;

(7) technique for crosswind and downwind landings;

(8) technique for steep approach;

(9) go-around procedures.

EXERCISE 24: SLOPING GROUND

(a) Long briefing objectives:

(1) limitations;

(2) wind and slope relationship, including blade and control stops;

(3) effect of CG when on slope;

(4) ground effect and power required when on slope;

(5) landing technique when on slope, left, right and nose-up;

(6) avoidance of dynamic rollover, dangers of soft ground and sideways movement;

(7) dangers of over controlling near ground on slope;

(8) danger of striking main or tail rotor on up slope.

(b) Air exercise

(1) technique for assessing slope angle;

(2) technique for landing and take-off left skid up slope;

(3) technique for landing and take-off right skid up slope;

(4) technique for landing nose up slope;

(5) dangers of over controlling near ground.

EXERCISE 25: LIMITED POWER

(a) Long briefing objectives:

(1) use of appropriate helicopter performance graphs;

(2) selection of technique according to available power;

(3) effect of wind on available power.

(b) Air exercise: to revise and refine techniques demonstrated in exercise 23.

EXERCISE 26: CONFINED AREAS

(a) Long briefing objectives:

(1) revision of use of helicopter performance graphs;

(2) procedure for locating landing site and selecting site marker;

(3) procedures for assessing wind speed and direction;

(4) landing site reconnaissance techniques;

(5) reason for selecting landing markers;

(6) procedure for selecting direction and type of approach;

(7) dangers of out of wind approach;

(8) circuit procedures;

(9) reason for approach to committal point and go-around, (practice approach);

(10) approach technique;

(11) revision of clearing turn and landing (sloping ground technique);

(12) hover power check or performance assessment IGE and OGE (if necessary);

(13) take-off procedures.

(b) Air exercise

(1) procedures for locating landing site and selecting site marker;

(2) procedures for assessing wind speed and direction;

(3) landing site reconnaissance techniques;

(4) selecting landing markers, direction and type of approach;

(5) circuit procedure;

(6) practice approach, go-around and approach technique;

(7) revision of clearing turn and landing (sloping ground technique);

(8) hover power check or performance assessment IGE and OGE (if necessary);

(9) take-off procedures.

EXERCISE 27: BASIC INSTRUMENT FLIGHT

(a) Long briefing objectives:

(1) physiological sensations;

(2) instrument appreciation;

(3) attitude instrument flight;

(4) instrument scan;

(5) instrument limitations;

(6) basic manoeuvres by sole reference to instruments:

(i) straight and level flight at various air speeds and configurations;

(ii) climbing and descending;

(iii) standard rate turns, climbing and descending, onto selected headings;

(iv) recoveries from climbing and descending turns (unusual attitudes).

(b) Air exercise:

(1) attitude instrument flight and instrument scan;

(2) basic manoeuvres by sole reference to instruments:

(i) straight and level flight at various air speeds and configurations;

(ii) climbing and descending;

(iii) standard rate turns, climbing and descending, onto selected headings;

(iv) recoveries from climbing and descending turns (unusual attitudes).

EXERCISE 28: NIGHT FLYING (if night instructional qualification required)

(a) Long briefing objectives:

(1) medical or physiological aspects of night vision;

(2) requirement for torch to be carried (pre-flight inspection, etc.);

(3) use of the landing light;

(4) take-off and hover taxi procedures at night;

(5) night take-off procedure;

(6) cockpit procedures at night;

(7) approach techniques;

(8) night landing techniques;

(9) night autorotation techniques (power recovery at safe height);

(10) technique for practice forced landing at night (using appropriate illumination);

(11) emergency procedures at night;

(12) navigation principles at night;

(13) map marking for night use (highlighting built up or lit areas with thicker lines, etc.).

(b) Air exercise:

(1) use of torch for pre-flight inspection;

(2) use of landing light;

(3) night take-off to hover (no sideways or backwards movement);

(4) night hover taxi (higher and slower than by day);

(5) night transition procedure;

(6) night circuit;

(7) night approach and landing (including use of landing light);

(8) night autorotation (power recovery at safe height);

(9) practice forced landing at night (using appropriate illumination);

(10) night emergency procedures;

(11) night cross country techniques, as appropriate.

C. Airships

Part 2

AIR EXERCISES

(a) The air exercises are similar to those used for the training of PPL(As) but with additional items designed to cover the needs of an FI.

(b) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide: therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

(1) the applicant’s progress and ability;

(2) the weather conditions affecting the flight;

(3) the flight time available;

(4) instructional technique considerations;

(5) the local operating environment.

(c) It follows that student instructors will eventually be faced with similar interrelated factors. They should be shown and taught how to construct flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.

GENERAL

(d) The briefing normally includes a statement of the aim and a brief allusion to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practised by the student during the flight. It should include how the flight will be conducted about who is to fly the airship and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.

(e) The four basic components of the briefing will be:

(1) the aim;

(2) principles of flight (briefest reference only);

(3) the air exercise(s) (what, and how and by whom);

(4) airmanship (weather, flight safety etc.).

PLANNING OF FLIGHT LESSONS

(f) The preparation of lesson plans is an essential prerequisite of good instruction and the student instructor is to be given supervised practice in the planning and practical application of flight lesson plans.

GENERAL CONSIDERATIONS

(g) The student instructor should complete flight training to practise the principles of basic instruction at the PPL(As) level.

(h) During this training, except when acting as a student pilot for mutual flights, the student instructor occupies the seat normally occupied by the FI(As).

(i) It is to be noted that airmanship and look-out is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at all times.

(j) The exercises 15 and 16 of the flight instruction syllabus should be undertaken at night in addition to by day as part of the course.

(k) The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.

SYLLABUS OF FLIGHT INSTRUCTION CONTENTS

LONG BRIEFINGS AND AIR EXERCISES

Note: although exercise 16 is not required for the PPL(As) course it is a requirement for the FI(As) course.

EXERCISE 1: FAMILIARISATION WITH THE AIRSHIP

(a) Long briefing objectives:

(1) introduction to the airship;

(2) characteristics of the airship;

(3) cockpit layout;

(4) airship and engine systems;

(5) use of the checklist(s) and procedures;

(6) to familiarise the student with the airship controls;

(7) differences when occupying the instructor's seat;

(8) emergency drills:

(i) action if fire in the air or on the ground: engine, cockpit or cabin and electrical fire;

(ii) system failure drills as applicable to type;

(iii) escape drills: location and use of emergency equipment and exits.

(b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.

EXERCISE 2: PREPARATION FOR AND ACTION AFTER FLIGHT

(a) Long briefing objectives:

(1) flight authorisation and airship acceptance including tech log (if applicable) and certificate of maintenance;

(2) equipment required for flight (maps, etc.);

(3) external checks;

(4) internal checks;

(5) student comfort, harness, seat and rudder pedal adjustment;

(6) starting and after starting checks;

(7) system, power or serviceability checks (as applicable);

(8) closing down or shutting down the airship (including system checks);

(9) parking, masting and unmasting, leaving the airship (including safety or security as applicable);

(10) completion of the authorisation sheet and airship serviceability documents;

(b) Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.

EXERCISE 3: AIR EXPERIENCE

(a) Long briefing objectives:

Note: there is no requirement for a long briefing for this exercise.

(b) Air exercise:

(1) air experience;

(2) cockpit layout, ergonomics and controls;

(3) cockpit procedures: stability and control.

EXERCISE 4: EFFECTS OF CONTROLS

(a) Long briefing objectives:

(1) function of the flying controls (primary and secondary effect);

(2) effect of air speed;

(3) effect of power changes;

(4) effect of trimming and other controls;

(5) use of instruments;

(6) use of carburettor heat.

(b) Air exercise:

(1) function of the flying controls;

(2) effect of air speed;

(3) effect of power changes;

(4) effect of trimming and other controls;

(5) use of instruments (including instrument scan);

(6) use of carburettor heat.

EXERCISE 5: GROUND MANOEUVERING

(a) Long briefing objectives:

(1) pre-taxi checks;

(2) starting, control of speed and stopping;

(3) engine handling;

(4) masting procedures;

(5) control of direction and turning;

(6) effects of wind;

(7) effects of ground surface;

(8) marshalling signals;

(9) instrument checks;

(10) ATC procedures;

(11) emergencies.

(b) Air exercise:

(1) starting, control of speed and stopping;

(2) engine handling;

(3) masting procedures;

(4) control of direction and turning;

(5) effect of wind.

EXERCISE 6: TAKE-OFF PROCEDURES

(a) Long briefing objectives:

(1) pre take-off checks;

(2) take-off with different static heaviness;

(3) drills during and after take-off;

(4) noise abatement procedures.

(b) Air exercise:

(1) take-off with different static heaviness;

(2) drills during and after take-off.

EXERCISE 6e: EMERGENCIES

(a) Long briefing objectives:

(1) abandoned take-off;

(2) engine failures and actions after take-off;

(3) malfunctions of thrust vector control;

(4) aerodynamic control failures;

(5) electrical and system failures.

(b) Air exercise:

(1) how to abandon a take-off;

(2) engine failure and suitable action;

(3) malfunctions of thrust vector control;

(4) aerodynamic control failures.

EXERCISE 7: CLIMBING

(a) Long briefing objectives:

(1) entry and how to maintain the normal and max rate of climb;

(2) levelling off procedure;

(3) how to level off at selected altitudes;

(4) maximum angle of climb;

(5) maximum rate of climb.

(b) Air exercise:

(1) how to level off at selected altitudes;

(2) maximum angle of climb.

EXERCISE 8: STRAIGHT AND LEVEL FLIGHT

(a) Long briefing objectives:

(1) how to attain and maintain straight and level flight;

(2) flight at or close to pressure height;

(3) control in pitch, including use of trim;

(4) at selected air speeds (use of power);

(5) during speed changes;

(6) use of instruments for precision.

(b) Air exercise:

(1) how to attain and maintain straight and level flight;

(2) flight at or close to pressure height;

(3) control in pitch, including use of trim;

(4) at selected air speeds (use of power);

(5) during speed changes.

EXERCISE 9: DESCENDING

(a) Long briefing objectives:

(1) entry, maintaining and levelling off techniques;

(2) levelling off at selected altitudes;

(3) maximum rate of descent;

(4) maximum angle of descent;

(5) use of instruments for precision flight.

(b) Air exercise:

(1) levelling off at selected altitudes;

(2) maximum rate of descent;

(3) maximum angle of descent.

EXERCISE 10: TURNING

(a) Long briefing objectives:

(1) entry and maintaining level turns;

(2) resuming straight flight;

(3) faults in the turn;

(4) climbing turns;

(5) descending turns;

(6) turns to selected headings: use of gyro heading indicator and compass;

(7) use of instruments for precision.

(b) Air exercise

(1) faults in the turn and correction techniques;

(2) climbing turns;

(3) descending turns.

EXERCISE 11: HOVERING

(a) Long briefing objectives: hovering manoeuvres (as applicable).

(b) Air exercise: hovering manoeuvres (as applicable).

EXERCISE 12: APPROACH AND LANDING

(a) Long briefing objectives:

(1) effect of wind on approach and touchdown speeds;

(2) landing with different static heaviness;

(3) missed approach and go-around procedures;

(4) noise abatement procedures.

(b) Air exercise

(1) a landing with different static heaviness;

(2) missed approach and go-around procedures.

EXERCISE 12e: EMERGENCIES

(a) Long briefing objectives:

(1) aborted approach or go-around;

(2) malfunction of thrust vector control;

(3) envelope emergencies;

(4) fire emergencies;

(5) aerodynamic control failures;

(6) electrical and system failures.

(b) Air exercise: emergency drills and actions.

EXERCISE 13: PRECAUTIONARY LANDING

(a) Long briefing objectives:

(1) occasions necessitating a precautionary landing;

(2) in-flight conditions;

(3) landing area selection;

(4) circuit and approach.

(b) Air exercise:

(1) how to perform the landing area selection;

(2) circuit and approach.

EXERCISE 14a: NAVIGATION

(a) Long briefing objectives:

(1) how to do the flight planning;

(2) departure for a navigation flight;

(3) in-flight navigational techniques;

(4) arrival and aerodrome joining procedures;

(b) Air exercise:

(1) complete flight planning of a navigation flight;

(2) departure for a navigation flight;

(3) in-flight navigational techniques;

(4) arrival and aerodrome joining procedures.

EXERCISE 14b: NAVIGATION AT LOWER LEVELS AND IN REDUCED VISIBILITY

(a) Long briefing objectives:

(1) actions before descending;

(2) possible hazards (for example obstacles and terrain) and actions;

(3) student difficulties of map reading;

(4) effects of winds, turbulence and precipitation;

(5) vertical situational awareness;

(6) avoidance of noise sensitive areas;

(7) joining the circuit;

(8) bad weather circuit and landing.

(b) Air exercise:

(1) actions before descending;

(2) map reading techniques;

(3) vertical situational awareness;

(4) avoidance of noise sensitive areas;

(5) joining the circuit;

(6) bad weather circuit and landing.

EXERCISE 14c: RADIO NAVIGATION

(a) Long briefing objectives:

(1) use of VOR;

(2) use of ADF equipment;

(3) use of NDB stations;

(4) use of VHF/DF;

(5) use of en-route or terminal radar;

(6) use of DME equipment.

(b) Air exercise

(1) use of NAVAIDs;

(2) procedure to deal with uncertainty of position.

EXERCISE 15: BASIC INSTRUMENT FLIGHT

(a) Long briefing objectives:

(1) physiological sensations;

(2) instrument appreciation;

(3) attitude instrument flight;

(4) instrument scan;

(5) instrument limitations;

(6) basic manoeuvres by sole reference to the instruments:

(i) straight and level;

(ii) climbing and descending;

(iii) turns, climbing and descending, onto selected headings;

(iv) recoveries from climbing and descending turns.

(b) Air exercise:

(1) attitude instrument flight and instrument scan;

(2) the basic manoeuvres:

(i) straight and level;

(ii) climbing and descending;

(iii) turns, climbing and descending, onto selected headings;

(iv) recoveries from climbing and descending turns.

EXERCISE 16: NIGHT FLYING (if night instructional qualification required)

(a) Long briefing objectives:

(1) medical and physiological aspects of night vision;

(2) requirement for torch to be carried (pre-flight inspection, etc.);

(3) use of the landing light;

(4) ground manoeuvring procedures at night;

(5) night take-off procedure;

(6) cockpit procedures at night;

(7) approach techniques;

(8) night landing techniques

(9) emergency procedures at night;

(10) navigation principles at night.

(b) Air exercise:

(1) use of landing light;

(2) night ground manoeuvring;

(3) night take-off, circuit or approach and landing (including use of landing light).

AMC2 FCL.930.FI FI – Training course

(Reserved).

AMC1 FCL.940.FI; FCL.940.IRI Revalidation and renewal

(a) The instructor refresher training for the revalidation of the FI and IRI certificates should be provided as a seminar by either an ATO, or CAA.

(1) FI or IRI refresher seminars made available in the Sultanate of Oman should have due regard to geographical location, numbers attending, and periodicity throughout the territory of the Oman.

(2) Such seminars should run for at least 2 days (1 day = 6 hours), and attendance from participants will be required for the whole duration of the seminar including breakout groups and workshops. Different aspects, such as inclusion of participants holding certificates in other categories of aircraft, should be considered.

(3) Appropriately experienced FIs or IRIs currently involved with flying training and with a practical understanding of the revalidation requirements and current instructional techniques should be included as speakers at these seminars.

(4) The attendance form will be completed and signed by the organiser of the seminar as approved by the CAA, following attendance and satisfactory participation by the FI or IRI.

(5) The content of the FI or IRI refresher seminar should be selected from the following:

(i) new or current rules or regulations, with emphasis on knowledge of CAR-FCL and operational requirements;

(ii) teaching and learning;

(iii) instructional techniques;

(iv) the role of the instructor;

(v) national regulations (as applicable);

(vi) human factors;

(vii) flight safety, incident and accident prevention;

(viii) airmanship;

(ix) legal aspects and enforcement procedures;

(x) navigational skills including new or current radio navigation aids;

(xi) teaching instrument flying;

(xii) weather-related topics including methods of distribution;

(xiii) any additional topic selected by the CAA.

(6) Formal sessions should allow time for presentations and related questions. The use of visual aids is recommended, with interactive videos and other teaching aids (where available) for breakout groups and workshops.

(b) If the instructor certificate lapsed, the ATO, or the CAA, should consider all the above as well as the following, when assessing the refresher training programme:

(1) the ATO, or CAA should determine on a case-by-case basis the amount of refresher training needed, following an assessment of the candidate taking into account the following factors:

(i) the experience of the applicant;

(ii) the amount of time elapsed since the expiry of the FI or IRI certificate; and

(iii) the technical elements of the FI or IRI training course, as determined by the assessment of the candidate by the ATO, or the CAA; and

(2) the individual training programme should be based on the content of the FI or IRI training course and focus on the aspects where the applicant showed the greatest needs.

(c) After successful completion of the seminar or refresher training, as applicable, the ATO, or CAA should:

(1) in case of a seminar, in accordance with point (a), issue the applicant with a seminar completion certificate or another document specified by the CAA, which describes the content of the seminar as in point (a), as well as a statement that the seminar was successfully completed; and

(2) in case of refresher training, in accordance with point (b), issue the applicant with a training completion certificate or another document specified by the CAA, which describes the evaluation of the factors listed in point (b)(1) and the training received, as well as a statement that the training was successfully completed; the training completion certificate should be presented to the examiner prior to the assessment of competence.

Upon successful completion of the refresher seminar or refresher training, as applicable, the ATO should submit the seminar or training completion certificate, or the other document specified by the CAA, to the CAA.

(d) Taking into account the factors listed in point (b)(1), the ATO, or the CAA, as applicable, may also decide that it is sufficient for the candidate to complete a seminar in accordance with point (a). In such a case, the completion certificate or the other document that is referred to in point (c) should contain a related statement with sufficient reasoning.

FI — Revalidation and renewal

FI CERTIFICATE: REVALIDATION AND RENEWAL FORM

A. AEROPLANES

INSTRUCTIONAL FLYING EXPERIENCE		
Instructors applying for revalidation of the FI certificate should enter the instructional hours flown during the preceding 36 months.		
SINGLE-ENGINE	MULTI-ENGINE	INSTRUMENT

DAY	NIGHT	DAY	NIGHT	

Total instructional hours (preceding 36 months):
Total instructional hours (preceding 12 months):

FI REFRESHER SEMINAR		
1	This is to certify that the undersigned attended an FI seminar	
2	Attendee's personal particulars:	
Name(s):		Address:
Licence number:		Expiration date of FI(A) certificate
3	Seminar particulars:	
Date(s) of seminar:		Place:
4	Declaration by the responsible organiser:	
I certify that the above data are correct and that the FI seminar was carried out.		
Date of approval:		Name(s) of organiser: (capital letters)
Date and place:		Signature:
5	Declaration by the attendee:	
I confirm the data under 1 through 3		
Attendee's signature:		

PROFICIENCY CHECK	
(Name(s) of applicant) has given proof of flying instructional ability during a proficiency check flight. This was done to the required standard.	
Flying time:	Aeroplane or FFS used:
Main exercise:	
Name(s) of FIE:	Licence number:
Date and place:	Signature:

B. HELICOPTERS

INSTRUCTIONAL FLYING EXPERIENCE

Instructors applying for revalidation of the FI certificate should enter the instructional hours flown during the preceding 36 months.			
Instrument:			
Total instructional hours (preceding 36 months):			
Total instructional hours (preceding 12 months):			
FI REFRESHER SEMINAR			
1	This is to certify that the undersigned attended an FI seminar		
2	Attendees personal particulars:		
Name(s):		Address:	
Licence number:		Expiration date of FI(H) certificate:	
3	Seminar particulars:		
Date(s) of seminar:		Place:	
4	Declaration by the responsible organiser:		
I certify that the above data are correct and that the FI seminar was carried out.			
Date of approval:		Name(s) of organiser: (capital letters)	
Date and place:		Signature:	
5	Declaration by the attendee:		
I confirm the data under 1 through 3			
Attendee's signature:			
PROFICIENCY CHECK			
(Name(s) of applicant) has given proof of flying instructional ability during a proficiency check flight. This was done to the required standard.			
Flying time:		Helicopter or FFS used:	
Main exercise:			
Name(s) of FIE:		Licence number:	

Date and place:	
Signature:	

C. AIRSHIPS

INSTRUCTIONAL FLYING EXPERIENCE				
Instructors applying for revalidation of the FI certificate should enter the instructional hours flown during the preceding 36 months.				
SINGLE-ENGINE		MULTI-ENGINE		INSTRUMENT
DAY	NIGHT	DAY	NIGHT	
Total instructional hours (preceding 36 months):				
Total instructional hours (preceding 12 months):				

FLIGHT INSTRUCTOR REFRESHER SEMINAR		
1	This is to certify that the undersigned attended an FI seminar	
2	Attendee's personal particulars:	
Name(s):		Address:
Licence number:		Expiration date of FI(As) certificate:
3	Seminar particulars:	
Date(s) of seminar:		Place:
4	Declaration by the responsible organiser:	
I certify that the above data are correct and that the FI seminar was carried out.		
Date of approval:		Name(s) of organiser: (capital letters)
Date and place:		Signature:
5	Declaration by the attendee:	
I confirm the data under 1 through 3		
Attendee's signature:		

PROFICIENCY CHECK	
(Name(s) of applicant) has given proof of flying instructional ability during a proficiency check flight. This was done to the required standard.	
Flying time:	Airship or FFS used:
Main exercise:	

Name(s) of FIE:	Licence number:
Date and place:	Signature:

SECTION 3 – SPECIFIC REQUIREMENTS FOR THE TYPE RATING INSTRUCTOR – TRI

GM1 FCL.905.TRI(b) Privileges and conditions

INSTRUCTORS INSTRUCTING FOR THE ISSUE OF A TRI OR SFI CERTIFICATE

Training in an aeroplane is not a requirement for the issue of an SFI or a TRI certificate. In order to deliver effective UPRT, it is beneficial for the instructor to have first-hand experience of the critical psychological and physiological human factors, which might be present during recoveries from developed upsets. These human factors (effects of unusual acceleration, such as variations from normal 1G flight, the difficulty to perform counter-intuitive actions, and the management of the associated stress response) can only be experienced during training in an aeroplane because FFSs are not capable of reproducing sustained accelerations. Completion of the advanced UPRT course in accordance with FCL.745.A would provide such experience and is therefore useful for instructors providing instruction for the issue of a TRI or an SFI certificate.

GM1 FCL.910.TRI TRI Restricted privileges

(a) The restrictions of the TRI privileges are annotated on the license under 'Remarks and Restrictions' against the appropriate TRI certificate, along with the following endorsements:

  (1) if the training is carried out in an FSTD: 'TRI/r' (r=restricted);

  (2) if the TRI training, as specified in point FCL.910.TRI(a)(1), includes the LIFUS training: endorsement as per point (a) and 'LIFUS'; and

  (3) if the landing training, as specified in point FCL.910.TRI(a)(2), is included in the TRI training course: endorsement as per point (a) and 'LT' (LT = landing training).

(b) For example, a TRI restricted with LIFUS and landing training privileges will have on their license the following endorsement: 'TRI/r LIFUS LT'.

GM1 FCL.910.TRI(b)(2) TRI training for type extension

'Relevant parts of the technical training and the flight instruction parts of the applicable TRI training course' means that the training should be relevant to its purpose, taking into consideration the experience of the individual TRI on other aircraft types that are similar to the one for which the extension of TRI privileges is applied for.

AMC1 FCL.930.TRI TRI Training course

TRI TRAINING COURSE — AEROPLANES

(a) General

  (1) The training course should develop safety awareness throughout by imparting knowledge, skills, and attitudes relevant to the TRI task, and should be designed to adequately train the candidate instructor in theoretical-knowledge instruction, flight instruction, and FSTD instruction to enable the candidate instructor to instruct others on an aeroplane type rating for which the candidate instructor is qualified.

(2) The TRI(A) training course should place particular emphasis on the role of the individual, human factors in the man–machine environment, and CRM.

(3) Special attention should be given to the candidate instructor's maturity and judgment including their understanding of adults, behavioural attitudes, and variable levels of learning ability. During the training course, the candidate instructor should be made aware of their own attitude towards the importance of flight safety.

(4) For a TRI(A), the amount of time for flight training should vary depending on the complexity of the aeroplane type. A similar number of hours should be allotted to the instruction on, and practice of, both pre-flight and post-flight briefing for each exercise.

(5) The flight instruction should ensure that the candidate instructor is able to teach the air exercises safely and efficiently and should be related to the type of aeroplane on which the candidate instructor wishes to instruct. The content of the training programme should cover training exercises applicable to the aeroplane type, which are set out in the applicable type rating training courses.

(6) Airmanship is a vital element of all flight operations. Therefore, in the following exercises, the relevant aspects of airmanship should be stressed at the appropriate times during each flight.

(7) The candidate instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.

(b) Content

The training course consists of three parts:

— Part 1: teaching and learning instruction in accordance with AMC1 FCL.920;

— Part 2: technical theoretical-knowledge instruction (technical training); and

— Part 3: flight instruction.

(1) Part 1 - Teaching and learning

The content of the teaching and learning part of the FI training course as described in AMC1 FCL.930.FI should be used as guidance to develop the course syllabus.

(2) Part 2 - Technical theoretical-knowledge instruction syllabus

(i) If a TRI(A) certificate for MP aeroplanes is sought, particular attention should be given to MCC. If a TRI(A) certificate for SP aeroplanes is sought, particular attention should be given to the duties in SP operations.

(ii) The technical theoretical-knowledge instruction should comprise at least 10 hours of training to refresh Part 1 theoretical topics, as necessary, and aircraft technical knowledge. It should include preparation of lesson plans and development of briefing-room instructional skills. A proportion of the allotted 10 hours could be integrated into the practical flight instruction lessons of Part 3, using expanded pre-flight and post-flight briefing sessions. Consequently, for practical purposes, Part 2 and Part 3 could be considered complementary to each other.

(iii) The type rating theoretical syllabus should be used to develop the TRI(A)'s teaching skills in relation to the type technical course syllabus. The course instructor should deliver example lectures from the applicable type technical syllabus and the candidate instructor should prepare and deliver lectures on topics that are selected by the course instructor from the type rating course.

(3) Part 3 - Flight instruction

(i) General

(A) The course should be related to the type of aeroplane on which the applicant wishes to instruct. It should consist of at least 5 hours of flight instruction for SP aeroplanes that are operated in SP operations, and at least 10 hours for MP aeroplanes or SP-certified aeroplanes that are operated in MP operations, per candidate instructor.

(B) TEM, CRM, and the appropriate use of behavioural markers should be integrated throughout.

(C) Training courses should be developed to help the candidate instructor gain experience in the training of a variety of exercises, covering both normal and abnormal operations.

(D) The syllabus should be tailored and appropriate to the aeroplane type, and the exercises used should be more demanding for each individual student.

(E) The course should cover the whole range of instructor skills to enable the candidate instructor to plan sessions, brief, train and debrief using all relevant training techniques that are appropriate to pilot training.

(ii) Use of FSTDs

(A) The applicant for a TRI(A) certificate should be instructed in using the device and made familiar with its limitations, capabilities, and safety features, including emergency evacuation.

(B) The applicant for a TRI(A) certificate should be instructed in providing and evaluating training from the instructor station and from all pilot operating positions, including demonstrations of handling exercises.

(C) The syllabus should include engine-out handling and engine-out operations in addition to representative exercises from the type rating course.

(D) Where no FSTD exists for the type of aeroplane for which the certificate is sought, or if the FSTD is not suitable to complete all the elements of the training programme for the TRI certificate, the entire course or a part of it should be conducted in the applicable aeroplane type, and the synthetic-device elements should be replaced with appropriate exercises in the aeroplane.

The assessment of competence should be performed:

— when no FSTD exists, in the aeroplane; and

— when not all elements of the training are completed in the FSTD, in both the aeroplane and the FSTD; this combined use of aeroplane and FSTD in the assessment of competence should reflect and be similar to the combined use of aeroplane and FSTD during the training course.

(F) In general, TRI training is designed to develop the competencies of a pilot to become an instructor. From this perspective, the training may be provided in several arrangements:

— the candidate instructor is seating in either pilot seat;

— the candidate instructor is seating at the IOS; or

— the candidate instructor is observing (seating as an observer).

The combination of the above-mentioned training arrangements and the allocation of time to each one of them depends on an analysis of several elements, including but not limited to the following:

— previous experience and curriculum of each candidate (e.g. previous instructor experience, experience on aeroplane type, total flight experience, etc.) in isolation and as part of the course group(s);

— specific requirements for aeroplane type and related training exercises;

— overall maturity and experience of the ATO in providing TRI training courses; and

— type, fidelity level, and reliability of the available devices.

Subject to particular training arrangements that are determined by the ATO and approved by the CAA, a TRI may instruct in parallel two TRI candidate instructors under the following scenarios:

— one candidate is sitting at the controls (supported by a suitable pilot), while the second candidate is sitting at the IOS; this scenario may be used for demonstration of flight manoeuvres or engine out exercises; or

— both candidates receive instruction (general introduction and handling) at the IOS.

In this way, both candidates can independently develop specific competencies.

Additional TRI candidate instructors may be present as observers during such an instruction given in parallel, with no credit of hours for their TRI training.

For an initial TRI training course, such 'in parallel' instruction should be given only for a reasonable part of the overall TRI training course duration. For a TRI type extension, the amount of hours required for such an instruction may be increased.

In any case, the way of instruction largely depends on the experience of the TRI trainer in the various training arrangements and on the general experience of the candidate instructor.

(iii) SP MET aeroplane training for asymmetric power flight

During this part of the training, particular emphasis should be placed on:

(A) the circumstances under which the actual feathering and unfeathering is practised, e.g. safe altitude, compliance with regulations regarding minimum altitude or height for feathering, weather conditions, distance from the nearest available aerodrome;

(B) the procedure that should be used for cooperation between instructor and student, e.g. the correct use of touch drills and the prevention of misunderstandings, especially during feathering and unfeathering and when zero thrust is used for asymmetric circuits; this procedure should include a positive agreement on which engine should be shut down or restarted or set at zero thrust, as well as on identifying each control and the engine it will affect;

(C) avoiding overworking the operating engine and preventing degraded performance when operating the aeroplane in asymmetric flight; and

(D) the need to use the specific checklist for the given aeroplane type.

(iv) Long briefings on SP MET aeroplanes

Long briefings provide an essential link between academic principles and air exercises. They introduce aeronautical theory and the practical application of aeronautical principles to the student.

The instructor should ensure that the candidate instructor is able to teach all the following subjects:

(A) Asymmetric power flight:

(a) introduction to asymmetric flight;

(b) feathering the propeller: method of operation;

(c) effects on aeroplane handling at cruising speed;

(d) introduction to the effects upon aeroplane performance;

(e) identification of the foot load to maintain a constant heading (no rudder trim);

(f) feathering the propeller: regaining normal flight;

(g) finding the zero-thrust setting: comparison of foot load when the propeller is feathered and thrust is set to zero;

(h) effects and recognition of engine failure in level flight;

(i) forces and effects of yaw;

(j) types of failure:

(1) sudden or gradual, and

(2) complete or partial;

(k) yaw direction and further effects of yaw;

(l) flight instrument indications;

(m) identification of failed engine;

(n) couples and residual out-of-balance forces: resultant flight attitude;

(o) use of rudder to counteract yaw;

(p) use of aileron: dangers of misuse;

(q) use of elevator to maintain level flight;

(r) use of power to maintain safe airspeed and altitude;

(s) supplementary recovery to straight and level flight: simultaneous increase in speed and reduction in power;

(t) identification of failed engine: idle engine;

(u) use of engine instruments for identification:

(1) fuel pressure or flow;

(2) RPM gauge response effect of constant speed unit (CSU) action at lower and higher airspeed; and

(3) engine temperature gauges;

(v) confirmation of identification: closing the throttle of the identified failed engine;

(w) effects and recognition of engine failure in turns;

(x) identification and control; and

(y) side forces and effects of yaw.

(B) Turning flight:

(a) effect of ‘inside’ engine failure: sudden and pronounced effect;

(b) effect of ‘outside’ engine failure: less sudden and pronounced effect;

(c) possible confusion in identification (particularly at low power):

(1) correct use of rudder; and

(2) possible need to return to lateral level flight to confirm correct identification;

(d) visual and flight instrument indications;

(e) effect of varying speed and power;

(f) speed and thrust relationship;

(g) at normal cruising speed and cruising power: engine failure clearly recognised;

(h) at low safe speed and climb power: engine failure most likely recognised; and

(i) at high-speed descent and low power: asymmetry (engine failure) possibly not recognised.

(C) Minimum control speeds:

(a) Air speed indicator (ASI) colour coding: red radial line. Note: this exercise is intended to explore the ultimate boundaries of controllability of the aeroplane aircraft in an asymmetric state in various conditions with a steady power setting. A steady power setting is achieved by using a fixed power setting and adjusting the aircraft attitude to obtain a gradual speed reduction. The failure exercise should not be performed as a sudden and complete failure at the VMCA given in the AFM. The purpose of the exercise is to continue the gradual introduction of a student to the control of an aeroplane in asymmetric power flight in extreme or critical situations, and not to demonstrate VMCA.

(b) Techniques for assessing critical speeds at wings level, and recovery from those speeds; dangers involved when minimum control speed and stalling speed are very close: use of safe single-engine speed (Vsse).

(c) Establishing a minimum control speed for each asymmetrically disposed engine: establishing the critical engine (if applicable).

(d) Effects on minimum control speeds of:

(i) bank;

(ii) zero-thrust setting; and

(iii) take-off configuration:

(A) landing gear down and take-off flap set; and

(B) landing gear up and take-off flap set.

Note: the use of 5 ° of bank towards the operating engine results in a better climb performance than that obtained with wings level held. Manufacturers may use these conditions when determining the asymmetric climb performance of the aircraft.

Thus, the VMCA quoted in the AFM may be different from the speeds that are determined during this exercise.

(D) Feathering and unfeathering:

(a) minimum heights for practising feathering and unfeathering drills; and

(b) engine-handling precautions (overheating, icing conditions, priming, warm-up, method of simulating an engine failure: refer to the aircraft engine manual, service instructions, and bulletins).

(E) Engine failure procedure:

(a) once control is maintained, the phase of operation and the aircraft type determine in which order the procedures should be followed; and

(b) the flight phase should be:

(1) in cruising flight; or

(2) a critical phase, e.g. immediately after take-off or during approach to landing or during a go-around.

(F) Aircraft type:

Variations in the order of certain drills and checks inevitably occur due to differences between aeroplane types and perhaps between models of the same aeroplane type. The AFM should be consulted to establish the exact order of the related procedures.

For example, one AFM may call for the raising of flaps and landing gear before feathering, whereas another AFM may recommend feathering as a first step. The reason for this latter procedure may be that some engines cannot be feathered if RPM drop below a certain figure.

However, in some aeroplanes, the raising of the landing gear may create more drag during retraction due to the transient position of the landing gear doors, and as a result, retraction should be avoided until feathering is completed and propeller drag reduced.

Therefore, the order in which the drills and checks are presented under immediate and subsequent actions in this syllabus should be considered as general guidance only; the exact order of precedence is determined by reference to the AFM for the specific aeroplane type used in the course.

(G) In-flight engine failure during cruising or other flight phase not including take-off or landing:

(a) immediate actions:

(1) control of the aircraft;

(2) recognition of asymmetric condition;

(3) identification and confirmation of failed engine:

(i) idle leg = idle engine; and

(ii) closing of throttle or pulling back of power lever, as appropriate, for confirmation;

(4) identification of failure cause and fire check:

(i) typical reasons for failure; and

(ii) methods of rectification; and

(5) feathering decision and procedure:

(i) reduction of other drag;

(ii) need for speed but not haste; and

(iii) use of rudder trim;

(b) subsequent actions:

(1) operating engine:

(i) temperature, pressure, and power;

(ii) remaining services;

(iii) electrical load: assess and reduce, as necessary;

(iv) effect on power source for air-driven instruments;

(v) landing gear; and (vi) flaps and other services;

(2) re-planning of the flight:

(i) ATC and weather;

(ii) terrain clearance, SE cruising speed; and

(iii) decision to divert or continue;

(3) fuel management: best use of remaining fuel;

(4) dangers of restarting damaged engine;

(5) action if unable to maintain altitude: effect of altitude on available power;

(6) effects on performance;

(7) effects on available power and required power;

(8) effects on various airframe configurations and propeller settings;

(9) use of AFM:

(i) cruising;

(ii) climbing: ASI colour coding (blue line);

(iii) descending; and (iv) turning;

(10) limitations and handling of operating engine; and

(11) control and performance of take-off and approach.

(H) Significant factors:

(a) significance of take-off safety speed:

(1) effect on aeroplane performance of landing gear, flap, feathering, take-off, trim setting, and systems for operating landing gear and flaps; and

(2) effect on aeroplane performance of mass, altitude, and temperature;

(b) significance of best SE climb speed (Vyse):

(1) accelerating to Vyse and establishing a positive climb;

(2) relationship between Vyse and normal climb speed; and

(3) action, if unable to climb; and

(c) significance of asymmetric committal height and speed: action, if baulked below asymmetric committal height.

(I) Engine failure during take-off:

(a) below VMCA or unstick speed:

(1) use AFM data, if available ; and

(2) accelerate or stop distance considerations;

(b) above VMCA or unstick speed and below safety speed;

(c) immediate re-landing or use of remaining power for forced landing; and

(d) considerations:

(1) degree of engine failure;

(2) speed at the time;

(3) mass, altitude, temperature performance;

(4) configuration;

(5) length of remaining runway; and

(6) position of any obstacles ahead.

(J) Engine failure after take-off:

(a) simulated at a safe height and at or above take-off safety speed;

(b) considerations:

(1) need to maintain control;

(2) use of bank technique towards operating engine;

(3) use of available power to reach Vyse;

(4) mass, altitude, temperature performance; and

(5) effect of prevailing conditions and circumstances;

(c) immediate actions:

(1) maintaining control, including airspeed and use of power;

(2) recognition of asymmetric condition;

(3) identification and confirmation of failed engine;

(4) feathering and removal of drag (procedure for specific type); and

(5) reaching and maintaining Vyse; and

(d) subsequent actions, whilst carrying out an asymmetric power climb to the downwind position at Vyse:

(1) identification of failure and fire check;

(2) handling considerations for operating engine;

(3) remaining services;

(4) liaison with ATC; and

(5) fuel management.

Note: these procedures are dependent upon the aeroplane type concerned and actual flight situation.

(K) Asymmetric committal height

(a) Asymmetric committal height is the minimum height needed to put the aircraft into a positive climb, whilst maintaining an adequate speed to control the aircraft and reduce drag during an approach to landing.

(b) Due to the significantly reduced performance of many CS-23 aeroplanes when operating with one engine, a minimum height should be considered from which it would be safe to attempt a go-around procedure during an approach when the aeroplane must change from descent to climb in a high-drag configuration.

(c) Due to the height loss that occurs when the operating engine is turned to full power, with landing gear and flap retracted, and the aeroplane is put into a climb at Vyse, a minimum height (often referred to as ‘asymmetric committal height’) should be selected below which the pilot should not attempt to fly another circuit. This height should be compatible with the aeroplane type, all-up weight, altitude of the aerodrome used, air temperature, wind, height of obstructions along the climb-out path, and the pilot’s competence.

(d) Circuit approach and landing with asymmetric power:

(1) definition and use of asymmetric committal height;

(2) use of standard pattern and normal procedures;

(3) action, if unable to maintain circuit height;

(4) speed and power settings required; and

(5) decision to land or execute a go-around at asymmetric committal height: factors to be considered.

(e) Undershooting: importance of maintaining an appropriate airspeed.

(L) Speed and heading control:

(a) relationship between height, speed, and power: need for minimum possible drag; and

(b) reaching a positive climb at Vyse:

(1) effect of availability of systems, and power for the flap and landing gear; and

(2) operation and rapid clean-up.

Note 1: the airspeed at which the decision is made to make a landing or execute a go-around should normally be Vyse and not lower than the safety speed.

Note 2: instrument approach 'decision height' and its associated procedures should not be confused with the selection of minimum height for initiating a go-around in asymmetric power flight.

(M) Engine failure during an all-engine approach or missed approach:

(a) use of asymmetric committal height, and speed considerations; and

(b) speed and heading control: decision to attempt a landing, go-around or forced landing depending on circumstances. Note: at least one demonstration and practice of engine failure in this situation should be performed during the course.

(N) Instrument flying with asymmetric power:

(a) considerations relating to aircraft performance during:

(1) straight and level flight;

(2) climb and descent;

(3) standard rate turns; and

(4) level, climbing, and descending turns including turns to preselected headings;

(b) availability of vacuum-operated instruments; and

(c) electrical power source.

(v) Specific trainings: LIFUS training and landing training

The applicant for a TRI(A) certificate should receive instruction in an FSTD in accordance with FCL.930.TRI(a)(4).

(A) LIFUS training: content

(a) Training in an FSTD:

(1) familiarisation as PF on both seats, as applicable, which should include at least the following:

(i) pre-flight preparation and use of checklists;

(ii) taxiing;

(iii) take-off;

(iv) rejected take-off;

(v) engine failure during take-off, after take-off decision speed (V1);

(vi) one-engine-inoperative approach and go-around;

(vii) one-engine-inoperative (critical, simulated) landing;

(viii) other emergency and abnormal operating procedures (as necessary);

(ix) emergency evacuations; and

(x) task sharing and decision-making; and

(2) aeroplane training techniques:

(i) methods of providing appropriate commentary; and

(ii) intervention strategies developed from situations that are role-played by a TRI training course instructor, taken from but not limited to:

(A) take-off:

— tail strike awareness and avoidance,

— rejected take-off,

— actual engine failure,

— take-off configuration warning, and

— over-controlling;

(B) approach and landing:

— normal approach,

— high flare, long float, no flare,

— immediate go-around after touchdown,

— baulked landing,

— rejected landing,

— crosswind, and

— over-controlling; and

(C) flight management:

— task sharing and handover of controls,

— effect of ATC-delaying actions on endurance,

— alternate management and diversion, and

— traffic awareness when flying in pattern.

(b) Training in aeroplane (in flight)

This training should consist of at least one route sector where the candidate instructor:

(1) either observes a TRI(A) who conducts line flying under supervision, or

(2) conducts role play line flying under supervision for a TRI(A) who is qualified for line flying under supervision.

Upon completion of the above-mentioned training, the candidate instructor should complete a route sector under the supervision and to the satisfaction of a TRI(A) who is nominated for that purpose by the ATO.

(B) Landing training: content

(a) Training in an FSTD

The training in an FSTD should be tailored and appropriate to the aeroplane type, and the exercises should be more demanding for each candidate instructor. In addition to the LIFUS training items in the FSTD (listed under (a)(1) and (a)(2) above), the landing training should comprise a variety of exercises that cover both normal and abnormal operations including the following:

(1) consideration of threats during touch-and-go:

— operating at low altitude;

— General Aviation (GA) traffic;

— increased fuel consumption;

— bird strikes;

— decision to continue touch-and-go or make a full-stop landing; and

— aspects of performance and associated risks;

(2) incorrect rudder inputs;

(3) failure of a critical engine;

(4) approach and full-stop landing in simulated engine-out flight; and

(5) go-around in simulated engine-out flight. The applicant needs to be additionally trained in other abnormal items during the training course, if required.

(b) Training in an aeroplane

(1) Upon completion of the FSTD training, the applicant should perform role-play flying for landing training under the supervision and to the satisfaction of a TRI(A) who is nominated for that purpose by the ATO.

The training should cover at least the following elements:

— take-off,

— traffic pattern,

— touch-and-go,

— go-around, and

— full-stop landing with different flap settings.

(2) In exceptional circumstances, it may be necessary to perform simulated engine-out handling and engine-out operations in an aeroplane in addition to representative exercises from the type rating course.

(vi) UPRT

Instructors should have the specific competence to provide UPRT during the type rating training course, including the ability to demonstrate knowledge and understanding of the type-specific upset recovery procedures and of the recommendations that are developed by the original equipment manufacturers (OEMs). Therefore, during the TRI training course, the student instructor should:

(A) be able to apply the correct upset recovery techniques for the specific aeroplane type;

(B) understand the importance of applying type-specific OEM procedures for recovery manoeuvres;

(C) be able to distinguish between the applicable SOPs and OEM recommendations (if available);

(D) understand the capabilities and limitations of the FSTDs that are used for UPRT;

(E) ensure that the training remains within the FSTD training envelope to avoid the risk of negative transfer of training;

(F) understand and be able to use the IOS of the FSTD in the context of providing effective UPRT;

(G) understand and be able to use the available FSTD instructor tools to provide accurate feedback on pilot performance;

(H) understand the importance of adhering to the FSTD UPRT scenarios that are validated by the training programme developer; and

(I) understand the missing critical human factor aspects due to the limitations of the FSTD, and convey this to the student pilot(s) receiving the training.

AMC2 FCL.930.TRI TRI Training course

HELICOPTERS

GENERAL

(a) The aim of the TRI(H) course is to train helicopter licence holders to the level of competence defined in FCL.920 and adequate for a TRI.

(b) The training course should develop safety awareness throughout by teaching the knowledge, skills and attitudes relevant to the TRI(H) task, and should be designed to give adequate training to the applicant in theoretical knowledge instruction, flight instruction and FSTD instruction to instruct for a helicopter type rating for which the applicant is qualified.

(c) The TRI(H) training course should give particular emphasis to the role of the individual in relation to the importance of human factors in the man-machine environment and the role of CRM.

(d) Special attention should be given to the applicant's maturity and judgment including an understanding of adults, their behavioural attitudes and variable levels of learning ability. During the training course the applicants should be made aware of their own attitudes to the importance of flight safety. It will be important during the course of training to aim at giving the applicant the knowledge, skills and attitudes relevant to the role of the TRI.

(e) For a TRI(H) certificate the amount of flight training will vary depending on the complexity of the helicopter type.

(f) A similar number of hours should be used for the instruction and practice of pre-flight and post flight briefing for each exercise. The flight instruction should aim to ensure that the applicant is able to teach the air exercises safely and efficiently and should be related to the type of helicopter on which the applicant wishes to instruct. The content of the training program should cover training exercises applicable to the helicopter type as set out in the applicable type rating course syllabus.

(g) A TRI(H) may instruct in a TRI(H) course once he or she has conducted a minimum of four type rating instruction courses.

CONTENT

(h) The training course consists of three parts:

(1) Part 1: teaching and learning, that should comply with AMC1 FCL.920;

(2) Part 2: technical theoretical knowledge instruction (technical training);

(3) Part 3: flight instruction.

Part 1

The content of the teaching and learning part of the FI training course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the course syllabus.

Part 2

TECHNICAL THEORETICAL KNOWLEDGE INSTRUCTION SYLLABUS

(a) The technical theoretical knowledge instruction should comprise of not less than 10 hours training to include the revision of technical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the TRI(H) to instruct the technical theoretical knowledge syllabus.

(b) If a TRI(H) certificate for MP helicopters is sought, particular attention should be given to multi-crew cooperation.

(c) The type rating theoretical syllabus should be used to develop the TRI(H)'s teaching skills in relation to the type technical course syllabus. The course instructor should deliver example lectures from the applicable type technical syllabus and the candidate instructor should prepare and deliver lectures on topics selected by the course instructor from the subject list below:

(1) helicopter structure, transmissions, rotor and equipment, normal and abnormal operation of systems:

(i) dimensions;

(ii) engine including aux. power unit, rotors and transmissions;

(iii) fuel system;

(iv) air-conditioning;

(v) ice protection, windshield wipers and rain repellent;

(vi) hydraulic system;

(vii) landing gear;

(viii) flight controls, stability augmentation and autopilot systems;

(ix) electrical power supply;

(x) flight instruments, communication, radar and navigation equipment;

(xi) cockpit, cabin and cargo compartment;

(xii) emergency equipment.

(2) limitations:

(i) general limitations, according to the helicopter flight manual;

(ii) minimum equipment list.

(3) performance, flight planning and monitoring:

(i) performance;

(ii) light planning.

(4) load and balance and servicing:

(i) load and balance;

(ii) servicing on ground;

(5) emergency procedures;

(6) special requirements for helicopters with EFIS;

(7) optional equipment.

Part 3

FLIGHT INSTRUCTION SYLLABUS

(a) The amount of flight training will vary depending on the complexity of the helicopter type. At least 5 hours flight instruction for a SP helicopter and at least 10 hours for a MP ME helicopter should be counted. A similar number of hours should be used for the instruction and practice of pre-flight and post flight briefing for each exercise. The flight instruction should aim to ensure that the applicant is able to teach the air exercises safely and efficiently and related to the type of helicopter on which the applicant wishes to instruct. The content of the training programme should only cover training exercises applicable to the helicopter type as set out in Appendix 9 to CAR-FCL.

(b) If a TRI(H) certificate for MP helicopters is sought, particular attention should be given to MCC.

(c) If a TRI(H) certificate for revalidation of instrument ratings is sought, then the applicant should hold a valid instrument rating.

FLIGHT OR FSTD TRAINING

(d) The training course should be related to the type of helicopter on which the applicant wishes to instruct.

(e) For MP helicopter type ratings MCC, CRM and the appropriate use of behavioural markers should be integrated throughout.

(f) The content of the training programme should cover identified and significant exercises applicable to the helicopter type.

FSTD TRAINING

(g) The applicant for a TRI(H) certificate should be taught and made familiar with the device, its limitations, capabilities and safety features, and the instructor station.

(h) The applicant for a TRI(H) certificate should be taught and made familiar with giving instruction from the instructor station seat as well as the pilot's seats, including demonstrations of appropriate handling exercises.

(i) Training courses should be developed to give the applicant experience in training a variety of exercises, covering both normal and abnormal operations. The syllabus should be tailored appropriate to the helicopter type, using exercises considered more demanding for the student. This should include engine-out handling and engine-out operations in addition to representative exercises from the type transition course.

(j) The applicant should be required to plan, brief, train and debrief sessions using all relevant training techniques.

HELICOPTER TRAINING

(k) The applicant for a TRI(H) certificate should receive instruction in an FSTD to a satisfactory level in:

(1) left hand seat familiarisation, and in addition right hand seat familiarisation where instruction is to be given to co-pilots operating in the left hand seat, which should include at least the following as pilot flying:

(i) pre-flight preparation and use of checklists;

(ii) taxiing: ground and air;

(iii) take-off and landings;

(iv) engine failure during take-off, before DPATO;

(v) engine failure during take-off, after DPATO;

(vi) engine inoperative approach and go-around;

(vii) one engine simulated inoperative landing;

(viii) autorotation to landing or power recovery;

(ix) other emergency and abnormal operating procedures (as necessary);

(x) instrument departure, approach and go-around with one engine simulated inoperative should be covered where TRI(H) privileges include giving instrument instruction for the extension of an IR(H) to additional types.

(2) helicopter training techniques:

(i) methods for giving appropriate commentary;

(ii) instructor demonstrations of critical manoeuvres with commentary;

(iii) particularities and safety considerations associated with handling the helicopter in critical manoeuvres such as one-engine-inoperative and autorotation exercises;

(iv) where relevant, the conduct of instrument training with particular emphasis on weather restrictions, dangers of icing and limitations on the conduct of critical manoeuvres in instrument meteorological conditions;

(v) intervention strategies developed from situations role-played by a TRI(H) course instructor, taken from but not limited to:

(A) incorrect helicopter configuration;

(B) over controlling;

(C) incorrect control inputs;

(D) excessive flare close to the ground;

(E) one-engine-inoperative take-off and landings;

(F) incorrect handling of autorotation;

(G) static or dynamic rollover on take-off or landing;

(H) too high on approach with associated danger of vortex ring or settling with power;

(I) incapacitation;

(L) abnormal and emergency procedures and appropriate methods and minimum altitudes for simulating failures in the helicopter;

(M) failure of the driving engine during OEI manoeuvres.

(l) Upon successful completion of the training above, the applicant should receive sufficient training in an helicopter in-flight under the supervision of a TRI(H) to a level where the applicant is able to conduct the critical items of the type rating course to a safe standard. Of the minimum course requirements of 5 hours flight training for a SP helicopter or 10 hours for a MP helicopter, up to 3 hours of this may be conducted in an FSTD.

TRAINING WHERE NO FSTD EXISTS

(m) Where no FSTD exists for the type for which the TRI(H) certificate is sought, a similar course of training should be conducted in the applicable helicopter type. This includes all elements listed under sub paragraphs (k)(1) and (2) of this AMC, the FSTD elements being replaced with appropriate exercises in a helicopter of the applicable type, subject to any restrictions placed on the conduct of critical exercises associated with helicopter flight manual limitations and safety considerations.

AMC1 FCL.940.TRI(a)(1)(ii), (a)(2)(ii), (b)(1)(ii), (b)(2)(ii); FCL.940.SFI(a)(2), (e)(1)

(a) The refresher training for revalidation of the TRI and SFI certificates should be provided as a seminar. The seminar should consist of 6 hours of learning and may be held in the form of either one or more of the following: e-learning, two-way online meetings, face-to-face seminars. The content of the refresher seminar for revalidation should be selected from the following items:

(1) relevant changes to regulations;

(2) the role of the instructor;

(3) teaching and learning styles;

(4) observational skills;

(5) instructional techniques;

(6) briefing and debriefing skills;

(7) TEM;

(8) human performance and limitations;

(9) flight safety, prevention of incidents and accidents, including those specific to the ATO;

(10) significant changes in the content of the relevant part of the aviation system;

(11) legal aspects and enforcement procedures;

(12) developments in competency-based instruction;

(13) report writing; and

(14) any additional topics proposed by the CAA.

(b) For the refresher training for renewal of the TRI and SFI certificates:

(1) the ATO should determine on a case-by-case basis the amount of refresher training needed, through an assessment of the candidate, taking into account the following factors:

(i) the experience of the applicant;

(ii) the amount of time elapsed since the expiry of the TRI or SFI certificate; and

(iii) the technical elements of the TRI or SFI training course, as determined by the assessment of the candidate by the ATO;

(2) the ATO should also consider the elements defined in point (a) above to determine the refresher training needed; and

(3) once the ATO has determined the needs of the applicant, it should develop an individual training programme that should be based on the content of the TRI or SFI training course and focus on the aspects where the applicant has the greatest needs.

(c) After successful completion of the seminar or refresher training, as applicable, the ATO should:

(1) in case of a seminar, in accordance with point (a), issue the applicant with a seminar completion certificate or another document specified by the CAA, which describes the content of the seminar as in point (a), as well as a statement that the seminar was successfully completed; and

(2) in case of refresher training, in accordance with point (b), issue the applicant with a training completion certificate or another document specified by the CAA, which describes the evaluation of the factors listed in point (b)(1) and the training received, as well as a statement that the training was successfully completed; the training completion certificate should be presented to the examiner prior to the assessment of competence.

(d) Upon successful completion of the seminar or refresher training, as applicable, the ATO should submit the seminar or training completion certificate, or the other document specified by the CAA, to the CAA.

SECTION 4 – SPECIFIC REQUIREMENTS FOR THE CLASS RATING INSTRUCTOR – CRI

AMC1 FCL.930.CRI CRI Training course

GENERAL

(a) The aim of the CRI training course is to train aircraft licence holders to the level of competence defined in FCL.920 and adequate to a CRI.

(b) The training course should be designed to give adequate training to the applicant in theoretical knowledge instruction, flight instruction and FSTD instruction to instruct for any class or type rating, except for single-pilot high-performance complex aeroplanes, for which the applicant is qualified.

(c) The flight training should be aimed at ensuring that the applicant is able to teach the air exercises safely and efficiently to students undergoing a course of training for the issue of a class or type rating, except for single-pilot high-performance complex aeroplanes.

(d) It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at the appropriate times during each flight.

(e) The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.

CONTENT

(f) The training course consists of three parts:

(1) Part 1: teaching and learning that should be in accordance with AMC1 FCL.920;

(2) Part 2: technical theoretical knowledge instruction (technical training);

(3) Part 3: flight instruction.

Part 1

The content of the teaching and learning part of the FI training course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the course syllabus.

Part 2

(a) The technical theoretical-knowledge instruction should comprise at least 10 hours of training to include the revision of technical knowledge, preparation of lesson plans, and development of classroom instructional skills to enable the CRI to teach the technical theoretical-knowledge syllabus.

(b) The type or class rating theoretical syllabus should be used to develop the CRI teaching skills in relation to the type or class technical course syllabus. The course instructor should deliver example lectures from the applicable type or class technical syllabus. The candidate instructor should prepare and deliver lectures on topics that are selected by the course instructor from the type/class rating course and the generic topics listed further below.

(c) The 10 hours of technical theoretical-knowledge instruction should develop the applicant's ability to teach a student the knowledge and understanding that are required for the relevant air exercises for either SE or ME aeroplanes, depending on the privileges sought by the candidate.

(d) If CRI privileges for both SE and ME aeroplanes are sought, the applicant should complete 10 hours of technical theoretical-knowledge instruction related to SE and ME aeroplanes each.

(e) This following syllabus of general subjects concerns training only on ME aeroplanes.

GENERAL SUBJECTS

(a) Air legislation:

- (1) aeroplane performance group definitions;
- (2) methods of factoring gross performance.

(b) Asymmetric power flight;

(c) Principles of flight;

(d) The problems:

- (1) asymmetry;
- (2) control;
- (3) performance;

(e) The forces and couples:

- (1) offset thrust line;
- (2) asymmetric blade effect;
- (3) offset drag line;
- (4) failed engine propeller drag;
- (5) total drag increase;
- (6) asymmetry of lift;
- (7) uneven propeller slipstream effect;
- (8) effect of yaw in level and turning flight;
- (9) thrust and rudder side force couples;
- (10) effect on moment arms.

(f) Control in asymmetric power flight:

- (1) use, misuse and limits of:
  - (i) rudder;
  - (ii) aileron;
  - (iii) elevators.
- (2) effect of bank or sideslip and balance;
- (3) decrease of aileron and rudder effectiveness;
- (4) fin stall possibility;
- (5) effect of IAS and thrust relationship;
- (6) effect of residual unbalanced forces;

(7) foot loads and trimming.

(g) Minimum control and safety speeds:

(1) minimum control speed (v_{mc});

(2) definition;

(3) origin;

(4) factors affecting (v_{mc}):

(i) thrust;

(ii) mass and centre of gravity position;

(iii) altitude;

(iv) landing gear;

(v) flaps;

(vi) cowl flaps or cooling gills;

(vii) turbulence or gusts;

(viii) pilot reaction or competence;

(ix) banking towards the operating engine;

(x) drag;

(xi) feathering;

(xii) critical engine.

(5) take-off safety speed;

(6) definition or origin of $v_{2;}$

(7) other relevant v codes;

(h) Aeroplane performance: one engine inoperative:

(1) effect on excess power available;

(2) SE ceiling;

(3) cruising, range and endurance;

(4) acceleration and deceleration;

(5) zero thrust, definition and purpose;

(i) Propellers:

(1) variable pitch: general principles;

(2) feathering and un-feathering mechanism and limitations (for example minimum RPM);

(j) Specific aeroplane type;

(k) Aeroplane and engine systems:

(1) operation normal;

(2) operation abnormal;

(3) emergency procedures.

(l) Limitations: airframe:

(1) load factors;

(2) landing gear and flap limiting speeds (v_{lo} and v_{fe});

(3) rough air speed (v_{ra});

(4) maximum speeds (v_{no} and v_{ne}).

(m) Limitations: engine:

(1) RPM and manifold pressure;

(2) oil temperature and pressure;

(3) emergency procedures.

(n) Mass and balance:

(to be covered in conjunction with the flight manual or equivalent document (for example owner's manual or pilot's operating handbook))

(1) mass and balance documentation for aeroplane type;

(2) revision of basic principles;

(3) calculations for specific aeroplane type.

(o) Mass and performance:

(to be covered in conjunction with the flight manual or equivalent document (for example owner's manual or pilot's operating handbook))

(1) calculations for specific aeroplane type (all engines operating);

(2) take-off run;

(3) take-off distance;

(4) accelerate and stop distance;

(5) landing distance;

(6) landing run;

(7) take-off or climb out flight path;

(8) calculations for specific aeroplane type (one engine operating);

(9) climb out flight path;

(10) landing distance;

(11) landing run.

Part 3

FLIGHT INSTRUCTION SYLLABUS: NORMAL FLIGHT

(a) This part is similar to the air exercise sections of the SE FI course, including 'Introduction to instrument flying' except that the objectives, airmanship considerations and common errors are related to the operation of an ME aeroplane.

(b) The purpose of this part is to acquaint the applicant with the teaching aspects of the operational procedures and handling of an ME aeroplane with all engines functioning.

(c) The following items should be covered:

(1) aeroplane familiarisation;

(2) pre-flight preparation and aeroplane inspection;

(3) engine starting procedures;

(4) taxiing;

(5) pre take-off procedures;

(6) the take-off and initial climb:

(i) into wind;

(ii) crosswind;

(iii) short field.

(7) climbing;

(8) straight and level flight;

(9) descending (including emergency descent procedures);

(10) turning;

(11) slow flight;

(12) stalling and recoveries;

(13) instrument flight: basic;

(14) emergency drills (not including engine failure);

(15) circuit, approach and landing:

(i) into wind;

(ii) croswind;

(iii) short field;

(16) mislanding and going round again;

(17) actions after flight.

AIR EXERCISES

(d) The syllabus for CRI SE and ME training courses should comprise air exercises 1 to 4 and should not last less than 3 hours. In addition, the syllabus for a CRI ME training course should also include air exercise 5 to address asymmetric power flight and should not last less than 2 hours.

EXERCISE 1: FAMILIARISATION WITH THE AEROPLANE

(a) Long briefing objectives:

(1) introduction to the aeroplane;

(2) explanation of the cockpit layout;

(3) systems and controls;

(4) aeroplane power plant;

(5) checklists and drills;

(6) differences when occupying the instructor's seat;

(7) emergency drills:

(i) action in event of fire in the air and on the ground;

(ii) escape drills: location of exits and use of emergency equipment (for example fire extinguishers, etc.).

(8) pre-flight preparation and aeroplane inspection:

(i) aeroplane documentation;

(ii) external checks;

(iii) internal checks;

(iv) harness, seat or rudder pedal adjustment;

(9) engine starting procedures:

(i) use of checklists;

(ii) checks before starting;

(iii) checks after starting.

(b) Air exercise:

(1) external features;

(2) cockpit layout;

(3) aeroplane systems;

(4) checklists and drills;

(5) action if fire in the air and on the ground;

(i) engine;

(ii) cabin;

(iii) electrical.

(6) systems failure (as applicable to type);

(7) escape drills (location and use of emergency equipment and exits);

(8) preparation for and action after flight:

(i) flight authorisation and aeroplane acceptance;

(ii) technical log or certificate of maintenance release;

(iii) mass and balance and performance considerations;

(iv) external checks;

(v) internal checks, adjustment of harness or rudder pedals;

(vi) starting and warming up engines;

(vii) checks after starting;

(viii) radio navigation and communication checks;

(ix) altimeter checks and setting procedures;

(x) power checks;

(xi) running down and switching off engines;

(xii) completion of authorisation sheet and aeroplane serviceability documents.

EXERCISE 2: TAXIING

(a) Long briefing objectives:

(1) pre-taxiing area precautions (greater mass: greater inertia);

(2) effect of differential power;

(3) precautions on narrow taxiways;

(4) pre take-off procedures:

(i) use of checklist;

(ii) engine power checks;

(iii) pre take-off checks;

(iv) instructor's briefing to cover the procedure to be followed should an emergency occur during take-off, for example engine failure.

(5) the take-off and initial climb:

(i) ATC considerations;

(ii) factors affecting the length of the take-off run or distance;

(iii) correct lift-off speed;

(iv) importance of safety speed;

(v) crosswind take-off, considerations and procedures;

(vi) short field take-off, considerations and procedures;

(vii) engine handling after take-off: throttle, pitch and engine synchronisation.

(6) climbing:

(i) pre-climbing checks;

(ii) engine considerations (use of throttle or pitch controls);

(iii) maximum rate of climb speed;

(iv) maximum angle of climb speed;

(v) synchronising the engines.

(b) Air exercise

(1) pre-taxing checks;

(2) starting, control of speed and stopping;

(3) control of direction and turning;

(4) turning in confined spaces;

(5) leaving the parking area;

(6) freedom of rudder movement (importance of pilot ability to use full rudder travel);

(7) instrument checks;

(8) emergencies (brake or steering failure);

(9) pre take-off procedures:

(i) use of checklist;

(ii) engine power and system checks;

(iii) pre take-off checks;

(iv) instructor's briefing if emergencies during take-off.

(10) the take-off and initial climb:

(i) ATC considerations;

(ii) directional control and use of power;

(iii) lift-off speed;

(iv) crosswind effects and procedure;

(v) short field take-off and procedure.

(vi) procedures after take-off (at an appropriate stage of the course):

(A) landing gear retraction;

(B) flap retraction (as applicable);

(C) selection of manifold pressure and RPM;

(D) engine synchronisation;

(E) other procedures (as applicable).

(11) climbing:

(i) pre-climbing checks;

(ii) power selection for normal and maximum rate climb;

(iii) engine and RPM limitations;

(iv) effect of altitude on manifold pressure, full throttle;

(v) levelling off: power selection;

(vi) climbing with flaps down;

(vii) recovery to normal climb;

(viii) en-route climb (cruise climb);

(ix) maximum angle of climb;

(x) altimeter setting procedures;

(xi) prolonged climb and use of cowl flaps or cooling gills;

(xii) instrument appreciation.

EXERCISE 3: STRAIGHT AND LEVEL FLIGHT

(a) Long briefing objectives:

(1) selection of power: throttle or pitch controls;

(2) engine synchronisation;

(3) fuel consumption aspects;

(4) use of trimming controls: elevator and rudder (aileron as applicable);

(5) operation of flaps:
  (i) effect on pitch attitude;
  (ii) effect on air speed.
(6) operation of landing gear:
  (i) effect on pitch attitude;
  (ii) effect on air speed.
(7) use of mixture controls;
(8) use of alternate air or carburettor heat controls;
(9) operation of cowl flaps or cooling gills;
(10) use of cabin ventilation and heating systems;
(11) operation and use of the other systems (as applicable to type);
(12) descending:
  (i) pre-descent checks;
  (ii) normal descent;
  (iii) selection of throttle or pitch controls;
  (iv) engine cooling considerations;
  (v) emergency descent procedure.
(13) turning:
  (i) medium turns;
  (ii) climbing and descending turns;
  (iii) steep turns (45 ° of bank or more).

(b) Air exercise:
(1) at normal cruising power:
  (i) selection of cruise power;
  (ii) manifold pressure or RPM;
  (iii) engine synchronisation;
  (iv) use of trimming controls;
  (v) performance considerations: range or endurance.
(2) instrument appreciation;
(3) operation of flaps (in stages):
  (i) air speed below v_{fe};
  (ii) effect on pitch attitude;
  (iii) effect on air speed.
(4) operation of landing gear:
  (i) air speed below v_{lo} / v_{le};
  (ii) effect on pitch attitude;

(iii) effect on air speed.

(5) use of mixture controls;

(6) use of alternate air or carburettor control;

(7) operation of cowl flaps or cooling gills;

(8) operation of cabin ventilation or heating systems;

(9) operation and use of other systems (as applicable to type);

(10) descending;

(i) pre-descent checks;

(ii) power selection: manifold pressure or RPM;

(iii) powered descent (cruise descent);

(iv) engine cooling considerations: use of cowl flaps or cooling gills;

(v) levelling off;

(vi) descending with flaps down;

(vii) descending with landing gear down;

(viii) altimeter setting procedure;

(ix) instrument appreciation;

(x) emergency descent:

(A) as applicable to type;

(B) limitations in turbulence v_{no}.

(11) turning:

(i) medium turns;

(ii) climbing and descending turns;

(iii) steep turns: 45 ° of ban;

(iv) instrument appreciation.

EXERCISE 4: SLOW FLIGHT

(a) Long briefing objectives:

(1) aeroplane handling characteristics during slow flight: flight at v_{s1} and v_{so} +5 knots;

(2) simulated go-around from slow flight:

(i) at V_{sse} with flaps down;

(ii) note pitch trim change.

(3) stalling:

(i) power selection;

(ii) symptoms approaching the stall;

(iii) full stall characteristics;

(iv) recovery from the full stall;

(v) recovery at the incipient stall;

(vi) stalling and recovery in the landing configuration;

(vii) recovery at the incipient stage in the landing configuration.

(4) instrument flight (basic):

(i) straight and level;

(ii) climbing;

(iii) turning;

(iv) descending.

(5) emergency drills (not including engine failure), as applicable to type;

(6) circuit approach and landing:

(i) downwind leg:

(A) air speed below v_{fe};

(B) use of flaps (as applicable);

(C) pre-landing checks;

(D) position to turn onto base leg.

(ii) base leg:

(A) selection of power (throttle or pitch), flaps and trimming controls;

(B) maintenance of correct air speed.

(iii) final approach:

(A) power adjustments (early reaction to undershooting);

(B) use of additional flaps (as required);

(C) confirmation of landing gear down;

(D) selection 'touch down' point;

(E) air speed reduction to V_{at};

(F) maintenance of approach path.

(iv) landing:

(A) greater sink rate;

(B) longer landing distance and run;

(C) crosswind approach and landing;

(D) crosswind considerations;

(E) short field approach and landing;

(F) short field procedure: considerations.

(b) Air exercise

(1) safety checks;

(2) setting up and maintaining (flaps up);

(i) v_{s1} + 5 knots;

(ii) note aeroplane handling characteristics.

(3) setting up and maintaining (flaps down):

(i) v_{so} + 5 knots;

(ii) note aeroplane handling characteristics.

(4) simulated go-around from a slow flight with flaps:

(i) down and air speed not below V_{sse}, for example air speed at V_{sse} or v_{mca} + 10 knots;

(ii) increase to full power and enter a climb;

(iii) note pitch change.

(5) resume normal flight.

(6) stalling;

(i) selection of RPM;

(ii) stall symptoms;

(iii) full stall characteristics;

(iv) recovery from the full stall: care in application of power;

(v) recovery at the incipient stage;

(vi) stalling and recovery in landing configuration;

(vii) stall recovery at the incipient stage in the landing configuration.

(7) instrument flight (basic):

(i) straight and level;

(ii) climbing;

(iii) turning;

(iv) descending.

(8) emergency drills (not including engine failure), as applicable to type;

(9) circuit, approach and landing:

(i) downwind leg:

(A) control of speed (below v_{fe});

(B) flaps as applicable;

(C) pre-landing checks;

(D) control of speed and height;

(E) base leg turn.

(ii) base leg:

(A) power selection;

(B) use of flap and trimming controls;

(C) maintenance of correct air speed.

(iii) final approach:

(A) use of additional flap (as required);

(B) confirmation of landing gear down;

(C) selection of touchdown point;

(D) air speed reduction to V_{at};

(E) maintaining correct approach path: use of power.

(iv) landing:

(A) control of sink rate during flare;

(B) crosswind considerations;

(C) longer landing roll;

(D) short or soft field approach and landing;

(E) considerations and precautions.

(10) Asymmetric power flight.

During this part, special emphasis is to be placed on the:

(i) circumstances in which actual feathering and un-feathering practice will be done, for example safe altitude; compliance with regulations about minimum altitude or height for feathering practice, weather conditions, distance from nearest available aerodrome;

(ii) procedure to use for instructor and student co-operation, for example the correct use of touch drills and the prevention of misunderstandings, especially during feathering and unfeathering practice and when zero thrust is being used for asymmetric circuits. This procedure is to include positive agreement as to which engine is being shut down or re-started or set at zero thrust and identifying each control and naming the engine it is going to affect;

(iii) consideration to be given to avoid over-working the operating engine, and the degraded performance when operating the aeroplane during asymmetric flight;

(iv) need to use the specific checklist for the aeroplane type.

EXERCISE 5: FLIGHT ON ASYMMETRIC POWER

(a) Long briefing objectives:

(1) introduction to asymmetric flight:

(2) feathering the propeller: method of operation;

(3) effects on aeroplane handling at cruising speed;

(4) introduction to effects upon aeroplane performance;

(5) note foot load to maintain a constant heading (no rudder trim);

(6) un-feathering the propeller;

(7) return to normal flight finding the zero thrust setting;

(8) comparison of foot load when feathered and with zero thrust set.

(9) effects and recognition of engine failure in level flight;

(10) forces and the effects of yaw;

(11) types of failure:

(i) sudden or gradual;

(ii) complete or partial.

(12) yaw, direction and further effects of yaw;

(13) flight instrument indications;

(14) identification of failed engine;

(15) the couples and residual out of balance forces: resultant flight attitude;

(16) use of rudder to counteract yaw;

(17) use of aileron: dangers of misuse;

(18) use of elevator to maintain level flight;

(19) use of power to maintain a safe air speed and altitude;

(20) supplementary recovery to straight and level flight: simultaneous increase of speed and reduction in power;

(21) identification of failed engine: idle leg = idle engine;

(22) use of engine instruments for identification:

(i) fuel pressure or flow;

(ii) RPM gauge response effect of CSU action at lower and higher air speed;

(iii) engine temperature gauges.

(23) confirmation of identification: close the throttle of identified failed engine;

(24) effects and recognition of engine failure in turns;

(25) identification and control;

(26) side forces and effects of yaw.

(27) During turning flight:

(i) effect of 'inside' engine failure: effect sudden and pronounced;

(ii) effect of 'outside' engine failure: effect less sudden and pronounced;

(iii) the possibility of confusion in identification (particularly at low power):

(A) correct use of rudder;

(B) possible need to return to lateral level flight to confirm correct identification.

(iv) visual and flight instrument indications;

(v) effect of varying speed and power;

(vi) speed and thrust relationship;

(vii) at normal cruising speed and cruising power: engine failure clearly recognised;

(viii) at low safe speed and climb power: engine failure most positively recognised;

(ix) high speed descent and low power: possible failure to notice asymmetry (engine failure).

(28) Minimum control speeds:

(i) ASI colour coding: red radial line.

Note: this exercise is concerned with the ultimate boundaries of controllability in various conditions that a student can reach in a steady asymmetric power state, approached by a gradual speed reduction. Sudden and complete failure should not be given at the Flight Manual v_{mca}. The purpose of the exercise is to continue the gradual introduction of a student to control an aeroplane in asymmetric power flight during extreme or critical situations. It is not a demonstration of v_{mca}.

(ii) Techniques for assessing critical speeds with wings level and recovery: dangers involved when minimum control speed and the stalling speed are very close: use of $V_{sse;}$

(iii) Establish a minimum control speed for each asymmetrically disposed engine to establish critical engine (if applicable);

(iv) Effects on minimum control speeds of:

(A) bank;

(B) zero thrust setting;

(C) take-off configuration:

(a) landing gear down and take-off flap set;

(b) landing gear up and take-off flap set.

Note: it is important to appreciate that the use of 5 ° of bank towards the operating engine produces a lower v_{mca} and also a better performance than that obtained with the wings held level. It is now normal for manufacturers to use 5 ° of bank in this manner when determining the v_{mca} for the specific type. Thus, the v_{mca} quoted in the aeroplane manual will have been obtained using the technique.

(29) Feathering and un-feathering:

(i) minimum heights for practising feathering or un-feathering drills;

(ii) engine handling: precautions (overheating, icing conditions, priming, warm-up, method of simulating engine failure: reference to aircraft engine manual and service instructions and bulletins).

(30) Engine failure procedure:

(i) once the maintenance of control has been achieved, the order in which the procedures are carried out will be determined by the phase of operation and the aircraft type.

(ii) flight phase:

(A) in cruising flight;

(B) critical phase such as immediately after take-off or during the approach to landing or during a go-around.

(31) Aircraft type:

Variations will inevitably occur in the order of certain drills and checks due to differences between aeroplane types and perhaps between models of the same type, and the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) is to be consulted to establish the exact order of these procedures.

For example, one flight manual or equivalent document (for example owner's manual or pilot's operating handbook) may call for the raising of flaps and landing gear before feathering, whilst another may recommend feathering as a first step. The reason for this latter procedure could be due to the fact that some engines cannot be feathered if the RPM drops below a certain figure.

Again, in some aeroplanes, the raising of the landing gear may create more drag during retraction due to the transient position of the landing gear doors and as a result of this retraction would best be left until feathering has been accomplished and propeller drag reduced.

Therefore, the order in which the drills and checks are shown in this syllabus under ‘immediate actions’ and ‘subsequent actions’ are to be used as a general guide only and the exact order of precedence is determined by reference to the flight manual or equivalent document (for example owner’s manual or pilot’s operating handbook) for the specific aeroplane type being used on the course.

(32) In-flight engine failure in cruise or other flight phase not including take-off or landing:

(i) immediate actions:

(A) recognition of asymmetric condition and control of the aircraft;

(B) identification and confirmation of failed engine:

(a) idle leg = idle engine;

(b) closing of throttle for confirmation.

(C) cause and fire check:

(a) typical reasons for failure;

(b) methods of rectification.

(D) feathering decision and procedure:

(a) reduction of other drag;

(b) need for speed but not haste;

(c) use of rudder trim.

(ii) subsequent actions;

(A) live engine:

(a) temperature, pressures and power;

(b) remaining services;

(c) electrical load: assess and reduce as necessary;

(d) effect on power source for air driven instruments;

(e) landing gear;

(f) flaps and other services.

(B) re-plan flight:

(a) ATC and weather;

(b) terrain clearance, SE cruise speed;

(c) decision to divert or continue.

(C) fuel management: best use of remaining fuel;

(D) dangers of re-starting damaged engine;

(E) action if unable to maintain altitude: effect of altitude on power available;

(F) effects on performance;

(G) effects on power available and power required;

(H) effects on various airframe configuration and propeller settings;

(I) use of flight manual or equivalent document (for example owner's manual or pilot's operating handbook):

(a) cruising;

(b) climbing: ASI colour coding (blue line);

(c) descending;

(d) turning.

(J) 'live' engine limitations and handling;

(K) take-off and approach: control and performance.

(33) Significant factors:

(i) significance of take-off safety speed:

(A) effect of landing gear, flap, feathering, take-off, trim setting, systems for operating landing gear and flaps;

(B) effect on mass, altitude and temperature (performance).

(ii) significance of best SE climb speed (V_{yse}):

(A) acceleration to best engine climb speed and establishing a positive climb;

(B) relationship of SE climb speed to normal climb speed;

(C) action if unable to climb.

(iii) significance of asymmetric committal height and speed: action if baulked below asymmetric committal height.

(34) Engine failure during take-off:

(i) below v_{mca} or unstick speed:

(A) accelerate or stop distance considerations;

(B) prior use of flight manual data if available.

(ii) above v_{mca} or unstick speed and below safety speed;

(iii) immediate re-landing or use of remaining power to achieve forced landing;

(iv) considerations:

(A) degree of engine failure;

(B) speed at the time;

(C) mass, altitude and temperature (performance);

(D) configuration;

(E) length of runway remaining;

(F) position of any obstacles ahead.

(35) Engine failure after take-off:

(i) simulated at a safe height and at or above take-off safety speed;

(ii) considerations:

(A) need to maintain control;

(B) use of bank towards operating engine;

(C) use of available power achieving best SE climb speed;

(D) mass, altitude, temperature (performance);

(E) effect of prevailing conditions and circumstances.

(36) Immediate actions: maintenance of control, including air speed and use of power:

(i) recognition of asymmetric condition;

(ii) identification and confirmation of failed engine;

(iii) feathering and removal of drag (procedure for type);

(iv) establishing best SE climb speed.

(37) Subsequent actions: whilst carrying out an asymmetric power climb to the downwind position at SE best rate of climb speed:

(i) cause and fire check;

(ii) live engine, handling considerations;

(iii) remaining services;

(iv) ATC liaison;

(v) fuel management.

Note: these procedures are applicable to aeroplane type and flight situation.

(38) Significance of asymmetric committal height:

(i) Asymmetric committal height is the minimum height needed to establish a positive climb whilst maintaining adequate speed for control and removal of drag during an approach to a landing.

Because of the significantly reduced performance of many CS/JAR/FAR 23 aeroplanes when operating on one engine, consideration is to be given to a minimum height from which it would be safely possible to attempt a go-around procedure, during an approach when the flight path will have to be changed from a descent to a climb with the aeroplane in a high drag configuration.

Due to the height loss which will occur during the time that the operating engine is brought up to full power, landing gear and flap retracted, and the aeroplane established in a climb at v_{yse} a minimum height (often referred to as 'Asymmetric committal height') is to be selected, below which the pilot should not attempt to take the aeroplane round again for another circuit. This height will be compatible with the aeroplane type, all up weight, altitude of the aerodrome being used, air temperature, wind, the height of obstructions along the climb out path, and pilot competence.

(ii) circuit approach and landing on asymmetric power:

(A) definition and use of asymmetric committal height;

(B) use of standard pattern and normal procedures;

(C) action if unable to maintain circuit height;

(D) speed and power settings required;

(E) decision to land or go-around at asymmetric committal height: factors to be considered.

(iii) undershooting importance of maintaining correct air speed (not below v_{yse}).

(39) Speed and heading control:

(i) height, speed and power relationship: need for minimum possible drag;

(ii) establishing positive climb at best SE rate of climb speed:

(A) effect of availability of systems, power for flap and landing gear;

(B) operation and rapid clean up.

Note 1: The air speed at which the decision is made to commit the aeroplane to a landing or to go-around should normally be the best SE rate of climb speed and in any case not less than the safety speed.

Note 2: On no account should instrument approach 'decision height' and its associated procedures be confused with the selection of minimum height for initiating a go-around in asymmetric power flight.

(40) Engine failure during an all engines approach or missed approach:

(i) use of asymmetric committal height and speed considerations;

(ii) speed and heading control;

(iii) decision to attempt a landing, go-around or force land as circumstances dictate.

Note: at least one demonstration and practice of engine failure in this situation should be performed during the course.

(41) Instrument flying on asymmetric power:

(i) considerations relating to aircraft performance during:

(A) straight and level flight;

(B) climbing and descending;

(C) standard rate turns;

(D) level, climbing and descending turns including turns onto preselected headings.

(ii) availability of vacuum operated instruments;

(iii) availability of electrical power source.

(b) Air exercise

This section covers the operation of a SP ME aeroplane when one engine has failed and it is applicable to all such light piston aeroplanes. Checklists should be used as applicable.

(1) introduction to asymmetric flight:

(2) close the throttle of one engine;

(3) feather its propeller;

(4) effects on aeroplane handling at cruising speed;

(5) effects on aeroplane performance for example cruising speed and rate of climb;

(6) note foot load to maintain a constant heading;

(7) un-feather the propeller;

(8) return to normal flight finding the zero thrust throttle setting;

(9) comparison of foot load when feathered and with zero thrust set.

(10) effects and recognition of engine failure in level flight with the aeroplane straight and level at cruise speed:

   (i) slowly close the throttle of one engine;

   (ii) note yaw, roll and spiral descent.

(11) return to normal flight:

   (i) close throttle of other engine;

   (ii) note same effects in opposite direction.

(12) methods of control and identification of failed engine close one throttle and maintain heading and level flight by use of:

   (i) rudder to control yaw;

   (ii) aileron to hold wings level;

   (iii) elevators to maintain level flight;

   (iv) power (as required) to maintain air speed and altitude.

(13) alternative or supplementary method of control:

   (i) simultaneously;

   (ii) lower aeroplane nose to increase air speed;

   (iii) reduce power;

   (iv) loss of altitude: inevitable.

(14) identification of failed engine: idle foot = idle engine;

(15) use of instruments for identification:

   (i) fuel pressure or fuel flow;

   (ii) RPM gauge or CSU action may mask identification;

   (iii) engine temperature gauges.

(16) confirmation of identification: close the throttle of the identified failed engine;

(17) effects and recognition of engine failure in turns and effects of ‘inside’ engine failure:

   (i) more pronounced yaw;

   (ii) more pronounced roll;

   (iii) more pronounced pitch down.

(18) effects of ‘outside’ engine failure:

   (i) less pronounced yaw;

   (ii) less pronounced roll;

(iii) less pronounced pitch down.

(19) possibility of confusion in identification:

(i) use of correct rudder application;

(ii) return to lateral level flight if necessary.

(20) flight instrument indications;

(21) effect of varying speed and power;

(22) failure of one engine at cruise speed and power: engine failure clearly recognised;

(23) failure of one engine at low speed and high power (not below v_{sse}): engine failure most positively recognised;

(24) failure of one engine at higher speeds and low power: possible failure to recognise engine failure;

(25) minimum control speeds;

(26) establish the v_{yse}:

(i) select maximum permitted manifold pressure and RPM;

(ii) close the throttle on one engine;

(iii) raise the aeroplane nose and reduce the air speed;

(iv) note the air speed when maximum rudder deflection is being applied and when directional control can no longer be maintained;

(v) lower the aeroplane nose and reduce power until full directional control is regained;

(vi) the lowest air speed achieved before the loss of directional control will be the Vmc for the flight condition;

(vii) repeat the procedure closing the throttle of the other engine;

(viii) the higher of these two air speeds will identify the most critical engine to fail.

Note: warning - in the above situations the recovery is to be initiated immediately before directional control is lost with full rudder applied, or when a safe margin above the stall remains, for example when the stall warning device operates, for the particular aeroplane configuration and flight conditions. On no account should the aeroplane be allowed to decelerate to a lower air speed.

(27) establish the effect of using 5° of bank at v_{mc}:

(i) close the throttle of one engine;

(ii) increase to full power on the operating engine;

(iii) using 5° of bank towards the operating engine reduce speed to the $V_{mc;}$

(iv) note lower V_{mc} when 5 ° of bank is used.

(28) ‘in-flight’ engine failure procedure;

(29) in cruise and other flight circumstances not including take-off and landing.

(30) Immediate actions: maintenance of control including air speed and use of power:

(i) identification and confirmation of failed engine;

(ii) failure cause and fire check;

(iii) feathering decision and implementation;

(iv) reduction of any other drag, for example flaps, cowl flaps etc.;

(v) retrim and maintain altitude.

(31) Subsequent actions:

(i) live engine:

(A) oil temperature, pressure, fuel flow and power;

(B) remaining services;

(C) electrical load: assess and reduce as necessary;

(D) effect on power source for air driven instruments;

(E) landing gear;

(F) flaps and other services.

(ii) re-plan flight:

(A) ATC and weather;

(B) terrain clearance;

(C) SE cruise speed;

(D) decision to divert or continue;

(iii) fuel management: best use of

(iv) dangers of re-starting damaged engine;

(v) action if unable to maintain altitude:

(A) adopt V_{yse};

(B) effect of altitude on power available.

(vi) effects on performance;

(vii) effects on power available and power required;

(viii) effects on various airframe configurations and propeller settings;

(ix) use of flight manual or equivalent document (for example owner's manual or pilot's operating handbook):

(A) cruising;

(B) climbing: ASI colour coding (blue line);

(C) descending;

(D) turning.

(x) 'live' engine limitations and handling;

(xi) take-off and approach: control and handling;

Note: to be done at a safe height away from the circuit;

(xii) take-off case with landing gear down and take-off flap set (if applicable);

(xiii) significance of take-off at or above safety speed (at safety speed. The ability to maintain control and to accelerate to SE climb speed with aeroplane clean and zero thrust set. Thereafter to achieve a positive climb);

(xiv) significance of flight below safety speed (below safety speed and above v_{mca}. A greater difficulty to maintain control, a possible loss of height whilst maintaining speed, cleaning up, accelerating to SE climb speed and establishing a positive climb);

(xv) significance of best SE climb speed (the ability to achieve the best rate of climb on one engine with minimum delay).

(32) Significance of asymmetric committal height:

(i) the ability to maintain or accelerate to the best SE rate of climb speed and to maintain heading whilst cleaning up with perhaps a slight height loss before climbing away;

(ii) below this height, the aeroplane is committed to continue the approach to a landing.

(33) Engine failure during take-off run and below safety speed briefing only;

(34) Engine failure after take-off;

Note: to be initiated at a safe height and at not less than take-off safety speed with due regard to the problems of a prolonged SE climb in the prevailing conditions.

(i) immediate actions:

(A) control of direction and use of bank;

(B) control of air speed and use of power;

(C) recognition of asymmetric condition;

(D) identification and confirmation of failed engine feathering and reduction of drag (procedure for type);

(E) re-trim;

(ii) subsequent actions: whilst carrying out an asymmetric power climb to the downwind position at SE best rate of climb speed:

(A) cause and fire check;

(B) live engine, handling considerations;

(C) drills and procedures applicable to aeroplane type and flight situation;

(D) ATC liaison;

(E) fuel management.

(35) Asymmetric circuit, approach and landing;

(i) downwind and base legs:

(A) use of standard pattern;

(B) normal procedures;

(C) landing gear and flap lowering considerations;

(D) position for base leg;

(E) live engine handling;

(F) air speed and power settings;

(G) maintenance of height.

(ii) final approach:

(A) asymmetric committal height drill;

(B) control of air speed and descent rate;

(C) flap considerations.

(iii) going round again on asymmetric power (missed approach):

(A) not below asymmetric committal height;

(B) speed and heading control;

(C) reduction of drag, landing gear retraction;

(D) maintaining V_{yse};

(E) establish positive rate of climb.

(36) Engine failure during all engines approach or missed approach:

Note: to be started at not less than asymmetric committal height and speed and not more than part flap set:

(i) speed and heading control;

(ii) reduction of drag flap;

(iii) decision to attempt landing or go-around;

(iv) control of descent rate if approach is continued;

(v) if go-around is initiated, maintain vyse, flaps and landing gear retracted and establish positive rate of climb.

Note: at least one demonstration and practice of engine failure in this situation should be performed during the course.

(37) Instrument flying on asymmetric power;

(38) Flight instrument checks and services available:

(i) straight and level flight;

(ii) climbing and descending;

(iii) standard rate turns;

(iv) level, climbing and descending turns including turns onto preselected headings.

EXERCISE 5: UPRT

Instructors should have the specific competence to provide UPRT during the type rating course, including the ability to demonstrate knowledge and understanding of the type-specific upset recovery procedures and of the recommendations that are developed by the OEMs. Therefore, during the CRI training course, the student instructor should:

(a) be able to apply the correct upset recovery techniques for the specific aeroplane type;

(b) understand the importance of applying type-specific OEM procedures for recovery manoeuvres;

(c) be able to distinguish between the applicable SOPs and OEM recommendations (if available);

(d) understand the capabilities and limitations of the FSTDs that are used for UPRT;

(e) ensure that the training remains within the FSTD training envelope to avoid the risk of negative transfer of training;

(f) understand and be able to use the IOS of the FSTD in the context of providing effective UPRT;

(g) understand and be able to use the available FSTD instructor tools to provide accurate feedback on pilot performance;

(h) understand the importance of adhering to the FSTD UPRT scenarios that are validated by the training programme developer; and

(i) understand the missing critical human factor aspects due to the limitations of the FSTD, and convey this to the student pilot(s) receiving the training.

AMC1 FCL.940.CRI CRI Revalidation and renewal

REFRESHER TRAINING

(a) Paragraph (c)(1) of FCL.940.CRI determine that an applicant for renewal of a CRI certificate shall complete refresher training as a CRI at an ATO or CAA. Paragraph (a)(2) also establishes that an applicant for revalidation of the CRI certificate that has not completed a minimum amount of instruction hours (established in paragraph (a)(1)) during the validity period of the certificate shall undertake refresher training at an ATO or CAA for the revalidation of the certificate. The amount of refresher training needed should be determined on a case by case basis by the ATO or CAA, taking into account the following factors:

  (1) the experience of the applicant;

  (2) whether the training is for revalidation or renewal;

  (3) the amount of time elapsed since the last time the applicant has conducted training, in the case of revalidation, or since the certificate has lapsed, in the case of renewal. The amount of training needed to reach the desired level of competence should increase with the time elapsed.

(b) Once the ATO or CAA has determined the needs of the applicant, it should develop an individual training programme that should be based on the CRI training course and focus on the aspects where the applicant has shown the greatest needs.

(c) After successful completion of the refresher training, as applicable, the ATO or CAA, should, in accordance with point (b), issue the applicant with a training completion certificate or another document specified by the CAA, which describes the evaluation of the factors listed in point (a)(1) (the experience of the applicant) and the training received, as well as a statement that the training was successfully completed. The training completion certificate should be presented to the examiner prior to the assessment of competence.

Upon successful completion of the refresher training, as applicable, the ATO should submit the training completion certificate, or the other document specified by the CAA, to the CAA.

SECTION 5 – SPECIFIC REQUIREMENTS FOR THE INSTRUMENT RATING INSTRUCTOR – IRI

AMC1 FCL.930.IRI IRI – Training course

GENERAL

(a) The aim of the IRI training course is to train aircraft licence holders to the level of competence defined in FCL.920, and adequate for an IRI.

(b) The IRI training course should give particular stress to the role of the individual in relation to the importance of human factors in the man-machine environment.

(c) Special attention should be paid to the applicant's levels of maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of education.

(d) With the exception of the section on 'teaching and learning', all the subject detail contained in the theoretical and flight training syllabus is complementary to the instrument rating pilot course syllabus which should already be known by the applicant. Therefore, the objective of the course is to:

  (1) refresh and bring up to date the technical knowledge of the student instructor;

  (2) train pilots in accordance with the requirements of the modular instrument flying training course;

  (3) enable the applicant to develop the necessary instructional techniques required for teaching of instrument flying, radio navigation and instrument procedures to the level required for the issue of an instrument rating;

  (4) ensure that the student instrument rating instructor's flying is of a sufficiently high standard.

(e) In part 3 some of the air exercises of the flight instruction syllabus of this AMC may be combined in the same flight.

(f) During the training course the applicants should be made aware of their own attitudes to the important aspects of flight safety. Improving safety awareness should be a fundamental objective throughout the training course. It will be of major importance for the training course to aim at giving applicants the knowledge, skills and attitudes relevant to an instructor's task. To achieve this, the course curriculum, in terms of objectives, should comprise at least the following areas.

(g) It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at the appropriate times during each flight.

(h) The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.

CONTENT

(i) The training course consists of three parts:

  (1) Part 1: teaching and learning that should follow the content of AMC1 FCL.920.

  (2) Part 2: instrument technical theoretical knowledge instruction (technical training).

  (3) Part 3: flight instruction.

Part 1

The content of the teaching and learning part of the FI training course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the course syllabus.

Part 2

THEORETICAL KNOWLEDGE INSTRUCTION SYLLABUS

(a) The instrument theoretical knowledge instruction should comprise not less than 10 hours training to include the revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the IRI to instruct the instrument theoretical knowledge syllabus.

(b) All the subject detail contained in the instrument theoretical knowledge instruction syllabus and flight instruction syllabus is complementary to the instrument rating pilot course syllabus which should already be known by the applicant. Therefore, the objective of the course is to:

(1) refresh and bring up to date the technical knowledge of the student instructor;

(2) train pilots in accordance with the requirements of the modular instrument flying training course;

(3) enable the applicant to develop the necessary instructional techniques required for teaching of instrument flying, radio navigation and instrument procedures to the level required for the issue of an instrument rating; and

(4) ensure that the student instrument rating instructor's flying is of a sufficiently high standard.

(c) The theoretical subjects covered below should be used to develop the instructor's teaching skills. The items selected should relate to the student's background and should be applied to training for an IR.

GENERAL SUBJECTS

(d) Physiological and psychological factors:

(1) the senses;

(2) spatial disorientation;

(3) sensory illusions;

(4) stress.

(e) Flight instruments:

(1) air speed indicator;

(2) altimeter;

(3) vertical speed indicator;

(4) attitude indicator;

(5) heading indicator;

(6) turn and slip indicator;

(7) magnetic compass;

(8) in relation to the above instruments the following items should be covered:

(i) principles of operation;

(ii) errors and in-flight serviceability checks;

(iii) system failures.

(f) Radio navigation aids:

(1) basic radio principles;

(2) use of VHF RTF channels;

(3) the Morse code;

(4) basic principles of radio aids;

(5) use of VOR;

(6) ground and aeroplane equipment;

(7) use of NDB/ADF;

(8) ground and aeroplane equipment;

(9) use of VHF/DF;

(10) radio detection and ranging (radar);

(11) ground equipment;

(12) primary radar;

(13) secondary surveillance radar;

(14) aeroplane equipment;

(15) transponders;

(16) precision approach system;

(17) other navigational systems (as applicable) in current operational use;

(18) ground and aeroplane equipment;

(19) use of DME;

(20) ground and aeroplane equipment;

(21) marker beacons;

(22) ground and aeroplane equipment;

(23) pre-flight serviceability checks;

(24) range, accuracy and limitations of equipment.

(g) Flight planning considerations;

(h) Aeronautical information publications:

(1) the training course should cover the items listed below, but the applicant's aptitude and previous aviation experience should be taken into account when determining the amount of instructional time allotted. Although a number of items contained under this heading are complementary to those contained in the PPL/CPL/IR syllabi, the instructor should ensure that they have been covered during the applicant's training and due allowance should be made for the time needed to revise these items as necessary.

(2) AIP

(3) NOTAM class 1 and 2;

(4) AIC;

(5) information of an operational nature;

(6) the rules of the air and ATS;

(7) visual flight rules and instrument flight rules;

(8) flight plans and ATS messages;

(9) use of radar in ATS;

(10) radio failure;

(11) classification of airspace;

(12) airspace restrictions and hazards;

(13) holding and approach to land procedures;

(14) precision approaches and non-precision approaches;

(15) radar approach procedures;

(16) missed approach procedures;

(17) visual manoeuvring after an instrument approach;

(18) conflict hazards in uncontrolled airspace;

(19) communications;

(20) types of services;

(21) extraction of AIP data relating to radio aids;

(22) charts available;

(23) en-route;

(24) departure and arrival;

(25) instrument approach and landing;

(26) amendments, corrections and revision service.

(i) flight planning general:

(1) the objectives of flight planning;

(2) factors affecting aeroplane and engine performance;

(3) selection of alternate(s);

(4) obtaining meteorological information;

(5) services available;

(6) meteorology briefing;

(7) telephone or electronic data processing;

(8) actual weather reports (TAFs, METARs and SIGMET messages);

(9) the route forecast;

(10) the operational significance of the meteorological information obtained (including icing, turbulence and visibility);

(11) altimeter considerations;

(12) definitions of:

(i) transition altitude;

(ii) transition level;

(iii) flight level;

(iv) QNH;

(v) regional QNH;

(vi) standard pressure setting;

(vii) QFE.

(13) altimeter setting procedures;

(14) pre-flight altimeter checks;

(15) take-off and climb;

(16) en-route;

(17) approach and landing;

(18) missed approach;

(19) terrain clearance;

(20) selection of a minimum safe en-route altitude;

(21) IFR;

(22) preparation of charts;

(23) choice of routes and flight levels;

(24) compilation of flight plan or log sheet;

(25) log sheet entries;

(26) navigation ground aids to be used;

(27) frequencies and identification;

(28) radials and bearings;

(29) tracks and fixes;

(30) safety altitude(s);

(31) fuel calculations;

(32) ATC frequencies (VHF);

(33) tower, approach, en-route, radar, FIS, ATIS, and weather reports;

(34) minimum sector altitudes at destination and alternate aerodromes;

(35) determination of minimum safe descent heights or altitudes (decision heights) at destination and alternate aerodromes.

(j) The privileges of the instrument rating:

(1) outside controlled airspace;

(2) within controlled airspace;

(3) period of validity and renewal procedures.

Part 3

FLIGHT INSTRUCTION SYLLABUS

(a) An approved IRI course should comprise of at least 10 hours of flight instruction, of which a maximum of 8 hours may be conducted in an FSTD. A similar number of hours should be used for the instruction and practice of pre-flight and post-flight briefing for each exercise.

(b) The flight instruction should aim to ensure that the applicant is able to teach the air exercises safely and efficiently.

A. AEROPLANES

LONG BRIEFINGS AND AIR EXERCISES

EXERCISE 1: INTRUMENT FLYING (Basic)

(for revision, as deemed necessary by the instructor)

(a) Long briefing objectives:

(1) flight instruments;

(2) physiological considerations;

(3) instrument appreciation:

(i) attitude instrument flight;

(ii) pitch indications;

(iii) bank indications;

(iv) different instrument presentations;

(v) introduction to the use of the attitude indicator;

(vi) pitch attitude;

(vii) bank attitude;

(viii) maintenance of heading and balanced flight;

(ix) instrument limitations (inclusive system failures).

(4) attitude, power and performance:

(i) attitude instrument flight;

(ii) control instruments;

(iii) performance instruments;

(iii) effect of changing power and configuration;

(iv) cross-checking the instrument indications;

(v) instrument interpretation;

(vi) direct and indirect indications (performance instruments);

(vii) instrument lag;

(viii) selective radial scan.

(5) the basic flight manoeuvres (full panel):

(i) straight and level flight at various air speeds and aeroplane configurations;

(ii) climbing;

(iii) descending;

(iv) standard rate turns;

(v) level, climbing and descending on to pre-selected headings.

(b) Air exercise:

(1) instrument flying (basic);

(i) physiological sensations;

(ii) instrument appreciation;

(iii) attitude instrument flight;

(iv) pitch attitude;

(v) bank attitude;

(vi) maintenance of heading and balanced flight;

(vii) attitude instrument flight;

(viii) effect of changing power and configuration;

(ix) cross-checking the instruments;

(x) selective radial scan;

(2) the basic flight manoeuvres (full panel):

(i) straight and level flight at various air speeds and aeroplane configurations;

(ii) climbing;

(iii) descending;

(iv) standard rate turns;

(v) level, climbing and descending on to pre-selected headings.

EXERCISE 2: INTRUMENT FLYING (Advanced)

(a) Long briefing objectives:

(1) full panel;

(2) 30 ° level turns;

(3) unusual attitudes: recoveries;

(4) transference to instruments after take-off;

(5) limited panel;

(6) basic flight manoeuvres;

(7) unusual attitudes: recoveries.

(b) Air exercise:

(1) full panel;

(2) 30 ° level turns;

(3) unusual attitudes: recoveries;

(4) limited panel;

(5) repeat of the above exercises.

EXERCISE 3: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VOR

(a) Long briefing objectives:

(1) availability of VOR stations en-route;

(2) station frequencies and identification;

(3) signal reception range;

(4) effect of altitude;

(5) VOR radials;

(6) use of OBS;

(7) to or from indicator;

(8) orientation;

(9) selecting radials;

(10) intercepting a pre-selected radial;

(11) assessment of distance to interception;

(12) effects of wind;

(13) maintaining a radial;

(14) tracking to and from a VOR station;

(15) procedure turns;

(16) station passage;

(17) use of two stations for obtaining a fix;

(18) pre-selecting fixes along a track;

(19) assessment of ground speed and timing;

(20) holding procedures;

(21) various entries;

(22) communication (R/T procedures and ATC liaison).

(b) Air exercise:

(1) station selection and identification;

(2) orientation;

(3) intercepting a pre-selected radial;

(4) R/T procedures and ATC liaison;

(5) maintaining a radial inbound;

(6) recognition of station passage;

(7) maintaining a radial outbound;

(8) procedure turn;

(9) use of two stations to obtain a fix along the track;

(10) assessment of ground speed and timing;

(11) holding procedures and entries;

(12) holding at a pre-selected fix;

(13) holding at a VOR station.

EXERCISE 4: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF NDB

(a) Long briefing objectives:

(1) availability of an NDB facilities en-route;

(2) location, frequencies, tuning (as applicable) and identification codes;

(3) signal reception range;

(4) static interference;

(5) night effect;

(6) station interference;

(7) mountain effect;

(8) coastal refraction;

(9) orientation in relation to an NDB;

(10) homing;

(11) intercepting a pre-selected magnetic bearing and tracking inbound;

(12) station passage;

(13) tracking outbound;

(14) time and distance checks;

(15) use of two NDBs to obtain a fix or alternatively use of one NDB and one other NAVAID;

(16) holding procedures and various approved entries;

(17) communication (R/T procedures and ATC liaison).

(b) Air exercise:

(1) selecting, tuning and identifying an NDB;

(2) ADF orientation;

(3) communication (R/T procedures and ATC liaison);

(4) homing;

(5) tracking inbound;

(6) station passage;

(7) tracking outbound;

(8) time and distance checks;

(9) intercepting a pre-selected magnetic bearing;

(10) determining the aeroplane's position from two NDBs or alternatively from one NDB and one other NAVAID;

(11) ADF holding procedures and various approved entries.

EXERCISE 5: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VHF/DF

(a) Long briefing objectives:

(1) availability of VHF/DF facilities en-route;

(2) location, frequencies, station call signs and hours of operation;

(3) signal and reception range;

(4) effect of altitude;

(5) communication (R/T procedures and ATC liaison);

(6) obtaining and using types of bearings, for example QTE, QDM and QDR;

(7) homing to a station;

(8) effect of wind;

(9) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID);

(10) assessment of groundspeed and timing.

(b) Air exercise:

(1) establishing contact with a VHF/DF station;

(2) R/T Procedures and ATC liaison;

(3) obtaining and using a QDR and QTE;

(4) homing to a station;

(5) effect of wind;

(6) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID);

(7) assessment of groundspeed and timing.

EXERCISE 6: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF DME

(a) Long briefing objectives:

(1) availability of DME facilities;

(2) location, frequencies and identification codes;

(3) signal reception range;

(4) slant range;

(5) use of DME to obtain distance, groundspeed and timing;

(6) use of DME to obtain a fix.

(b) Air exercise:

(1) station selection and identification;

(2) use of equipment functions;

(3) distance;

(4) groundspeed;

(5) timing;

(6) DME arc approach;

(7) DME holding.

EXERCISE 7: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF TRANSPONDERS (SSR)

(a) Long briefing objectives:

(1) operation of transponders;

(2) code selection procedure;

(3) emergency codes;

(4) precautions when using airborne equipment.

(b) Air exercise:

(1) operation of transponders;

(2) types of transponders;

(3) code selection procedure;

(4) emergency codes;

(5) precautions when selecting the required code.

EXERCISE 8: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF ENROUTE RADAR

(a) Long briefing objectives:

(1) availability of radar services;

(2) location, station frequencies, call signs and hours of operation;

(3) AIP and NOTAMs;

(4) provision of service;

(5) communication (R/T, procedures and ATC liaison);

(6) airspace radar advisory service;

(7) emergency service;

(8) aircraft separation standards.

(b) Air exercise:

(1) communication (R/T procedures and ATC liaison);

(2) establishing the service required and position reporting;

(3) method of reporting conflicting traffic;

(4) terrain clearance.

EXERCISE 9: PRE-FLIGHT AND AERODROME DEPARTURE AND ARRIVAL PROCEDURES

(a) Long briefing objectives:

(1) determining the serviceability of the aeroplane radio;

(2) navigation equipment;

(3) obtaining the departure clearance;

(4) setting up radio NAVAIDs before take-off for example VOR frequencies, required radials, etc.;

(5) aerodrome departure procedures, frequency changes;

(6) altitude and position reporting as required;

(7) SID procedures;

(8) obstacle clearance considerations.

(b) Air exercise:

(1) radio equipment serviceability checks;

(2) departure clearance;

(3) NAVAID selection;

(4) frequencies, radials, etc.;

(5) aerodrome departure checks, frequency changes, altitude and position reports;

(6) SID procedures.

EXERCISE 10: INSTRUMENT APPORACH: ILS APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURE

(a) Long briefing objectives:

(1) precision approach charts;

(2) approach to the initial approach fix and minimum sector altitude;

(3) NAVAID requirements, for example radar, ADF, etc.;

(4) communication (ATC liaison and R/T phraseology);

(5) holding procedure;

(6) the final approach track;

(7) forming a mental picture of the approach;

(8) completion of aerodrome approach checks;

(9) initial approach procedure;

(10) selection of the ILS frequency and identification;

(11) obstacle clearance altitude or height;

(12) operating minima;

(13) achieving the horizontal and vertical patterns;

(14) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome;

(15) use of DME (as applicable);

(16) go-around and missed approach procedure;

(17) review of the published instructions;

(18) transition from instrument to visual flight (sensory illusions);

(19) visual manoeuvring after an instrument approach:

(i) circling approach;

(ii) visual approach to landing.

(b) Air exercise:

(1) initial approach to the ILS;

(2) completion of approach planning;

(3) holding procedure;

(4) frequency selection and identification of ILS;

(5) review of the published procedure and minimum sector altitude;

(6) communication (ATC liaison and R/T phraseology);

(7) determination of operating minima and altimeter setting;

(8) weather consideration, for example cloud base and visibility;

(9) availability of runway lighting;

(10) ILS entry methods;

(11) radar vectors;

(12) procedural method;

(13) assessment of approach time from the final approach fix to the aerodrome;

(14) determination of:

(i) the descent rate on final approach;

(ii) the wind velocity at the surface and the length of the landing runway;

(iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach;

(15) circling approach;

(16) the approach:

(i) at the final approach fix;

(ii) use of DME (as applicable);

(iii) ATC liaison;

(iv) note time and establish air speed and descent rate;

(v) maintaining the localiser and glide path;

(vi) anticipation in change of wind velocity and its effect on drift;

(vii) decision height;

(17) runway direction;

(18) overshoot and missed approach procedure;

(19) transition from instrument to visual flight;

(20) circling approach;

(21) visual approach to landing.

EXERCISE 11: INSTRUMENTS APPROACH: NDB APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURES

(a) Long briefing objectives:

(1) non-precision approach charts;

(2) initial approach to the initial approach fix and minimum sector altitude;

(3) ATC liaison;

(4) communication (ATC procedures and R/T phraseology);

(5) approach planning;

(6) holding procedure;

(7) the approach track;

(8) forming a mental picture of the approach;

(9) initial approach procedure;

(10) operating minima;

(11) completion of approach planning;

(12) achieving the horizontal and vertical patterns;

(13) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome;

(14) use of DME (as applicable);

(15) go-around and missed approach procedure;

(16) review of the published instructions;

(17) transition from instrument to visual flight (sensory illusions);

(18) visual manoeuvring after an instrument approach;

(19) circling approach

(20) visual approach to landing.

(b) Air exercise:

(1) completion of approach planning including determination of:

(i) descent rate from the final approach fix;

(ii) the wind velocity at the surface and length of the landing runway;

(iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach;

(2) circling approach;

(3) go-around and missed approach procedure;

(4) initial approach;

(5) frequency selection and identification;

(6) review of the published procedure and minimum safe sector altitude;

(7) ATC liaison and R/T phraseology;

(8) determination of decision height and altimeter setting;

(9) weather considerations, for example cloud base and visibility;

(10) availability of runway lighting;

(11) determination of inbound track;

(12) assessment of time from final approach fix to the missed approach point;

(13) ATC liaison;

(14) the outbound procedure (inclusive completion of pre-landing checks);

(15) the inbound procedure;

(16) re-check of identification code;

(17) altimeter setting re-checked;

(18) the final approach;

(19) note time and establish air speed and descent rate

(20) maintaining the final approach track;

(21) anticipation of change in wind velocity and its effect on the drift;

(22) minimum descent altitude or height;

(23) runway direction;

(24) go-around and missed approach procedure;

(25) transition from instrument to visual flight (sensory illusions);

(26) visual approach.

EXERCISE 12: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF GNSS (to be developed)

(a) Long briefing objectives: use of GNSS.

(b) Air exercise: use of GNSS.

B. HELICOPTERS

LONG BRIEFINGS AND AIR EXERCISES

EXERCISE 1: INSTRUMENT FLYING (Basic)

(for revision as deemed necessary by the instructor)

(a) Long briefing objectives:

(1) flight instruments;

(2) physiological considerations;

(3) instrument appreciation:

(i) attitude instrument flight;

(ii) pitch indications;

(iii) bank indications;

(iv) different instrument presentations;

(v) introduction to the use of the attitude indicator;

(vi) pitch attitude;

(vii) bank attitude;

(viii) maintenance of heading and balanced flight;

(ix) instrument limitations (inc. system failures);

(4) attitude, power and performance:

(i) attitude instrument flight;

(ii) control instruments;

(iii) performance instruments;

(iv) effect of changing power;

(v) cross-checking the instrument indications;

(vi) instrument interpretation;

(vii) direct and indirect indications (performance instruments);

(viii) instrument lag;

(ix) selective radial scan;

(5) the basic flight manoeuvres (full panel):

(i) straight and level flight at various air speeds;

(ii) climbing;

(iii) descending;

(iv) standard rate turns;

(v) level, climbing and descending on to pre-selected headings.

(b) Air exercise:

(1) physiological sensations;

(2) instrument appreciation;

(3) attitude instrument flight;

(4) pitch attitude;

(5) bank attitude;

(6) maintenance of heading and balanced flight;

(7) attitude instrument flight;

(8) effect of changing power;

(9) cross-checking the instruments;

(10) selective radial scan;

(11) the basic flight manoeuvres (full panel):

(i) straight and level flight at various air speeds and helicopter configurations;

(ii) climbing;

(iii) descending;

(iv) standard rate turns;

(v) level, climbing and descending on to pre-selected headings; (vi) manoeuvring at minimum and maximum IMC speed.

EXERCISE 2: INSTRUMENT FLYING (Advanced)

(a) Long briefing objectives:

(1) full panel;

(2) 30° level turns;

(3) unusual attitudes: recoveries;

(4) transition to instruments after take-off;

(5) limited panel;

(6) basic flight manoeuvres;

(7) unusual attitudes: recoveries.

(b) Air exercise:

(1) full panel;

(2) 30° level turns;

(3) unusual attitudes: recoveries;

(4) identification and recovery from low pitch steep bank and high pitch steep bank attitudes (at low and high power settings);

(5) limited panel;

(6) repeat of the above exercises.

EXERCISE 3: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VOR

(a) Long briefing objectives:

(1) availability of VOR stations en-route;

(2) station frequencies and identification;

(3) signal reception range;

(4) effect of altitude;

(5) VOR radials;

(6) use of OBS;

(7) to and from indicator;

(8) orientation;

(9) selecting radials;

(10) intercepting a pre-selected radial;

(11) assessment of distance to interception;

(12) effects of wind;

(13) maintaining a radial;

(14) tracking to and from a VOR station;

(15) procedure turns;

(16) station passage;

(17) use of two stations for obtaining a fix;

(18) pre-selecting fixes along a track;

(19) assessment of ground speed and timing;

(20) holding procedures;

(21) various entries;

(22) communication (R/T procedures and ATC liaison).

(b) Air exercise:

(1) station selection and identification;

(2) orientation;

(3) intercepting a pre-selected radial;

(4) R/T procedures and ATC liaison;

(5) maintaining a radial inbound;

(6) recognition of station passage;

(7) maintaining a radial outbound;

(8) procedure turns;

(9) use of two stations to obtain a fix along the track;

(10) assessment of ground speed and timing;

(11) holding procedures and entries;

(12) holding at a pre-selected fix;

(13) holding at a VOR station.

EXERCISE 4: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF NDB

(a) Long briefing objectives:

(1) availability of NDB facilities en-route;

(2) location, frequencies, tuning (as applicable) and identification codes;

(3) signal reception range;

(4) static interference;

(5) night effect;

(6) station interference;

(7) mountain effect;

(8) coastal refraction;

(9) orientation in relation to an NDB;

(10) homing;

(11) intercepting a pre-selected magnetic bearing and tracking inbound;

(12) station passage;

(13) tracking outbound;

(14) time and distance checks;

(15) use of two NDBs to obtain a fix or alternatively use of one NDB and one other NAVAID;

(16) holding procedures;

(17) communication (R/T procedures and ATC liaison).

(b) Air exercise:

(1) selecting, tuning and identifying an NDB;

(2) ADF orientation;

(3) communication (R/T procedures and ATC liaison);

(4) homing;

(5) tracking inbound;

(6) station passage;

(7) tracking outbound;

(8) time and distance checks;

(9) intercepting a pre-selected magnetic bearing;

(10) determining the helicopter’s position from two NDBs or alternatively from one NDB and one other NAVAID;

(11) ADF holding procedures.

EXERCISE 5: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VHF/DF

(a) Long briefing objectives:

(1) availability of VHF/DF facilities en-route;

(2) location, frequencies, station call signs and hours of operation;

(3) signal and reception range;

(4) effect of altitude;

(5) communication (R/T procedures and ATC liaison);

(6) obtaining and using types of bearings, for example QTE, QDM, QDR;

(7) homing to a station;

(8) effect of wind;

(9) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID);

(10) assessment of groundspeed and timing.

(b) Air exercise:

(1) establishing contact with a VHF/DF station;

(2) R/T procedures and ATC liaison;

(3) obtaining and using a QDR and QTE;

(4) homing to a station;

(5) effect of wind;

(6) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID);

(7) assessment of groundspeed and timing.

EXERCISE 6: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF DME

(a) Long briefing objectives:

(1) availability of DME facilities;

(2) location, frequencies and identification codes;

(3) signal reception range;

(4) slant range;

(5) use of DME to obtain distance, groundspeed and timing;

(6) use of DME to obtain a fix;

(b) Air exercise:

(1) station selection and identification;

(2) use of equipment functions;

(3) distance;

(4) groundspeed;

(5) timing;

(6) DME arc approach;

(7) DME holding.

EXERCISE 7: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF TRANSPONDERS

(a) Long briefing objectives:

(1) operation of transponders;

(2) code selection procedure;

(3) emergency codes;

(4) precautions when using airborne equipment.

(b) Air exercise:

(1) operation of transponders;

(2) types of transponders;

(3) code selection procedure;

(4) emergency codes;

(5) precautions when selecting the required code.

EXERCISE 8: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF ENROUTE RADAR SERVICES

(a) Long briefing objectives:

(1) availability of radar services;

(2) location, station frequencies, call signs and hours of operation;

(3) AIP and NOTAMS;

(4) provision of service;

(5) communication (R/T procedures and ATC liaison);

(6) airspace radar advisory service;

(7) emergency service

(8) aircraft separation standards.

(b) Air exercise:

(1) communication (R/T procedures and ATC liaison);

(2) establishing the service required and position reporting;

(3) method of reporting conflicting traffic;

(4) terrain clearance.

EXERCISE 9: PRE-FLIGHT AND AERODROME DEPARTURE AND ARRIVAL POOCEDURES

(a) Long briefing objectives:

(1) determining the serviceability of the radio equipment;

(2) navigation equipment;

(3) obtaining the departure clearance;

(4) setting up radio NAVAIDs before take-off for example VOR frequencies, required radials, etc.;

(5) aerodrome departure procedures, frequency changes;

(6) altitude and position reporting as required;

(7) SID procedures;

(8) obstacle clearance considerations.

(b) Air exercise:

(1) radio equipment serviceability checks;

(2) departure clearance;

(3) NAVAID selection;

(4) frequencies, radials, etc.;

(5) aerodrome departure checks, frequency changes, altitude and position reports;

(6) SID procedures.

EXERCISE 10: INSTRUMENT APPROACH: PRECISION APPROACH AID TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURES

(a) Long briefing objectives:

(1) precision approach charts;

(2) approach to the initial approach fix and minimum sector altitude;

(3) NAVAID requirements, for example radar, ADF, etc.;

(4) communication (ATC liaison and R/T phraseology);

(5) holding procedure;

(6) the final approach track;

(7) forming a mental picture of the approach;

(8) completion of aerodrome approach checks;

(9) initial approach procedure;

(10) selection of the ILS frequency and identification;

(11) obstacle clearance altitude or height;

(12) operating minima;

(13) achieving the horizontal and vertical patterns;

(14) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome;

(15) use of DME (as applicable);

(16) go-around and missed approach procedure;

(17) review of the published instructions;

(18) transition from instrument to visual flight (sensory illusions);

(19) visual manoeuvring after an instrument approach;

(i) circling approach;

(ii) visual approach to landing.

(b) Air exercise:

(1) initial approach to the ILS;

(2) completion of approach planning;

(3) holding procedure;

(4) frequency selection and identification of ILS;

(5) review of the published procedure and minimum sector altitude;

(6) communication (ATC liaison and R/T phraseology);

(7) determination of operating minima and altimeter setting;

(8) weather consideration, for example cloud base and visibility;

(9) availability of landing site lighting;

(10) ILS entry methods;

(11) radar vectors;

(12) procedural method;

(13) assessment of approach time from the final approach fix to the aerodrome;

(14) determination of:

(i) the descent rate on final approach;

(ii) the wind velocity at the surface and the length of the landing site;

(iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach;

(15) circling approach;

(16) the approach:

(i) at the final approach fix;

(ii) use of DME (as applicable);

(iii) ATC liaison;

(iv) note time and establish air speed and descent rate;

(v) maintaining the localizer and glide path;

(vi) anticipation in change of wind velocity and its effect on drift;

(vii) decision height.

(17) landing direction;

(18) go-around and missed approach procedure;

(19) transition from instrument to visual flight;

(20) circling approach;

(21) visual approach to landing.

EXERCISE 11: INSTRUMENT APPROACH: NON-PRECISION APPROACH TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURES

(a) Long briefing objectives:

(1) non-precision approach charts;

(2) initial approach to the initial approach fix and minimum sector altitude;

(3) ATC liaison;

(4) communication (ATC procedures and R/T phraseology);

(5) approach planning;

(6) holding procedure;

(7) the approach track;

(8) forming a mental picture of the approach;

(9) initial approach procedure;

(10) operating minima;

(11) completion of approach planning;

(12) achieving the horizontal and vertical patterns;

(13) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome;

(14) use of DME (as applicable);

(15) go-around and missed approach procedure;

(16) review of the published instructions;

(17) transition from instrument to visual flight (sensory illusions);

(18) visual manoeuvring after an instrument approach;

(19) circling approach;

(20) visual approach to landing.

(b) Air exercise:

(1) completion of approach planning, including determination of:

(i) descent rate from the final approach fix;

(ii) the wind velocity at the surface and length of the landing site;

(iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach.

(2) circling approach;

(3) go-around and missed approach procedure;

(4) initial approach;

(5) frequency selection and identification;

(6) review of the published procedure and minimum safe sector altitude;

(7) ATC liaison and R/T phraseology;

(8) determination of decision height and altimeter setting;

(9) weather considerations, for example cloud base and visibility;

(10) availability of landing site lighting;

(11) determination of inbound track;

(12) assessment of time from final approach fix to the missed approach point;

(13) ATC liaison;

(14) the outbound procedure (incl. completion of pre-landing checks);

(15) the inbound procedure;

(16) re-check of identification code;

(17) altimeter setting re-checked;

(18) the final approach;

(19) note time and establish air speed and descent rate;

(20) maintaining the final approach track;

(21) anticipation of change in wind velocity and its effect on the drift;

(22) minimum descent altitude or height;

(23) landing site direction;

(24) go-around and missed approach procedure;

(25) transition from instrument to visual flight (sensory illusions);

(26) visual approach.

EXERCISE 12: USE OF GNSS (to be developed)

(a) Long briefing objectives: use of GNSS.

(b) Air exercise: use of GNSS.

C. AIRSHIPS

LONG BRIEFINGS AND AIR EXERCISES

EXERCISE 1: INSTRUMENT FLYING (Basic)

(for revision as deemed necessary by the instructor)

(a) Long briefing objectives:

(1) flight instruments;

(2) physiological considerations;

(3) instrument appreciation:

(i) attitude instrument flight;

(ii) pitch indications;

(iii) different instrument presentations;

(iv) introduction to the use of the attitude indicator;

(v) pitch attitude;

(vi) maintenance of heading and balanced flight;

(vii) instrument limitations (inclusive system failures).

(4) attitude, power and performance:

(i) attitude instrument flight;

(ii) control instruments;

(iii) performance instruments;

(iii) effect of changing power, trim and configuration;

(iv) cross-checking the instrument indications;

(v) instrument interpretation;

(vi) direct and indirect indications (performance instruments);

(vii) instrument lag;

(viii) selective radial scan.

(5) the basic flight manoeuvres (full panel):

(i) straight and level flight at various air speeds and airship configurations;

(ii) climbing;

(iii) descending;

(iv) standard rate turns;

(v) level, climbing and descending on to pre-selected headings.

(b) Air exercise:

(1) physiological sensations;

(2) instrument appreciation;

(3) attitude instrument flight;

(4) pitch attitude;

(5) bank attitude;

(6) maintenance of heading and balanced flight;

(7) attitude instrument flight;

(8) effect of changing power and configuration;

(9) cross-checking the instruments;

(10) selective radial scan;

(11) the basic flight manoeuvres (full panel):

(i) straight and level flight at various air speeds and airship configurations;

(ii) climbing;

(iii) descending;

(iv) standard rate turns;

(v) level, climbing and descending on to pre-selected headings.

EXERCISE 2: INSTRUMENT FLYING (Advanced)

(a) Long briefing objectives:

(1) full panel;

(2) unusual attitudes: recoveries;

(3) transference to instruments after take-off;

(4) limited panel;

(5) basic flight manoeuvres;

(6) unusual attitudes: recoveries.

(b) Air exercise:

(1) full panel;

(2) unusual attitudes: recoveries;

(3) limited panel;

(4) repeat of the above exercises.

EXERCISE 3: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VOR

(a) Long briefing objectives:

(1) availability of VOR stations en-route;

(2) station frequencies and identification;

(3) signal reception range;

(4) effect of altitude;

(5) VOR radials;

(6) use of OBS;

(7) to or from indicator;

(8) orientation;

(9) selecting radials;

(10) intercepting a pre-selected radial;

(11) assessment of distance to interception;

(12) effects of wind;

(13) maintaining a radial;

(14) tracking to and from a VOR station;

(15) procedure turns;

(16) station passage;

(17) use of two stations for obtaining a fix;

(18) pre-selecting fixes along a track;

(19) assessment of ground speed and timing;

(20) holding procedures;

(21) various entries;

(22) communication (R/T procedures and ATC liaison).

(b) Air exercise:

(1) station selection and identification;

(2) orientation;

(3) intercepting a pre-selected radial;

(4) R/T procedures and ATC liaison;

(5) maintaining a radial inbound;

(6) recognition of station passage;

(7) maintaining a radial outbound;

(8) procedure turns;

(9) use of two stations to obtain a fix along the track;

(10) assessment of ground speed and timing;

(11) holding procedures and entries;

(12) holding at a pre-selected fix;

(13) holding at a VOR station.

EXERCISE 4: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF ADF

(Automatic DF equipment)

(a) Long briefing objectives:

(1) availability of NDB facilities en-route;

(2) location, frequencies, tuning (as applicable) and identification codes;

(3) signal reception range;

(4) static interference;

(5) night effect;

(6) station interference;

(7) mountain effect;

(8) coastal refraction;

(9) orientation in relation to an NDB;

(10) homing;

(11) intercepting a pre-selected magnetic bearing and tracking inbound;

(12) station passage;

(13) tracking outbound;

(14) time and distance checks;

(15) use of two NDBs to obtain a fix or alternatively use of one NDB and one other NAVAID;

(16) holding procedures and various approved entries;

(17) communication (R/T procedures and ATC liaison).

(b) Air exercise:

(1) selecting, tuning and identifying an NDB;

(2) ADF orientation;

(3) communication (R/T procedures and ATC liaison);

(4) homing;

(5) tracking inbound;

(6) station passage;

(7) tracking outbound;

(8) time and distance checks;

(9) intercepting a pre-selected magnetic bearing;

(10) determining the airship's position from two NDBs or alternatively from one NDB and one other NAVAID;

(11) ADF holding procedures and various approved entries.

EXERCISE 5: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VHF/DF

(a) Long briefing objectives:

(1) availability of VHF/DF facilities en-route;

(2) location, frequencies, station call signs and hours of operation;

(3) signal and reception range;

(4) effect of altitude;

(5) communication (R/T procedures and ATC liaison);

(6) obtaining and using types of bearings, for example QTE, QDM, QDR;

(7) homing to a station;

(8) effect of wind;

(9) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID);

(10) assessment of groundspeed and timing.

(b) Air exercise:

(1) establishing contact with a VHF/DF station;

(2) R/T procedures and ATC liaison;

(3) obtaining and using a QDR and QTE;

(4) homing to a station;

(5) effect of wind;

(6) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID);

(7) assessment of groundspeed and timing.

EXERCISE 6: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF DME

(a) Long briefing objectives:

(1) availability of DME facilities;

(2) location, frequencies and identification codes;

(3) signal reception range;

(4) slant range;

(5) use of DME to obtain distance, groundspeed and timing;

(6) use of DME to obtain a fix.

(b) Air exercise:

(1) station selection and identification;

(2) use of equipment functions;

(3) distance;

(4) groundspeed;

(5) timing;

(6) DME arc approach;

(7) DME holding.

EXERCISE 7: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF TRANSPONDERS

(a) Long briefing objectives:

(1) operation of transponders;

(2) code selection procedure;

(3) emergency codes;

(4) precautions when using airborne equipment.

(b) Air exercise:

(1) operation of transponders;

(2) types of transponders;

(3) code selection procedure;

(4) emergency codes;

(5) precautions when selecting the required code.

EXERCISE 8: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF ENROUTE RADAR SERVICES

(a) Long briefing objectives:

(1) availability of radar services;

(2) location, station frequencies, call signs and hours of operation;

(3) AIP and NOTAMS;

(4) provision of service;

(5) communication (R/T, procedures and ATC liaison);

(6) airspace radar advisory service;

(7) emergency service;

(8) aircraft separation standards.

(b) Air exercise:

(1) communication (R/T procedures and ATC liaison);

(2) establishing the service required and position reporting;

(3) method of reporting conflicting traffic;

(4) terrain clearance.

EXERCISE 9: PRE-FLIGHT AND AERODROME DEPARTURE AND ARRIVAL PROCEDURES

(a) Long briefing objectives:

(1) determining the serviceability of the airship radio;

(2) navigation equipment;

(3) obtaining the departure clearance;

(4) setting up radio NAVAIDs before take-off for example VOR frequencies, required radials, etc.;

(5) aerodrome departure procedures, frequency changes;

(6) altitude and position reporting as required;

(7) SID procedures;

(8) obstacle clearance considerations.

(b) Air exercise:

(1) radio equipment serviceability checks;

(2) departure clearance;

(3) NAVAID selection;

(4) frequencies, radials, etc.;

(5) aerodrome departure checks, frequency changes, altitude and position reports;

(6) SID procedures.

EXERCISE 10: INSTRUMENT APPROACHES: ILS APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACHES PROCEDURES

(a) Long briefing objectives:

(1) precision approach charts;

(2) approach to the initial approach fix and minimum sector altitude;

(3) NAVAID requirements, for example radar, ADF, etc.;

(4) communication (ATC liaison and R/T phraseology);

(5) review;

(6) holding procedure;

(7) the final approach track;

(8) forming a mental picture of the approach;

(9) completion of aerodrome approach checks;

(10) initial approach procedure;

(11) selection of the ILS frequency and identification;

(12) obstacle clearance altitude or height;

(13) operating minima;

(14) achieving the horizontal and vertical patterns;

(15) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome;

(16) use of DME (as applicable);

(17) go-around and missed approach procedure;

(18) review of the published instructions;

(19) transition from instrument to visual flight (sensory illusions);

(20) visual manoeuvring after an instrument approach;

(i) circling approach;

(ii) visual approach to landing.

(b) Air exercise:

(1) initial approach to the ILS;

(2) completion of approach planning;

(3) holding procedure;

(4) frequency selection and identification of ILS;

(5) review of the published procedure and minimum sector altitude;

(6) communication (ATC liaison and R/T phraseology);

(7) determination of operating minima and altimeter setting;

(8) weather consideration, for example cloud base and visibility;

(9) availability of runway lighting;

(10) ILS entry methods;

(11) radar vectors;

(12) procedural method;

(13) assessment of approach time from the final approach fix to the aerodrome;

(14) determination of:

(i) the descent rate on final approach;

(ii) the wind velocity at the surface (and the length of the landing runway);

(iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach;

(15) circling approach;

(16) the approach:

(i) at the final approach fix;

(ii) use of DME (as applicable);

(iii) ATC liaison;

(iv) note time and establish air speed and descent rate;

(v) maintaining the localiser and glide path;

(vi) anticipation in change of wind velocity and its effect on drift;

(vii) decision height;

(viii) runway direction.

(17) missed approach procedure;

(18) transition from instrument to visual flight;

(19) circling approach;

(20) visual approach to landing.

EXERCISE 11: INSTRUMENT APPROACHES: NDB APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACHES PROCEDURE

(a) Long briefing objectives:

(1) non-precision approach charts;

(2) initial approach to the initial approach fix and minimum sector altitude;

(3) ATC liaison;

(4) communication (ATC procedures and R/T phraseology);

(5) approach planning:

(i) holding procedure;

(ii) the approach track;

(iii) forming a mental picture of the approach;

(iv) initial approach procedure;

(v) operating minima;

(vi) completion of approach planning.

(6) achieving the horizontal and vertical patterns;

(7) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome;

(8) use of DME (as applicable);

(9) go-around and missed approach procedure;

(10) review of the published instructions;

(11) transition from instrument to visual flight (sensory illusions);

(12) visual manoeuvring after an instrument approach;

(13) circling approach;

(14) visual approach to landing.

(b) Air exercise:

(1) completion of approach planning including;

(2) determination of:

(i) descent rate from the final approach fix;

(ii) the wind velocity at the surface and length of the landing runway;

(iii) the obstruction heights to be borne in mind during visual manoeuvring after an instrument approach.

(3) circling approach;

(4) go-around and missed approach procedure;

(5) initial approach;

(6) frequency selection and identification;

(7) review of the published procedure and minimum safe sector altitude;

(8) ATC liaison and R/T phraseology;

(9) determination of decision height and altimeter setting;

(10) weather considerations, for example cloud base and visibility;

(11) availability of runway lighting;

(12) determination of inbound track;

(13) assessment of time from final approach fix to the missed approach point;

(14) ATC liaison;

(15) the outbound procedure (inclusive completion of pre-landing checks);

(16) the inbound procedure;

(17) re-check of identification code;

(18) altimeter setting re-checked;

(19) the final approach;

(20) note time and descent rate;

(21) maintaining the final approach track;

(22) anticipation of change in wind velocity and its effect on the drift;

(23) minimum descent altitude or height;

(24) runway direction;

(25) go-around and missed approach procedure;

(26) transition from instrument to visual flight (sensory illusions);

(27) visual approach.

EXERCISE 12: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF GNNS (to be developed)

(a) Long briefing objectives: use of GNSS.

(b) Air exercise: use of GNSS.

SECTION 7 – SPECIFIC REQUIREMENTS FOR THE MULTI-CREW COOPERATION INSTRUCTOR – MCCI

AMC1 FCL.930.MCCI MCCI — Training course

AEROPLANES

GENERAL

(a) The objective of the technical training is to apply the core instructor competencies acquired during the teaching and learning training to MCC training.

(b) During the practical training the applicant should demonstrate the ability to instruct a pilot in MCC.

(c) To supervise applicants for MCCI certificates, the adequate experience should include at least three type rating or MCC courses.

(d) It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at the appropriate times during each flight.

(e) The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.

COURSE OBJECTIVE

(f) The course should be designed to give adequate training to the applicant in theoretical knowledge instruction and FSTD instruction to instruct those aspects of MCC required by an applicant for a type rating on a first MP aeroplane.

(g) Confirmation of competency of the applicant to be authorised as an MCCI(A) will be determined by the applicant conducting at least 3 hours MCC instruction to a satisfactory standard on the relevant FNPT or FFS under the supervision of a TRI(A), SFI(A) or MCCI(A) nominated by the ATO for this purpose.

(h) The course consists of three parts:

(1) Part 1: teaching and learning that should follow the content of AMC1 FCL.920;

(2) Part 2: technical theoretical knowledge instruction (technical training);

(3) Part 3: flight instruction.

Part 1

The content of the teaching and learning part of the FI training course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the course syllabus.

Part 2

TECHNICAL THEORETICAL KNOWLEDGE INSTRUCTION SYLLABUS

(a) The FSTD training consists of the application of core instructor competencies to MCC training in a commercial air transport environment, including principles of threat and error management and CRM.

The content of the training programme should cover MCC course exercises in sufficient depth to meet the standard required for issue of the MCCI(A) certificate.

(b) The course should be related to the type of FSTD on which the applicant wishes to instruct. A training programme should give details of all theoretical knowledge instruction.

(c) Identification and application of human factors (as set in the ATPL syllabus 040) related to MCC aspects of the training.

Part 3

FLIGHT INSTRUCTION SYLLABUS

(a) The content of the instruction programme should cover training exercises as applicable to the MCC requirements of an applicant for a MP type rating.

(b) Training exercises:

The exercises should be accomplished as far as possible in a simulated commercial air transport environment. The instruction should cover the following areas:

(1) pre-flight preparation, including documentation, and computation of take-off performance data;

(2) pre-flight checks, including radio and navigation equipment checks and setting;

(3) before take-off checks, including powerplant checks, and take-off briefing by the PF;

(4) normal take-offs with different flap settings, tasks of PF and PM, callouts;

(5) rejected take-offs; crosswind take-offs; take-offs at maximum take-off mass; engine failure after v1;

(6) normal and abnormal operation of aircraft systems, use of checklists;

(7) selected emergency procedures to include engine failure and fire, smoke control and removal, wind-shear during take-off and landing, emergency descent, incapacitation of a flight crew member;

(8) early recognition of and reaction on approaching stall in differing aircraft configurations;

(9) instrument flight procedures, including holding procedures; precision approaches using raw navigation data, flight director and automatic pilot, one engine simulated inoperative approaches, non-precision and circling approaches, approach briefing by the PF, setting of navigation equipment, call-out procedures during approaches; computation of approach and landing data;

(10) go-arounds; normal and with one engine simulated inoperative, transition from instrument to visual flight on reaching decision height or minimum descent height or altitude;

(11) landings, normal, crosswind and with one engine simulated inoperative, transition from instrument to visual flight on reaching decision height or minimum descent height or altitude.

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SUBPART K – EXAMINERS

SECTION 1 – COMMON REQUIREMENTS

GM1 FCL.1000 Examiner certificates

SPECIAL CONDITIONS

When new aircraft are introduced, requirements such as to hold a licence and rating equivalent to the one for which the skill test is being conducted, or to have adequate flight experience, may not be possible to comply with. In this case, to allow for the first ratings for these aircraft to be issued to applicants, the CAA need the possibility to issue a specific certificate that does not have to comply with the requirements established in this Subpart.

The CAA should only give these certificates to holders of other examiner certificates. As far as possible, preference should be given to persons with experience in similar types or classes of aircraft, for example, in aircraft having the same kind and number of engines or rotors and of the same order of mass or technology.

The certificate should be limited in validity to the time needed to qualify the first examiners for the new aircraft in accordance with this Subpart, but in any case, it should not exceed the 1 year established in the rule.

GM2 FCL.1000 Examiner certificates

When examiners conduct a skill test, proficiency check or assessment of competence, in addition to a licence for the relevant aircraft category, they are required to hold the rating or certificate equivalent to the one for which they conduct the skill test, proficiency check or assessment of competence.

For example, a candidate who holds a CPL(A) may make a class rating proficiency check on an SE piston aeroplane with an examiner who holds a PPL(A) with an SE piston class rating and related examiner privileges.

GM1 FCL.1005(b) Limitation of privileges in case of vested interests

Examples of a situation where the examiner should consider if their objectivity is affected are when the applicant is a relative or a friend of the examiner, or when they are linked by economic interests or political affiliations, etc.

AMC1 FCL.1010 Prerequisites for examiners

When evaluating the applicant's background, the CAA should evaluate the personality and character of the applicant, and his/her cooperation with the CAA.

AMC1 FCL.1015 Examiner standardisation

GENERAL

(a) The CAA may provide the course itself or through an arrangement with an ATO.

This arrangement should clearly state that the ATO is acting under the management system of the CAA.

(b) The course should last:

(1) for the FE and FIE, at least 1 day, divided into theoretical and practical training;

(2) for other examiners, at least 3 days, divided into theoretical training (1 day) and practical training in an FFS conducting real or role-played proficiency checks, skill tests or assessments of competence (at least 2 days).

(c) The CAA or the ATO should determine any further training required before presenting the candidate for the examiner assessment of competence.

CONTENT

(d) The training should comprise:

(1) Theoretical training covering at least:

(i) the contents of AMC2 FCL.1015 and the FEM;

(ii) CAR-FCL and related AMCs and GM relevant to their duties;

(iii) operational requirements and related AMCs and GM relevant to their duties;

(iv) (reserved);

(v) fundamentals of human performance and limitations relevant to flight examination;

(vi) fundamentals of evaluation relevant to applicant's performance;

(vii) the management system of ATOs;

(viii) MCC, human performance and limitations, if applicable.

(2) Examiners should also be briefed on the protection requirements for personal data, liability, accident insurance and fees.

(3) All items above are the core knowledge requirements for an examiner and are recommended as the core course material. This core course may be studied before recommended examiner training is commenced. The core course may utilise any suitable training format.

(4) Practical training consisting of at least:

(i) knowledge and management of the test for which the certificate is to be sought. These are described in the relevant modules in the FEM;

(ii) knowledge of the administrative procedures pertaining to that test or check.

(5) For an initial examiner certificate, practical training should include the examination of the test profile sought, consisting of the conduct of at least two test or check profiles in the role of examiner (these two tests or checks profiles can be performed in the same simulator session), including briefing, conduct of the skill test and proficiency check, assessment of the applicant to whom the test or check is given, debriefing and recording or documentation under the supervision of an examiner of the appropriate category on

the applicable type. This training is conducted in the aircraft if approval for testing or checking in the aircraft is required. If examiner privileges in FSTD's are required, practical instruction in the use of FSTD(s) for testing or checking should also be completed.

(6) If examiner privileges are to include the conduct of proficiency checks for the revalidation or renewal of an instrument rating, practical instruction should include the conduct of at least four instrument check profiles in the role of examiner, including briefing, conduct of the skill test and proficiency check, assessment of the applicant to whom the test or check is given, debriefing and recording or documentation under the supervision of an examiner of the appropriate category on the applicable type. This training is conducted in the aircraft if approval for testing or checking in the aircraft is required. If examiner privileges in both FSTD and aircraft are required, at least one of the instrument check profiles should be conducted in an FSTD.

(7) For extension of an examiner certificate to further types (as required for TRE), further practical training on the new type may be required, consisting of the conduct of at least one test or check profile in the role of examiner on the new type, including briefing, conduct of the skill test and proficiency check, assessment of the applicant to whom the test or check is given, debriefing and recording or documentation under the supervision of an examiner of the appropriate category on the applicable type. A further examiner check on the new type may be required, which may be supervised by an inspector of the CAA or a suitably authorised senior examiner.

AMC2 FCL.1015 Examiner standardisation

STANDARDISATION ARRANGEMENTS FOR EXAMINERS

LIMITATIONS

(a) An examiner should allow an applicant adequate time to prepare for a test or check, normally not more than 1 hour.

(b) An examiner should plan a test or check flight so that all required exercises can be performed while allowing sufficient time for each of the exercises and with due regard to the weather conditions, traffic situation, ATC requirements and local procedures.

PURPOSE OF A TEST OR CHECK

(c) Determine through practical demonstration during a test or check that an applicant has acquired or maintained the required level of knowledge and skill or proficiency.

(d) Improve training and flight instruction in ATOs by feedback of information from examiners about items or sections of tests or checks that are most frequently failed.

(e) Assist in maintaining and, where possible, improving air safety standards by having examiners display good airmanship and flight discipline during tests or checks.

CONDUCT OF TEST OR CHECK

(f) An examiner will ensure that an applicant completes a test or check in accordance with CAR-FCL requirements and is assessed against the required test or check standards.

(g) Each item within a test or check section should be completed and assessed separately. The test or check schedule, as briefed, should not normally be altered by an examiner. A failed item is not always a failed section, for example type rating skill test where a failure of an item in a section does not fail the entire section, only the failed item is taken again.

(h) Marginal or questionable performance of a test or check item should not influence an examiner's assessment of any subsequent items.

(i) An examiner should verify the requirements and limitations of a test or check with an applicant during the pre-flight briefing.

(j) When a test or check is completed or discontinued, an examiner should debrief the applicant and give reasons for items or sections failed. In case of a failed or discontinued skill test and proficiency check, the examiner should provide appropriate advice to assist the applicant in re-tests or re-checks.

(k) Any comment on, or disagreement with, an examiner's test or check evaluation or assessment made during a debriefing will be recorded by the examiner on the test or check report, and will be signed by the examiner and countersigned by the applicant.

EXAMINER PREPARATION

(l) An examiner should supervise all aspects of the test or check flight preparation, including, where necessary, obtaining or assuring an ATC 'slot' time.

(m) An examiner will plan a test or check in accordance with CAR-FCL requirements. Only the manoeuvres and procedures set out in the appropriate test or check form will be undertaken. The same examiner should not re-examine a failed applicant without the agreement of the applicant.

EXAMINER APPROACH

(n) An examiner should encourage a friendly and relaxed atmosphere to develop both before and during a test or check flight. A negative or hostile approach should not be used. During the test or check flight, the examiner should avoid negative comments or criticisms and all assessments should be reserved for the debriefing.

ASSESSMENT SYSTEM

(o) Although test or checks may specify flight test tolerances, an applicant should not be expected to achieve these at the expense of smoothness or stable flight. An examiner should make due allowance for unavoidable deviations due to turbulence, ATC instructions, etc. An examiner should terminate a test or check only when it is clear that the applicant has not been able to demonstrate the required level of knowledge, skill or proficiency and that a full re-test will be necessary or for safety reasons. An examiner will use one of the following terms for assessment:

  (1) a 'pass', provided that the applicant demonstrates the required level of knowledge, skill or proficiency and, where applicable, remains within the flight test tolerances for the licence or rating;

  (2) a 'fail' provided that any of the following apply:

    (i) the flight test tolerances have been exceeded after the examiner has made due allowance for turbulence or ATC instructions;

    (ii) the aim of the test or check is not completed;

    (iii) the aim of exercise is completed but at the expense of safe flight, violation of a rule or regulation, poor airmanship or rough handling;

    (iv) an acceptable level of knowledge is not demonstrated;

    (v) an acceptable level of flight management is not demonstrated;

    (vi) the intervention of the examiner or safety pilot is required in the interest of safety.

(3) a 'partial pass' in accordance with the criteria shown in the relevant skill test appendix of CAR-FCL.

METHOD AND CONTENTS OF THE TEST OR CHECK

(p) Before undertaking a test or check, an examiner will verify that the aircraft or FSTD intended to be used is suitable and appropriately equipped for the test or check.

(q) A test or check flight will be conducted in accordance with the AFM and, if applicable, the AOM.

(r) A test or check flight will be conducted within the limitations contained in the operations manual of an ATO or the operator for which the applicant is flying, as applicable.

(s) Contents:

(1) a test or check is comprised of:

(i) oral examination on the ground (where applicable);

(ii) pre-flight briefing;

(iii) in-flight exercises;

(iv) post-flight debriefing.

(2) oral examination on the ground should include:

(i) aircraft general knowledge and performance;

(ii) planning and operational procedures;

(iii) other relevant items or sections of the test or check.

(3) pre-flight briefing should include:

(i) test or check sequence;

(ii) power setting, speeds and approach minima, if applicable;

(iii) safety considerations.

(4) in-flight exercises will include each relevant item or section of the test or check;

(5) post-flight debriefing should include:

(i) assessment or evaluation of the applicant;

(ii) documentation of the test or check with the applicant's FI present, if possible.

(t) A test or check is intended to simulate a practical flight. Thus, an examiner may set practical scenarios for an applicant while ensuring that the applicant is not confused and air safety is not compromised.

(u) When manoeuvres are to be flown by sole reference to instruments, the examiner should ensure that a suitable method of screening is used to simulate IMC.

(v) An examiner should maintain a flight log and assessment record during the test or check for reference during the post or flight debriefing.

(w) An examiner should be flexible to the possibility of changes arising to pre-flight briefings due to ATC instructions, or other circumstances affecting the test or check.

(x) Where changes arise to a planned test or check an examiner should be satisfied that the applicant understands and accepts the changes. Otherwise, the test or check flight should be terminated.

(y) Should an applicant choose not to continue a test or check for reasons considered inadequate by an examiner, the applicant will be assessed as having failed those items or sections not attempted. If the test or check is terminated for reasons considered adequate by the examiner, only these items or sections not completed will be tested during a subsequent test or check.

(z) An examiner may terminate a test or check at any stage, if it is considered that the applicant's competency requires a complete re-test or re-check.

GM1 FCL.1015 Examiner standardisation

(a) An examiner should plan per day not more than:

(1) three tests or checks relating to PPL, CPL, IR or class ratings;

(2) four tests or checks relating to LAPL;

(3) two tests or checks related to MPL or ATPL;

(4) two assessments of competence related to instructor certificates;

(5) four tests or checks relating to SP type ratings.

(b) An examiner should plan at least 2 hours for a LAPL, 3 hours for a PPL, CPL, IR or class rating test or checks, and at least 4 hours for instructor certificates, MPL, ATPL or MP type rating tests or checks, including pre-flight briefing and preparation, conduct of the test, check or assessment of competence, de-briefing, evaluation of the applicant and documentation.

(c) For the conduct of the test, check or assessment of competence, without additional activities specified in point (b), the following values may be used as guidance:

(1) 45 minutes for a SP class ratings VFR only;

(2) (Reserved);

(3) 90 minutes for LAPL(A) or (H), PPL(A) or (H), and CPL(A) or (H), including the navigation section;

(4) 60 minutes for PPL(As) and CPL(As);

(5) 60 minutes for IR, BIR, instructor certificates, and SP type or class ratings; and

(6) 120 minutes for MPL, ATPL, and MP type ratings.

(d) For the LAPL(S) test or check flight the flight time must be sufficient to allow that all the items in each test or check section can be fully completed. If not all the items can be completed in one flight, additional flights have to be done.

GM1 FCL.1015(a); FCL.1025(b)(2)

(Reserved).

AMC1 FCL.1020 Examiners assessment of competence

GENERAL

(a) The CAA may nominate either one of its inspectors or a senior examiner to assess the competence of applicants for an examiner certificate.

DEFINITIONS

(b) Definitions:

(1) 'Inspector': the inspector of the CAA conducting the examiner competence assessment;

(2) 'Examiner applicant': the person seeking certification as an examiner;

(3) 'Candidate': the person being tested or checked by the examiner applicant. This person may be a pilot for whom the test or check would be required, or the inspector of the CAA who is conducting the examiner certification acceptance test.

CONDUCT OF THE ASSESSMENT

(c) An inspector of the CAA or a senior examiner will observe all examiner applicants conducting a test on a 'candidate' in an aircraft for which examiner certificate is sought. Items from the related training course and test or check schedule will be selected by the inspector for examination of the 'candidate' by the examiner applicant. Having agreed with the inspector the content of the test, the examiner applicant will be expected to manage the entire test. This will include briefing, the conduct of the flight, assessment and debriefing of the 'candidate'. The inspector will discuss the assessment with the examiner applicant before the 'candidate' is debriefed and informed of the result.

BRIEFING THE 'CANDIDATE'

(d) The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:

(1) the objective of the flight;

(2) licensing checks, as necessary;

(3) freedom for the 'candidate' to ask questions;

(4) operating procedures to be followed (for example operators manual);

(5) weather assessment;

(6) operating capacity of 'candidate' and examiner;

(7) aims to be identified by 'candidate';

(8) simulated weather assumptions (for example icing and cloud base);

(9) use of screens (if applicable);

(10) contents of exercise to be performed;

(11) agreed speed and handling parameters (for example V-speeds, bank angle, approach minima);

(12) use of R/T;

(13) respective roles of 'candidate' and examiner (for example during emergency);

(14) administrative procedures (for example submission of flight plan).

(e) The examiner applicant should maintain the necessary level of communication with the 'candidate'. The following check details should be followed by the examiner applicant:

(1) involvement of examiner in a MP operating environment;

(2) the need to give the 'candidate' precise instructions;

(3) responsibility for safe conduct of the flight;

(4) intervention by examiner, when necessary;

(5) use of screens;

(6) liaison with ATC and the need for concise, easily understood intentions;

(7) prompting the 'candidate' about required sequence of events (for example following a go-around);

(8) keeping brief, factual and unobtrusive notes.

ASSESSMENT

(f) The examiner applicant should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:

(1) questions from the 'candidate';

(2) give results of the test and any sections failed;

(3) give reasons for failure.

DEBRIEFING

(g) The examiner applicant should demonstrate to the inspector the ability to conduct a fair, unbiased debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:

(1) advise the candidate on how to avoid or correct mistakes;

(2) mention any other points of criticism noted;

(3) give any advice considered helpful.

RECORDING OR DOCUMENTATION

(h) The examiner applicant should demonstrate to the inspector the ability to complete the relevant records correctly. These records may be:

(1) the relevant test or check form;

(2) licence entry (i.e. License No.);

(3) notification of failure form;

(4) relevant company forms where the examiner has privileges of conducting operator proficiency checks.

DEMONSTRATION OF THEORETICAL KNOWLEDGE

(i) The examiner applicant should demonstrate to the inspector a satisfactory knowledge of the regulatory requirements associated with the function of an examiner.

AMC1 FCL.1020; FCL.1025

QUALIFICATION OF SENIOR EXAMINERS

(a) A senior examiner specifically tasked by the CAA to observe skill tests or proficiency checks for the revalidation of examiner certificates should:

(1) hold a valid or current examiner certificate appropriate to the privileges being given;

(2) have examiner experience level acceptable to the CAA;

(3) have conducted a number of skill tests or proficiency checks as a CAR-FCL examiner.

(b) The CAA may conduct a pre-assessment of the applicant or candidate carrying out a skill test and proficiency check under supervision of an inspector of the CAA.

(c) Applicants should be required to attend a senior examiner briefing, course or seminar arranged by the CAA. Content and duration will be determined by the CAA and should include:

(1) pre-course self-study;

(2) legislation;

(3) the role of the senior examiner;

(4) an examiner assessment;

(5) national administrative requirements.

(d) The validity of the authorisation should not exceed the validity of the examiners certificate, and in any case should not exceed 3 years. The authorisation may be revalidated in accordance with procedures established by the CAA.

AMC1 FCL.1025 Validity, revalidation and renewal of examiner certificates

EXAMINER REFRESHER COURSE

The examiner refresher course should follow the content of the examiner standardisation course, included in AMC1 FCL.1015, and take into account specific contents adequate to the category of examiner affected.

GM1 FCL.1015(a); FCL.1025(b)(2)

(Reserved).

AMC1 FCL.1030(b)(3) Conduct of skill tests, proficiency checks and assessments of competence

OBLIGATIONS FOR EXAMINERS APPLICATION AND REPORT FORMS

Common application and report forms can be found:

(a) For skill tests or proficiency checks for issue, revalidation or renewal of LAPL, PPL, CPL and IR in AMC1 to Appendix 7;

(b) For training, skill tests or proficiency checks for ATPL, MPL or class and type ratings, in AMC1 to Appendix 9;

(c) For EBT practical assessment, in AMC1 to Appendix 10;

(d) For assessments of competence for instructors, in AMC5 FCL.935.

GM1 FCL.1030(b)(3)(ii) Conduct of skill tests, proficiency checks and assessments of competence

REVALIDATION OF CLASS AND TYPE RATINGS — AEROPLANES — REQUIRED MANOEUVRES AND EXERCISES IN THE CONTEXT OF APPENDIX 10 (EBT PRACTICAL ASSESSMENT)

The confirmation that all the required manoeuvres and exercises have been completed means that during the period of validity of the type rating, the applicant has completed the operator's EBT programme applicable to that period.

APPENDICES TO CAR-FCL

Appendix 2 – Language Proficiency Rating Scale – Expert, extended and operational level

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Expert (Level 6)	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.
Extended (Level 5)	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.
Operational (Level 4)	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
		circumstances, but rarely interfere with meaning.	particularly in unusual or unexpected circumstances.	communication. Can make limited use of discourse markers and connectors. Fillers are not distracting.	or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	apparent misunderstandings by checking, confirming, or clarifying.

Note: The initial text of Appendix 2 has been transferred to AMC, see also the Explanatory Note.

Appendix 3 – Training courses for the issue of a CPL and an ATPL

AMC1 to Appendix 3 Training courses for the issue of a CPL and an ATPL

GENERAL

(a) When ensuring that the applicant complies with the prerequisites for the course, in accordance with ORA.ATO.145, the ATO should check that the applicant has enough knowledge of mathematics, physics and English to facilitate the understanding of the theoretical knowledge instruction content of the course.

(b) Whenever reference is made to a certain amount of hours of training, this means a full hour. Time not directly assigned to training (such as breaks, etc.) is not to be counted towards the total amount of time that is required.

(c) The UPRT elements and components specified in AMC2 to Appendix 3; AMC1 to Appendix 5 point (a) should be integrated into the flying training phases or modules.

(d) The flight instruction syllabus should take into account the principles of TEM.

A. ATP integrated course: aeroplanes

(a) The ATP integrated course should last between 12 and 36 months. This period may be extended where additional flying training or ground instruction is provided by the ATO.

CREDITING

(b) Credit for previous experience given to an applicant who already holds a PPL should be entered into the applicant's training record. In the case of a student pilot who does not hold a pilot licence and with the approval of the CAA, an ATO may designate certain dual exercises to be flown in a helicopter or a TMG up to a maximum of 20 hours.

THEORETICAL KNOWLEDGE

(c) The 750 hours of instruction, which also cover the Area 100 KSA, may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

The 750 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1)	Air law	35 hours
(2)	Aircraft general knowledge	100 hours
(3)	Flight performance and planning	120 hours
(4)	Human performance and limitations	35 hours
(5)	Meteorology	60 hours
(6)	Navigation	90 hours
(7)	Operational procedures	25 hours
(8)	Principles of flight	55 hours
(9)	Communications	20 hours

Other subdivisions of hours may be agreed upon between the CAA and the ATO.

FLYING TRAINING

(d) The flying instruction is divided into six phases:

(1) Phase 1:

Exercises up to the first solo flight comprise a total of at least 10 hours dual flight instruction on an SE aeroplane including:

(i) pre-flight operations, mass and balance determination, aeroplane inspection and servicing;

(ii) aerodrome and traffic pattern operations, collision avoidance and precautions;

(iii) control of the aeroplane by external visual references;

(iv) normal take-offs and landings;

(v) the basic UPRT exercises as specified in point (b) of AMC2 to Appendix 3; AMC1 to Appendix 5;

(vi) simulated engine failure.

(2) Phase 2:

Exercises up to the first solo cross-country flight comprise a total of at least 10 hours of dual flight instruction and at least 10 hours solo flight including:

(i) maximum performance (short field and obstacle clearance) take-offs and short-field landings;

(ii) flight by reference solely to instruments, including the completion of a 180 ° turn;

(iii) dual cross-country flying using external visual references, DR and radio navigation aids, diversion procedures;

(iv) aerodrome and traffic pattern operations at different aerodromes;

(v) crosswind take-offs and landings;

(vi) abnormal and emergency procedures and manoeuvres, including simulated aeroplane equipment malfunctions;

(vii) operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology;

(viii) knowledge of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS.

(3) Phase 3:

Exercises up to the VFR navigation progress test comprise a total of at least 5 hours of dual instruction and at least 40 hours as PIC.

The dual instruction and testing up to the VFR navigation progress test should comprise:

(i) repetition of exercises of phases 1 and 2;

(ii) VFR navigation progress test conducted by an FI not connected with the applicant's training;

(iii) dual night flight instruction.

(4) Phase 4:

Exercises up to the instrument rating skill test comprise:

(i) at least 55 hours instrument flight, which may contain up to 25 hours of instrument ground time in an FNPT I or up to 40 hours in an FNPT II or FFS which should be conducted by an FI or an authorised SFI;

(ii) 20 hours instrument time flown as SPIC;

(iii) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate ATS documents in the preparation of an IFR flight plan;

(iv) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

(A) transition from visual to instrument flight on take-off;

(B) SIDs and arrivals;

(C) en-route IFR procedures;

(D) holding procedures;

(E) instrument approaches to specified minima;

(F) missed approach procedures;

(G) landings from instrument approaches, including circling;

(v) in-flight manoeuvres and specific flight characteristics and the basic UPRT exercises as specified in Sections A, B, C and D of Table 2 in point (b) of AMC2 to Appendix 3; AMC1 to Appendix 5;

(vi) operation of an ME aeroplane in the exercises of (iv), including operation of the aeroplane solely by reference to instruments with one engine simulated inoperative, and engine shut-down and restart (the latter training should be conducted at a safe altitude unless carried out in an FSTD);

(vii) after completion of instrument training that is equivalent to the basic instrument flight module set out in AMC2 to Appendix 6, take-offs and landings as PIC at night.

(5) Phase 5: Advanced UPRT in accordance with point FCL.745.A;

(6) Phase 6:

(i) instruction and testing in MCC comprising the relevant training requirements;

(ii) if a type rating for single-pilot aeroplanes in multi-pilot operations, or multi-pilot aeroplanes is not required on completion of this phase, the applicant should be issued with a certificate of course completion for MCC training.

B. ATP modular theoretical knowledge course: aeroplanes

(a) The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course to the level of theoretical knowledge required for the ATPL.

(b) An approved course may contain in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (b)(9).

(c) The ATP modular course should be completed within 18 months. This period may be extended where additional training is provided by the ATO. The flight instruction and skill test need to be completed within the period of validity of the pass in the theoretical examinations.

C. CPL/IR integrated course: aeroplanes

(a) The CPL/IR integrated course should last between 9 and 30 months. This period may be extended where additional flying training or ground instruction is provided by the ATO.

CREDITING

(b) Credit for previous experience given to an applicant who already holds a PPL should be entered into the applicant's training record. In the case of a student pilot who does not hold a pilot licence and with the approval of the CAA, an ATO may designate certain dual exercises to be flown in a helicopter or a TMG up to a maximum of 20 hours.

THEORETICAL KNOWLEDGE

(c) The 500 hours of instruction, which also cover the Area 100 KSA, may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the competent authority.

The 500 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1)	Air law	25 hours
(2)	Aircraft general knowledge	75 hours
(3)	Flight performance and planning	80 hours
(4)	Human performance and limitations	20 hours
(5)	Meteorology	40 hours
(6)	Navigation	55 hours
(7)	Operational procedures	15 hours
(8)	Principles of flight	35 hours
(9)	Communications	15 hours

Other subdivisions of hours may be agreed upon between the CAA and the ATO.

FLYING TRAINING

(d) The flying instruction is divided into four phases:

(1) Phase 1:

Exercises up to the first solo flight comprise a total of at least 10 hours dual flight instruction on an SE aeroplane, including:

(i) pre-flight operations, mass and balance determination, aeroplane inspection and servicing;

(ii) aerodrome and traffic pattern operations, collision avoidance and precautions;

(iii) control of the aeroplane by external visual references;

(iv) normal take-offs and landings;

(v) the basic UPRT exercises as specified in point (b) of AMC2 to Appendix 3; AMC1 to Appendix 5;

(vi) simulated engine failure.

(2) Phase 2:

Exercises up to the first solo cross-country flight comprise a total of at least 10 hours of dual flight instruction and at least 10 hours solo flight including:

(i) maximum performance (short field and obstacle clearance) take-offs and short-field landings;

(ii) flight by reference solely to instruments, including the completion of a 180° turn;

(iii) dual cross-country flying using external visual references, DR and radio navigation aids, diversion procedures;

(iv) aerodrome and traffic pattern operations at different aerodromes;

(v) crosswind take-offs and landings;

(vi) abnormal and emergency operations and manoeuvres, including simulated aeroplane equipment malfunctions;

(vii) operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology;

(viii) knowledge of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS.

(3) Phase 3:

Exercises up to the VFR navigation progress test comprise a total of at least 5 hours of instruction and at least 40 hours as PIC.

The dual instruction and testing up to the VFR navigation progress test and the skill test should contain the following:

(i) repetition of exercises of phases 1 and 2;

(ii) VFR navigation progress test conducted by an FI not connected with the applicant's training;

(iii) dual night flight instruction.

(4) Phase 4:

Exercises up to the instrument rating skill test comprise:

(i) at least 55 hours instrument time, which may contain up to 25 hours of instrument ground time in an FNPT I or up to 40 hours in an FNPT II or FFS which should be conducted by an FI or SFI;

(ii) 20 hours instrument time flown as SPIC;

(iii) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate ATS documents in the preparation of an IFR flight plan;

(iv) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

(A) transition from visual to instrument flight on take-off;

(B) SIDs and arrivals;

(C) en-route IFR procedures;

(D) holding procedures;

(E) instrument approaches to specified minima;

(F) missed approach procedures;

(G) landings from instrument approaches, including circling.

(v) in-flight manoeuvres and particular flight characteristics and the basic UPRT exercises as specified in Sections A, B, C and D of Table 2 in paragraph (b) of AMC2 to Appendix 3; AMC1 to Appendix 5;

(vi) operation of either an SE or an ME aeroplane in the exercises of (iv), including in the case of an ME aeroplane operation of the aeroplane solely by reference to instruments with one engine simulated inoperative and engine shut-down and restart. The latter exercise is to be conducted at a safe altitude unless carried out in an FSTD;

(vii) after completion of instrument training that is equivalent to the basic instrument flight module set out in AMC2 to Appendix 6, take-offs and landings as PIC at night.

D. CPL integrated course: aeroplanes

(a) The CPL integrated course should last between 9 and 24 months. This period may be extended where additional flying training or ground instruction is provided by the ATO.

CREDITING

(b) Credit for the hours flown should be entered into the applicant's training record. In the case of a student pilot who does not hold a pilot licence and with the approval of the CAA, an ATO may designate certain dual exercises to be flown in a helicopter or a TMG up to a maximum of 20 hours.

THEORETICAL KNOWLEDGE

(c) The 350 hours of instruction, which also cover the Area 100 KSA, may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

FLYING TRAINING

(d) The flying instruction is divided into four phases:

(1) Phase 1:

Exercises up to the first solo flight comprise a total of at least 10 hours dual flight instruction on an SE aeroplane, including:

(i) pre-flight operations, mass and balance determination, aeroplane inspection and servicing;

(ii) aerodrome and traffic pattern operations, collision avoidance and precautions;

(iii) control of the aeroplane by external visual references;

(iv) normal take-offs and landings;

(v) the basic UPRT exercises as specified in point (b) of AMC2 to Appendix 3; AMC1 to Appendix 5;

(vi) simulated engine failure.

(2) Phase 2:

Exercises up to the first solo cross-country flight comprise a total of at least 10 hours of dual flight instruction and at least 10 hours solo flight including:

(i) maximum performance (short field and obstacle clearance) take-offs and short-field landings;

(ii) flight by reference solely to instruments, including the completion of a 180° turn;

(iii) dual cross-country flying using external visual references, DR and radio navigation aids, diversion procedures;

(iv) aerodrome and traffic pattern operations at different aerodromes;

(v) crosswind take-offs and landings;

(vi) abnormal and emergency procedures and manoeuvres, including simulated aeroplane equipment malfunctions;

(vii) operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology;

(viii) knowledge of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS.

(3) Phase 3:

Exercises up to the VFR navigation progress test comprise a total of at least 30 hours instruction and at least 58 hours as PIC, including:

(i) at least 10 hours instrument time, which may contain 5 hours of instrument ground time in an FNPT or an FFS and should be conducted by an FI or SFI;

(ii) repetition of exercises of phases 1 and 2, which should include at least 5 hours in an aeroplane certificated for the carriage of at least four persons and have a variable pitch propeller and retractable landing gear;

(iii) night flight time including, g, after completion of instrument training that is equivalent to the basic instrument flight module set out in AMC2 to Appendix 6, take-offs and landings as PIC.

(4) Phase 4:

The dual instruction and testing up to the CPL(A) skill test contain the following:

(i) up to 30 hours instruction which may be allocated to specialised aerial work training;

(ii) repetition of exercises in Phase 3, as required;

(iii) in-flight manoeuvres and particular flight characteristics including the basic UPRT exercises as specified in point (b) of AMC2 to Appendix 3; AMC1 to Appendix 5;

(iv) ME training.

If required, operation of an ME aeroplane including operation of the aeroplane with one engine simulated inoperative, and engine shutdown and restart (the latter exercise at a safe altitude unless carried out in an FSTD).

E. CPL modular course: aeroplanes

(a) The CPL modular course should be completed within 18 months. This period may be extended where additional training is provided by the ATO. The flight instruction and skill test need to be completed within the period of validity of the pass in the theoretical examinations.

CREDITING

Applicants with prior experience as PIC may be credited with an amount of hours to meet the requirement of 150 hours of flight time of Appendix 3, Part E., point (3)(a). The amount of credited hours should be decided by the ATO where the applicant takes the training course on the basis of a pre-entry flight test, but in any case, should have been completed only in one aircraft category other than aeroplane.

THEORETICAL KNOWLEDGE

(b) The 250 hours of instruction, which also cover the Area 100 KSA, may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodromes or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (b)(9).

FLYING TRAINING

(c) The following flight time is suggested for the flying training:

(1) visual flight training: suggested flight time

(i) Exercise 1:

pre-flight operations: mass and balance determination, aeroplane inspection and servicing.

(ii) Exercise 2:
take-off, traffic pattern, approach and landing, use of checklist, collision avoidance and checking procedures. — 0:45 hours

(iii) Exercise 3:
traffic patterns: simulated engine failure during and after take-off. — 0:45 hours

(iv) Exercise 4:
maximum performance (short field and obstacle clearance) take-offs and short-field landings. — 1:00 hours

(v) Exercise 5:
crosswind take-offs, landings and go-arounds. — 1:00 hours

(vi) Exercise 6:
Arresting divergence of the aeroplane from intended flight path, Preventing flight at airspeeds inappropriate for the (intended flight) conditions, High airspeed (including flight at relatively high airspeed), Steep turns Nose-low attitudes at various bank angles (including spiral dive). — 0:45 hours

(vii) Exercise 7:
Arresting divergence of the aeroplane from intended flight path, Preventing flight at airspeeds inappropriate for the (intended flight) conditions, slow flight, nose-high attitudes at various bank angles, spin avoidance, stall events in the following configurations: — 0:45 hours

— take-off configuration,
— clean configuration, and
— landing configuration.

(viii) Exercise 8:

cross-country flying 10:00 hours

using DR and radio navigation aids; flight planning by the applicant; filing of ATC flight plan; evaluation of weather briefing documentation, NOTAM, etc.; R/T procedures and phraseology; positioning by radio navigation aids; operation to, from and transiting controlled aerodromes, compliance with ATS procedures for VFR flights, simulated radio communication failure, weather deterioration, diversion procedures; simulated engine failure during cruise flight; selection of an emergency landing strip.

(2) instrument flight training:

(i) This module's content is identical to that of the 10-hour basic instrument flight module as set out in AMC2 to Appendix 6. This module is focused on the basics of flying by sole reference to instruments, including limited panel and basic UPRT exercises as specified in Sections A, B and C of Table 2 in point (b) of AMC2 Appendix 3; AMC1 Appendix 5.

(ii) All exercises may be performed in an FNPT I or II or an FFS. If instrument flight training is in VMC, a suitable means of simulating IMC for the student should be used.

(iii) A BITD may be used for the following exercises: (9), (10), (11) and (14).

(iv) The use of the BITD is subject to the following:

(A) the training is complemented by exercises in an aeroplane;

(B) the record of the parameters of the flight is available;

(C) an FI(A) or IRI(A) conducts the instruction.

(v) Exercise 9:

Basic instrument flying without 0:30 hours

external visual cues; horizontal flight; power changes for acceleration or deceleration, maintaining straight and level flight; turns in level flight with 15° and 25° bank, left and right; roll-out onto predetermined headings.

(vi) Exercise 10:

Repetition of exercise 9; 0:45 hours

additionally climbing and descending, maintaining heading and speed, transition to horizontal flight; climbing and descending turns.

(vii) Exercise 11:

Instrument pattern: 0:45 hours

(1) start exercise, decelerate to approach speed, flaps into approach configuration;

(2) initiate standard turn (left or right);

(3) roll out on opposite heading, maintain new heading for 1 minute;

(4) standard turn, gear down, descend 500 ft/min;

(5) roll out on initial heading, maintain descent (500 ft/min) and new heading for 1 minute;

(6) transition to horizontal flight, 1.000 ft below initial flight level;

(7) initiate go-around;

(8) climb at best rate of climb speed.

(viii) Exercise 12:

Repetition of exercise 9 and steep turns with 45° bank; recovery from unusual attitudes. 0:45 hours

(ix) Exercise 13:

Repetition of exercise 12 0:45 hours

(x) Exercise 14:

Radio navigation using VOR, NDB or, if available, VDF; interception of predetermined QDM and QDR. 0:45 hours

(xi) Exercise 15:

Repetition of exercise 9 and recovery from nose-high attitudes at various bank angles, recovery from nose-low attitudes at various bank angles 0:45 hours

(xii) Exercise 16:

Repetition of exercise 9, turns and level change and recovery from nose-high attitudes at various bank angles, recovery from nose-low attitudes at various bank angles with simulated failure of the artificial horizon or directional gyro. 0:45 hours

(xiii) Exercise 17:

Basic UPRT exercises as specified 0:45 hours in point (b) of AMC2 to Appendix 3;

AMC1 to Appendix 5, excluding those manoeuvres which have already been completed during exercises 15 and 16

(xiv) Exercise 18:

Repetition of exercises (14), (16) and (17). 3:00 hours

(3) ME training

If required, operation of an ME aeroplane in the exercises 1 through 17, including operation of the aeroplane with one engine simulated inoperative, and engine shutdown and restart. Before commencing training, the applicant should have complied with the type and class ratings requirements as appropriate to the aeroplane used for the test.

(4) Applicants who need to complete night training in accordance with point 10(b) of Section E of Appendix 3 to CAR-FCL should perform take-offs and landings as PIC at night only after having completed the instrument flight training specified in point (2)(i) of 'FLYING TRAINING' of Section E of this AMC.

F. ATP/IR integrated course: helicopters

(a) The ATP/IR integrated course should last between 12 and 36 months. This period may be extended where additional flying training or ground instruction is provided by the ATO.

CREDITING

(b) Credit for the hours flown should be entered into the applicant's training record. In case of a student pilot who does not hold a pilot licence and with the approval of the CAA, an ATO may designate certain dual exercises to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

THEORETICAL KNOWLEDGE

(c) The 750 hours of instruction, which also cover the Area 100 KSA, may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress test, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

The 750 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1)	Air law	35 hours
(2)	Aircraft general knowledge	100 hours
(3)	Flight performance and planning	120 hours
(4)	Human performance and limitations	35 hours
(5)	Meteorology	60 hours
(6)	Navigation	90 hours
(7)	Operational procedures	25 hours
(8)	Principles of flight	55 hours
(9)	Communications	20 hours

Other subdivisions of hours may be agreed upon between the CAA and the ATO.

(d) The flight instruction is divided into four phases:

(1) phase 1:

Flight exercises up to the first solo flight comprise a total of not less than 12 hours dual flight instruction on a helicopter, including:

(1) pre-flight operations, mass and balance determination, helicopter inspection and servicing;

(2) aerodrome and traffic pattern operations, collision avoidance and procedures;

(3) control of the helicopter by external visual reference;

(4) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover;

(5) emergency procedures, basic auto-rotations, simulated engine failure, ground resonance recovery if relevant to type.

(2) phase 2:

Flight exercises until general handling and day VFR navigation progress check, and basic instrument flying progress check. This phase comprises a total flight time of not less than 128 hours including 73 hours of dual flight instruction flight time and including at least 5 hours VFR conversion training on an ME helicopter, 15 hours of solo flight and 40 hours flown as student PIC. The instruction and testing contain the following:

(i) sideways and backwards flight, turns on the spot;

(ii) incipient vortex ring recovery;

(iii) advanced/touchdown auto-rotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;

(iv) steep turns;

(v) transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;

(vi) limited power and confined area operations, including low level operations to and from unprepared sites;

(vii) flight by sole reference to basic flight instruments, including completion of a 180 ° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud;

(viii) cross-country flying by external visual reference, DR and radio navigation aids, diversion procedures;

(ix) aerodrome and traffic pattern operations at different aerodromes;

(x) operations to, from and transiting controlled aerodromes; compliance with ATS procedures, R/T procedures and phraseology;

(xi) application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS;

(xii) night flight, including take-offs and landings as PIC;

(xiii) general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 4 to CAR-FCL, conducted by an FI not connected with the applicant's training.

(3) phase 3:

Flight exercises up to IR skill test. This part comprises a total of 40 hours dual instrument flight time, including 10 hours of an ME IFR certificated helicopter.

The instruction and testing should contain the following:

(i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate ATS documents in the preparation of an IFR flight plan;

(ii) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

(A) transition from visual to instrument flight on take-off;

(B) SIDs and arrivals;

(C) en-route IFR procedures;

(D) holding procedures;

(E) instrument approaches to specified minima;

(F) missed approach procedure;

(G) landings from instrument approaches;

(H) in-flight manoeuvres and particular flight characteristics;

(I) instrument exercises with one engine simulated inoperative.

(4) phase 4:

Instruction in MCC should comprise the relevant training set out in FCL.735.H and AMC1 FCL.735.A, FCL.735.H and FCL.735.As.

If a type rating for MP helicopter is not required on completion of this part, the applicant should be provided with a certificate of course completion for MCC training.

G. ATP integrated course: helicopters

(a) The ATP integrated course should last between 12 and 36 months. This period may be extended where additional flying training or ground instruction is provided by the ATO.

CREDITING

(b) Credit for the hours flown should be entered into the applicant's training record. In case of a student pilot who does not hold a pilot licence and with the approval of the CAA, an ATO may designate certain dual exercises to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

THEORETICAL KNOWLEDGE

(c) The 650 hours of instruction, which also cover the area 100 KSA, may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

The 650 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1)	Air law	30 hours
(2)	Aircraft general knowledge	90 hours
(3)	Flight performance and planning	90 hours
(4)	Human performance and limitations	30 hours
(5)	Meteorology	50 hours
(6)	Navigation	70 hours
(7)	Operational procedures	20 hours
(8)	Principles of flight	45 hours
(9)	Communications	15 hours

Other subdivisions of hours may be agreed upon between the CAA and the ATO.

(d) The flight instruction is divided into three phases:

(1) phase 1:

Flight exercises up to the first solo flight comprise a total of not less than 12 hours dual flight instruction on a helicopter, including:

(i) pre-flight operations, mass and balance determination, helicopter inspection and servicing;

(ii) aerodrome and traffic pattern operations, collision avoidance and procedures;

(iii) control of the helicopter by external visual reference;

(iv) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover;

(v) emergency procedures, basic auto-rotations, simulated engine failure, ground resonance recovery if relevant to type.

(2) phase 2:

Flight exercises until general handling and day VFR navigation progress and basic instrument flying progress check conducted by an FI not connected with the applicant's training. This phase comprises a total flight time of not less than 128 hours, including 73 hours of dual instruction flight time and including at least 5 hours VFR conversion training on an ME helicopter, 15 hours of solo flight and 40 hours flown as student PIC. The instruction and testing contain the following:

(i) sideways and backwards flight, turns on the spot;

(ii) incipient vortex ring recovery;

(iii) touchdown or advanced auto-rotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;

(iv) steep turns;

(v) transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;

(vi) limited power and confined area operations, including low level operations to and from unprepared sites;

(vii) 10 hours flight by sole reference to basic flight instruments, including completion of a 180 ° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud;

(viii) cross-country flying by external visual reference, DR and radio navigation aids, diversion procedures;

(ix) aerodrome and traffic pattern operations at different aerodromes;

(x) operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology;

(xi) application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS;

(xii) night flight, including take-offs and landings as PIC;

(xiii) general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 4 to CAR-FCL, conducted by an FI not connected with the applicant's training.

(3) phase 3:

Instruction in MCC comprises the relevant training set out in FCL.735.H and AMC1 FCL.735.A, FCL.735.H and FCL.735.As.

If a type rating for MP helicopter is not required on completion of this part, the applicant should be provided with a certificate of course completion for MCC training.

H. ATP modular theoretical knowledge course: helicopters

(a) The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course to the level of theoretical knowledge required for the ATPL.

(b) An approved course, which also covers the area 100 KSA, may contain in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (b)(9).

(c) The ATP modular course should be completed within 18 months. This period may be extended where additional training is provided by the ATO. The flight instruction and skill test need to be completed within the period of validity of the pass in the theoretical examinations.

I. CPL/IR integrated course: helicopters

(a) The CPL/IR integrated course should last between 9 and 30 months. This period may be extended where additional flying training or ground instruction is provided by the ATO.

CREDITING

(b) Credit for the hours flown should be entered into the applicant's training record. In case of a student pilot who does not hold a pilot licence and with the approval of the CAA, an ATO may designate certain dual exercises to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

THEORETICAL KNOWLEDGE

(c) The 500 hours of instruction, which also cover the Area 100 KSA, may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

The 500 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1)	Air law	25 hours
(2)	Aircraft general knowledge	75 hours
(3)	Flight performance and planning	80 hours
(4)	Human performance and limitations	20 hours
(5)	Meteorology	40 hours
(6)	Navigation	55 hours
(7)	Operational procedures	15 hours
(8)	Principles of flight	35 hours
(9)	Communications	15 hours

Other subdivision of hours may be agreed upon between the CAA and the ATO.

FLYING TRAINING

(d) The flight instruction is divided into three phases:

(1) phase 1:

Flight exercises up to the first solo flight. This part comprises a total of at least 12 hours dual flight instruction on a helicopter including:

(i) pre-flight operations: mass and balance determination, helicopter inspection and servicing;

(ii) aerodrome and traffic pattern operations, collision avoidance and procedures;

(iii) control of the helicopter by external visual reference;

(iv) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover;

(v) emergency procedures, basic auto-rotation, simulated engine failure, ground resonance recovery if relevant to type.

(2) phase 2:

Flight exercises until general handling and day VFR navigation progress check conducted by an FI not connected with the applicant's training, and basic instrument progress check. This part comprises a total flight time of not less than 128 hours, including 73 hours of dual instruction flight time and including at least 5 hours VFR conversion training on an

ME helicopter, 15 hours of solo flight and 40 hours flown as SPIC. The instruction and testing contain the following:

(i) sideways and backwards flight, turns on the spot;

(ii) incipient vortex ring recovery;

(iii) touchdown or advanced auto-rotation and simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;

(iv) steep turns;

(v) transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;

(vi) limited power and confined area operations, including selection of and low level operations to and from unprepared sites;

(vii) flight by sole reference to basic flight instruments, including completion of 180 degree turn and recovery from unusual attitudes to simulate inadvertent entry into cloud;

(viii) cross-country flying by external visual reference, DR and radio navigation aids and diversion procedures;

(ix) aerodrome and traffic pattern operations at different aerodromes;

(x) operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology;

(xi) application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS;

(xii) night flight, including take-offs and landings as PIC;

(xiii) general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 4 to CAR-FCL, conducted by an FI not connected with the applicant's training.

(3) phase 3:

Flight exercises up to IR skill test. This part comprises a total of 40 hours dual instrument flight time, including 10 hours of an ME IFR certificated helicopter.

The instruction and testing should contain the following:

(i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate ATS documents in the preparation of an IFR flight plan;

(ii) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

(A) transition from visual to instrument flight on take-off;

(B) SIDs and arrivals;

(C) en-route IFR procedures;

(D) holding procedures;

(E) instrument approaches to specified minima;

(F) missed approach procedure;

(G) landings from instrument approaches;

(H) in-flight manoeuvres and particular flight characteristics;

(I) instrument exercises with one engine simulated inoperative.

J. CPL integrated course: helicopters

(a) The CPL integrated course should last between 9 and 24 months. This period may be extended where additional flying training or ground instruction is provided by the ATO.

CREDITING

(b) Credit for the hours flown should be entered into the applicant's training record. In case of a student pilot who does not hold a pilot licence and with the approval of the CAA, an ATO may designate certain dual exercises to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

THEORETICAL KNOWLEDGE

(c) The 350 hours of instruction, which also cover the Area 100 KSA, may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

The 350 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1)	Air law	15 hours
(2)	Aircraft general knowledge	40 hours
(3)	Flight performance and planning	35 hours
(4)	Human performance and limitations	10 hours
(5)	Meteorology	30 hours
(6)	Navigation	35 hours
(7)	Operational procedures	10 hours
(8)	Principles of flight	30 hours
(9)	Communications	10 hours

Other subdivisions of hours may be agreed upon between the CAA and the ATO.

FLYING TRAINING

(d) The flight instruction is divided into two phases:

(1) phase 1:

Flight exercises up to the first solo flight. This part comprises a total of not less than 12 hours dual flight instruction on a helicopter, including:

(1) pre-flight operations: mass and balance determination, helicopter inspection and servicing;

(2) aerodrome and traffic pattern operations, collision avoidance and procedures;

(3) control of the helicopter by external visual reference;

(4) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover;

(5) emergency procedures, basic auto-rotations, simulated engine failure, ground resonance recovery if relevant to type.

(2) phase 2:

Flight exercises until general handling and day VFR navigation progress check conducted by an FI not connected with the applicant's training, and basic instrument progress check. This part comprises a total flight time of not less than 123 hours, including 73 hours of dual instruction flight time, 15 hours of solo flight and 35 hours flown as SPIC. The instruction and testing contain the following:

(i) sideways and backwards flight, turns on the spot;

(ii) incipient vortex ring recovery;

(iii) touchdown or advanced auto-rotations and simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;

(iv) steep turns;

(v) transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;

(vi) limited power and confined area operations, including selection of and low level operations to and from unprepared sites;

(vii) flight by sole reference to basic flight instruments, including completion of a 180° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud;

(viii) cross-country flying by external visual reference, DR and radio navigation aids, diversion procedures;

(ix) aerodrome and traffic pattern operations at different aerodromes;

(x) operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology;

(xi) application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS;

(xii) night flight, including take-offs and landings as PIC;

(xiii) general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 4 to CAR-FCL, conducted by an FI not connected with the applicant's training.

K. CPL modular course: helicopters

(a) The CPL modular course should be completed within 18 months. This period may be extended where additional training is provided by the ATO. The flight instruction and skill test need to be completed within the period of validity of the pass in the theoretical examinations.

CREDITING

Applicants with prior experience as PIC may be credited with an amount of hours to meet the requirement of 150 hours of flight time of Appendix 3, Part K, point (3)(a).

The amount of credited hours should be decided by the ATO where the applicant takes the training course on the basis of a pre-entry flight test, but in any case, should have been completed only in one aircraft category other than helicopter, and not be a combination of hours in more than two different aircraft categories.

THEORETICAL KNOWLEDGE

(b) The 250 hours of instruction, which also covers the Area 100 KSA may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (b)(9).

FLYING TRAINING

(c) The flying instruction comprises the following items. The flight time allocated to each exercise is at the discretion of the FI, provided that at least 5 hours flight time is allocated to cross-country flying.

VISUAL INSTRUCTION

(d) Within the total of dual flight instruction time, the applicant may have completed during the visual phase up to 5 hours in a helicopter FFS or FTD 2, 3 or FNPT II, III.

(1) pre-flight operations: mass and balance calculations, helicopter inspection and servicing;

(2) level flight speed changes, climbing, descending, turns, basic autorotations, use of checklist, collision avoidance and checking procedures;

(3) take-offs and landings, traffic pattern, approach, simulated engine failures in the traffic pattern. Sideways and backwards flight and spot turns in the hover;

(4) recovery from incipient vortex ring condition;

(5) advanced auto-rotations covering the speed range from low speed to maximum range and manoeuvre in auto-rotations (180°, 360° and �much'S' turns) and simulated engine-off landings;

(6) selection of emergency landing areas, auto-rotations following simulated emergencies to given areas and steep turns at 30° and 45° bank;

(7) manoeuvres at low level and quick-stops;

(8) landings, take-offs and transitions to and from the hover when heading out of wind;

(9) landings and take-offs from sloping or uneven ground;

(10) landings and take-offs with limited power;

(11) low level operations into and out of confined landing sites;

(12) cross-country flying using dead reckoning and radio navigation aids, flight planning by the applicant, filing of ATC flight plan, evaluation of weather briefing documentation, NOTAM, etc., R/T procedures and phraseology, positioning by radio navigation aids; operation to, from and transiting controlled aerodromes, compliance with ATS procedures for VFR flights, simulated radio communication failure, weather deterioration, diversion procedures; location of an off airfield landing site and simulated approach.

BASIC INSTRUMENT INSTRUCTION

(e) A maximum of 5 hours of the following exercises may be performed in an FFS or FTD or FNPT. Flight training should be carried out in VMC using a suitable means of simulating IMC for the student.

(1) Exercise 1:

Instrument flying without external visual cues. Level flight performing speed changes, maintaining flight altitude (level, heading) turns in level flight at rate 1 and 30° bank, left and right; roll-out on predetermined headings;

(2) Exercise 2:

repetition of exercise 1; additionally climbing and descending, maintaining heading and speed, transition to horizontal flight; climbing and descending turns;

(3) Exercise 3:

repetition of exercise 1; and recovery from unusual attitudes;

(4) Exercise 4:

radio navigation;

(5) Exercise 5:

repetition of exercise 1; and turns using standby magnetic compass and standby artificial horizon (if fitted).

AMC2 to Appendix 3; AMC1 to Appendix 5

BASIC UPRT FOR AEROPLANE ATP INTEGRATED, CPL/IR INTEGRATED, CPL INTEGRATED AND CPL MODULAR COURSES AS WELL AS MPL COURSE PHASES 1 TO 3

(a) BASIC UPRT ELEMENTS AND COMPONENTS

In order for student pilots to develop the competencies to prevent and recover from aeroplane upsets, the basic UPRT elements and respective components in the following Table 1 should be integrated into the flying training modules and phases, such that all the elements are covered.

Table 1: Basic UPRT elements and components		Pre-flight briefing	Flying training
A.	**Aerodynamics**		
1.	General aerodynamic characteristics	•	•
2.	Aeroplane certification and limitations	•	•
4.	Aerodynamics (high and low altitude)	•	
5.	Aeroplane performance (high and low altitude)	•	
6.	AoA and stall awareness	•	•
7.	Aeroplane stability	•	•
8.	Control surface fundamentals	•	•
9.	Use of trim	•	•
10.	Icing and contamination effects	•	•
11.	Propeller slipstream (as applicable)	•	•
B.	**Causes of and contributing factors to upsets**		
1.	Environmental	•	
2.	Pilot-induced	•	
3.	Mechanical (aeroplane systems)	•	
C.	**Safety review of accidents and incidents relating to aeroplane upsets**		
1.	Safety review of accidents and incidents relating to aeroplane upsets	•	
D.	**G-load awareness and management**		
1.	Positive/negative/increasing/decreasing G-loads	•	•
2.	Lateral G awareness (sideslip)	•	•
3.	G-load management	•	•
E.	**Energy management**		
1.	Kinetic energy vs potential energy vs chemical energy (power)	•	•
F.	**Flight path management**		
1.	Relationship between pitch, power and performance	•	•
2.	Performance and effects of differing power plants	•	•
3.	Manual and automation inputs for guidance and control (if applicable)	•	•
4.	Class-specific characteristics of flight path management	•	•
5.	Management of go-arounds from various stages during the approach	•	•
6.	Automation management (if applicable)	•	•
7.	Proper use of rudder	•	•
G.	**Recognition**		
1.	Class-specific examples of physiological, visual and instrument clues during developing and developed upset	•	•

Table 1: Basic UPRT elements and components		Pre-flight briefing	Flying training
2.	Pitch/power/roll/yaw	•	•
3.	Effective scanning (effective monitoring)	•	•
4.	Stall protection systems and cues	•	•
5.	Criteria for identifying stalls and upsets	•	•
H.	**System malfunction** (including immediate handling and subsequent operational considerations, as applicable)		
1.	Flight control defects	•	•
2.	Engine failure (partial or full)	•	•
3.	Instrument failures	•	•
4.	Loss of reliable airspeed (training elements as per point (lb) of AMC2 ORA.ATO.125).	•	•
5.	Automation failures	•	•
6.	Stall protection system failures, including icing alerting systems	•	•

(b) MANOEUVRE-BASED UPRT EXERCISES

The following Table 2 contains manoeuvre-based basic UPRT exercises.

Table 2: Manoeuvre-based basic UPRT exercises		Pre-flight briefing	Flying training
A.	**Timely and appropriate intervention**		
1.	Arresting divergence of the aeroplane from intended flight path	•	•
2.	Preventing flight at airspeeds inappropriate for the (intended flight) condition	•	•
3.	Avoiding spins	•	•
B.	**Flight path management**		
1.	Steep turns	•	•
2.	Slow flight (including flight at critically low airspeed)	•	•
3.	High airspeed (including flight at relatively high airspeed)	•	•
C.	**Application of OEM recommendations (if applicable) during developing upsets**		
1.	Nose-high attitudes at various bank angles	•	•
2.	Nose-low attitudes at various bank angles (including spiral dive)	•	•
D.	**Stall events in the following configurations**		
1.	Take-off configuration	•	•
2.	Clean configuration	•	•
3.	Landing configuration	•	•

(c) INTEGRATION OF TEM, PILOT CORE COMPETENCIES, AND HUMAN FACTORS

Threat and Error Management (TEM), pilot competencies and human factors, as shown in the following Table 3 below, should be integrated into the flying training modules and phases as appropriate.

Table 3: Core elements and components of TEM, pilot competencies and human factors		Pre-flight briefing	Flying training
A.	**TEM**		
1.	TEM framework	•	•

2.	Recognition of threats and errors	•	•
3.	Management of threats and errors	•	•
4.	Countermeasures against threats and errors to prevent undesired aircraft states, including early intervention and, when necessary to prevent upsets, timely application of countermeasures to manage undesired aircraft states	•	•
B.	**Pilot Competencies, including CRM**		
1.	All elements listed in Table 1 of GM2 FCL.735.A	•	•
C.	**Human factors**		
1.	Instrument interpretation, active monitoring, checking	•	•
2.	Distraction, inattention, fixation, fatigue	•	•
3.	Human information processing, cognitive effects	•	•
4.	Perceptual illusions (visual or physiological) and spatial disorientation, effects of G-loads	•	•
5.	Stress, startle and surprise effect	•	•
6.	Intuitive and counter-intuitive behaviour	•	•

GM1 to Appendix 3; Appendix 5

BASIC UPRT EXERCISES

(a) GENERAL

The training objective of the basic UPRT exercises is for the student to achieve competence in applying prevention and recovery techniques. In order to meet the training objectives, some UPRT exercises will involve operation at altitudes, speeds and g-loadings that are not required for other parts of the training course. When designing training courses, ATOs should ensure that the aircraft used for these exercises will allow the training objectives to be achieved while maintaining a margin of safety to aircraft limitations in accordance with the training envelope, as determined by the ATO (see GM1 ORA.ATO.125 point (f)).

(b) UPRT WITH REFERENCE TO INSTRUMENTS

Basic UPRT exercises completed by reference to instruments (i.e. in simulated instrument meteorological conditions (IMC)) should involve only moderate excursions from the speeds and attitudes used in normal instrument flight. Exercises conducted in IMC should not be planned to involve 'unusual attitudes'.

(c) INSTRUCTORS DELIVERING BASIC UPRT

Instructors conducting basic UPRT training during the CPL or ATP course do not require any additional qualifications. It is the responsibility of the ATO to ensure that instructors are competent to deliver effective training on all parts of the course and also that they are competent to recover the aircraft in the event that a student erroneously conducts any UPRT exercise.

(d) APPLICATION OF OEM RECOMMENDATIONS DURING DEVELOPING UPSETS

Stall recovery training exercises as well as nose-high and nose-low prevention training exercises use the recovery strategies recommended by the OEMs contained in Tables 1, 2 and 3 below.

Note: As OEM procedures always take precedence over the general strategies as recommended by the OEMs, ATOs should consult the OEM on whether any approved specific procedures are available prior to using the templates.

Refer to revision 3 of the Airplane Upset Prevention and Recovery Training Aid (AUPRTA) for a detailed explanation and rationale of nose-high and nose-low recovery strategies as recommended by the OEMs.

Table 1: Stall event recovery template

Pilot Flying (PF) Immediately do the following at first indication of a stall (aerodynamic buffeting, reduced roll stability and aileron effectiveness, visual or aural cues and warnings, reduced elevator (pitch) authority, inability to maintain altitude or arrest rate of descent, stick shaker activation (if installed)) during any flight phases except at lift-off.		
1.	**AUTOPILOT — DISCONNECT (IF APPLICABLE)** (A large out-of-trim condition could be encountered when the autopilot is disconnected)	
2.	**AUTOTHROTTLE — OFF (IF APPLICABLE)**	
3.	**(a) NOSE-DOWN PITCH CONTROL** apply until stall warning is eliminated **(b) NOSE-DOWN PITCH TRIM** (as needed) (Reduce the AoA whilst accepting the resulting altitude loss.)	
4.	**BANK — WINGS LEVEL**	
5.	**POWER — ADJUST** (as needed) (Thrust reduction for aeroplanes with underwing-mounted engines may be needed)	
6.	**SPEEDBRAKES/SPOILERS — RETRACT**	
7.	When airspeed is sufficiently increasing — **RECOVER** to level flight (Avoid the secondary	

Table 2: Nose-high recovery strategy template

Recognise and confirm the developing situation by announcing **'nose high'**		
Pilot Flying (PF)		
1.	**AUTOPILOT — DISCONNECT (if applicable)** (A large out-of-trim condition could be encountered when the autopilot is disconnected)	
2.	**AUTOTHROTTLE — OFF** (if applicable)	
3.	**APPLY** as much nose-down control input as required to obtain a nose-down pitch rate	
4.	**POWER — ADJUST** (if required)	
5.	**ROLL — ADJUST** (if required) (Avoid exceeding 60-degree bank)	
6.	When airspeed is sufficiently increasing — **RECOVER** to level flight (Avoid the secondary stall due to premature recovery or excessive G-loading)	
NOTE: (1) Recovery to level flight may require use of pitch trim. (2) WARNING: Excessive use of pitch trim or rudder may aggravate the upset situation or may result in high structural loads.		

Table 3: Nose-low recovery strategy template

Recognise and confirm the developing situation by announcing **'nose low'** (If the autopilot or autothrottle is responding correctly, it may not be appropriate to decrease the level of automation while assessing if the divergence is being stopped)		
Pilot Flying (PF)		
1.	**AUTOPILOT — DISCONNECT (if applicable)** (A large out-of-trim condition could be encountered when the autopilot is disconnected)	
2.	**AUTOTHROTTLE — OFF** (if applicable)	

3.	**RECOVERY** from stall (if required)	
4.	**ROLL** in the shortest direction to wings level (It may be necessary to reduce the G-loading by applying forward control pressure to improve roll effectiveness)	
5.	**POWER** and **DRAG — ADJUST** (if required)	
6.	**RECOVER** to level flight (Avoid the secondary stall due to premature recovery or excessive G-loading)	
NOTE: (1) Recovery to level flight may require use of pitch trim. (2) WARNING: Excessive use of pitch trim or rudder may aggravate the upset situation or may result in high structural loads.		

ADDITIONAL GUIDANCE

(e) Specific guidance on UPRT is available in the latest revision of ICAO Doc 10011 'Manual on Aeroplane Upset Prevention and Recovery Training'.

GM1 to Appendix 3; Appendix 6; FCL.735.H

OVERVIEW OF FSTD TRAINING CREDITS FOR DUAL INSTRUCTION IN HELICOPTER FLYING TRAINING COURSES

		ATPL(H)/IR integrated			FSTD credits
	Dual	Solo	SPIC	Total	FFS; FTD; FNPT
Visual, including ME T/R training	75 hrs	15 hrs	40 hrs	130 hrs	30 hrs FFS C/D level or 25 hrs FTD 2, 3 or 20 hrs FNPT II/III
Basic instrument	10 hrs	-	-	10 hrs	20 hrs FFS or FTD 2, 3 or FNPT II/III or 10 hrs in at least an FNPT I
Instrument rating training	40 hrs	-		40 hrs	
MCC	15 hrs	-	-	15 hrs	15 hrs FFS or FTD 2, 3 (MCC) or FNPT II/III (MCC)
Total	140 hrs	55 hrs		195 hrs	Note 2

		ATPL(H)/VFR integrated			
	Dual	Solo	SPIC	Total	FFS; FTD; FNPT
Visual including ME T/R training	75 hrs	15 hrs	40 hrs	130 hrs	30 hrs FFS C/D level or 25 hrs FTD 2, 3 or 20 hrs FNPT II/III
Basic instrument	10 hrs	-	-	10 hrs	5 hrs in at least an FNPT I
MCC / VFR	10 hrs	-	-	10 hrs	10 hrs FFS or FTD 2, 3 (MCC) or FNPT II/III (MCC)
Total	95 hrs	55 hrs		150 hrs	Note 2

		CPL(H)/IR integrated			
	Dual	Solo	SPIC	Total	FFS; FTD; FNPT
Visual including ME T/R training	75 hrs	15 hrs	40hrs	130 hrs	30 hrs FFS C/D level or 25 hrs FTD 2, 3 or 20 hrs FNPT II/III
Basic instrument	10 hrs	-	-	10 hrs	20 hrs FFS or FTD 2, 3 or FNPT II/III or 10 hrs in at least an FNPT I
Instrument rating training	40 hrs	-		40 hrs	

Total	125 hrs	55 hrs		180 hrs	Note 2

		CPL(H) Integrated			
	Dual	Solo	SPIC	Total	FFS; FTD; FNPT
Visual	75 hrs	15 hrs	35 hrs	125 hrs	30 hrs FFS C/D level or 25 hrs FTD 2, 3 or 20 hrs FNPT II/III
Basic instrument	10 hrs	-	-	10 hrs	5 hrs in at least an FNPT I
Total	85 hrs	50 hrs		135 hrs	Note 2

		CPL(H) modular			
	Dual	Solo	SPIC	Total	FFS; FTD; FNPT
Visual	20 hrs	-	-	20 hrs	5 hrs FFS or FTD 2, 3 or FNPT II/III
Basic instrument	10 hrs	-	-	10 hrs	5 hrs in at least an FNPT I
Total	30 hrs	-	-	30 hrs	Note 2

		IR(H) modular			
	Dual	Solo	SPIC	Total	FFS; FTD; FNPT
SE	50 hrs	-	-	50 hrs	35 hrs FFS or FTD 2, 3 or FNPT II/III or 20 hrs FNPT I (H) or (A)
ME	55 hrs	-	-	55 hrs	40 hrs FFS; FTD 2, 3 FNPT II/III or 20 hrs FNPT I (H) or (A)

		MCC(H)			
	Dual	Solo	SPIC	Total	FFS; FTD; FNPT
MCC / IR	20 hrs	-	-	20 hrs	20 hrs FFS or FTD 2, 3 (MCC) or FNPT II/III (MCC)
MCC / VFR	15 hrs	-	-	15 hrs	15 hrs FFS or FTD 2, 3 (MCC) or FNPT II/III (MCC)
MCC / IR for MCC/VFR holders	5 hrs	-	-	5 hrs	5 hrs FFS or FTD 2, 3 (MCC) or FNPT II/III (MCC)

Note 1: In this matrix, FSTD credits refer to helicopter FSTDs, if not mentioned otherwise.

Note 2: Total credits for the FSTDs used in the course are not provided in the tables as the FSTDs may be used in various combinations. The FSTD credits provided in the tables for the separate phases of the course are the maximum FSTD credits available for each phase.

GM1 to Appendix 3 Example of a grading system for practical flight training during ATP, CPL and MPL courses grading system

An ATPL/CPL/MPL grading system may be developed by using the grading system in GM3 FCL.735.A.

Appendix 5 – Integrated MPL training course

GM1 to Appendix 5 Integrated MPL training course

GENERAL

(a) In broad terms, the MPL holder is expected to be able to complete the airline operators' conversion course with a high probability of success and within the time frame normally allowed for this phase. The standard is equivalent to what is currently expected from graduates of the ATP(A) integrated course who have completed type rating training.

(b) The general approach is to use the existing ATP(A) integrated training course as a reference and to implement progressively the MPL integrated training course and specifically the transfer from actual flight to simulated flight.

(c) This transfer should be organised in a way that is similar to the approach used for ETOPS. Successive evolutions of the training syllabus introduce progressively a higher level of simulated flight and a reduction of actual flight. Change from one version to the next should only take place after enough experience has been gained and once its results, including those of airline operator conversion courses, have been analysed and taken into account.

MPL TRAINING SCHEME

(d) The specific arrangement, pursuant to ORA.GEN.205, between an approved training organisation (ATO) and an operator for the multi-pilot licence (MPL) training should cover at least the following points:

(1) pre-entry requirements (including screening and selection);

(2) provision of the relevant documentation (operations manuals (OMs) and training manuals);

(3) design of the training programme;

(4) content of the operator conversion course;

(5) training effectiveness (e.g. continuous monitoring system, progress checks, etc.);

(6) provision of base training;

(7) graduate performance data feedback from the operator to the ATO;

(8) course evaluation and improvement; and

(9) alignment of the grading and assessment criteria.

The ATO and operator may use their OMs and training manuals to identify additional areas to be covered by the specific arrangement.

The following scheme should be applied:

MPL Training Scheme

Adapted competency model

Phases of training	Training items	Flight and simulated flight training media - Minimum level requirement -		Ground training media
Phase 4 — advanced Type rating training covering the training content of Appendix 9 to Part-FCL within an airline-oriented environment	• TEM and CRM • Landing training • All weather • LOFT • Abnormal procedures • Normal procedures • Type-specific UPRT	Aeroplane: ME Multi-crew certified FSTD FS level D or C + ATC simulation	6 to 12 take-offs and landings as PF (in accordance with point 11 of Appendix 5) One go-around with all engines operating (refer to GM1 to Appendix 9 (d). PF / PM	• E-learning • Part-task trainer • Class-room
Phase 3 — intermediate Application of multi-crew operations in a high-performance ME turbine aeroplane	• TEM and CRM • LOFT • Abnormal procedures • Normal procedures • Multi-crew • Instrument flight • Non-type-specific UPRT	FSTD: *representing an ME turbine-powered aeroplane to be operated with a co-pilot and qualified to an equivalent standard to level B + ATC simulation*	PF / PM	
Phase 2 — basic Introduction of multi-crew operations and instrument flight	• TEM and CRM • PF / PM complement • IFR cross-country • Instrument flight • Night flight	Aeroplane: SE or ME FSTD: FNPT II + MCC	PF / PM	
Phase 1 — core flying skills Specific basic SP training	• TEM and CRM • VFR cross-country • Solo flight • Basic instrument flight • Principles of flight • Cockpit procedures • Upset recovery in an aeroplane • Night flight	Aeroplane: SE or ME FSTD: FNPT I / BITD	PF	

THEORETICAL KNOWLEDGE INSTRUCTION

(e) The 750 hours of instruction, which also cover the Area 100 KSA, may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the CAA.

COMPETENCY UNITS, COMPETENCY ELEMENTS AND PERFORMANCE CRITERIA

(f) Apply human performance principles, including principles of threat and error management:

(1) cooperation;

(2) leadership and managerial skills;

(3) situation awareness;

(4) decision making.

These behaviour categories are intended to help in the effective utilisation of all available resources to achieve safe and efficient operations.

These behaviour categories may be adapted and extended to incorporate issues like communication and use of automation if it is considered to be relevant to the development of the curriculum.

(g) Perform Aircraft Ground and Pre-Flight Operations

List of competency elements and performance criteria:

(1) demonstrate attitudes and behaviours appropriate to the safe conduct of flight, including recognising and managing potential threats and errors;

Duty Observation and assessment

Satisfactory (S)

Unsatisfactory (U)

(2) perform dispatch duties: (S) or (U)

(i) verifies technical condition of the a/c, including adequate use of MEL; PF/PM

(ii) checks technical bulletins and notices; PF/PM

(iii) determines operational environment and pertinent weather; PF/PM

(iv) determines impact of weather on aircraft performance; PF/PM

(v) applies flight planning and load procedures; PF/PM

(vi) determines fuel requirement; PF/PM

(vii) files an ATS flight plan (if required) PF/PM

(3) provide flight crew and cabin crew briefings; (S) or (U)

(i) briefed flight crew in all relevant matters; PF

(ii) briefed cabin crew in all relevant matters. PF

(4) perform pre-flight checks and cockpit preparation: (S) or (U)

(i) ensures the airworthiness of the aircraft; PF

(ii) performs the cockpit preparation and briefings; PF/PM

(iii) performs FMS initialisation, data insertion and confirmation; PF/PM

(iv) optimises and checks take-off performance and take-off data calculation. PF/PM

(5) perform engine start: (S) or (U)

(i) asks for, receives acknowledges and checks ATC clearance; PM

(ii) performs engine start procedure; PF/PM

(iii) uses standard communication procedures with ground crew and ATC. PF/PM

(6) perform taxi out: (S) or (U)

(i) receives, checks and adheres to taxi clearance; PM

(ii) taxis the aircraft, including use of exterior lighting; PF

(iii) complies to taxi clearance; PF/PM

(iv) maintains look-out for conflicting traffic and obstacles; PF/PM

(v) operates thrust, brakes and steering; PF

(vi) conducts relevant briefings; PF

(vii) uses standard communication procedures with crew and ATC; PM

(viii) completes standard operating procedures and checklists; PF/PM

(ix) updates and confirms FMS data; PF/PM

(x) manages changes in performance and departure route; PF/PM

(xi) completes de or anti-ice procedures. PF/PM

(7) manage abnormal and emergency situations: (S) or (U)

(i) identifies the abnormal condition; PF/PM

(ii) interprets the abnormal condition; PF/PM

(iii) performs the procedure for the abnormal condition. PF/PM

(8) communicate with cabin crew, passengers and company: (S) or (U)

(i) communicates relevant information with cabin crew; PF

(ii) communicates relevant information with company; PF/PM

(iii) makes passenger announcements when appropriate. PF/PM

(h) Perform take-off

List of competency elements and performance criteria:

(1) demonstrate attitudes and behaviours appropriate to the safe conduct of including recognising flight, and managing potential

(2) perform pre threats and errors. -take-off and pre-departure preparation: (S) or (U)

(i) checks and acknowledges line up clearance; PF/PM

(ii) checks correct runway selection; PF/PM

(iii) confirms validity of performance data; PF/PM

(iv) checks approach sector and runway are clear; PF/PM

(v) confirms all checklists and take-off preparations completed; PF/PM

(vi) lines up the aircraft on centreline without losing distance; PF

(vii) checks weather on departure sector; PF/PM

(viii) checks runway status and wind. PF/PM

(3) perform take-off roll: (S) or (U)

(i)	applies take-off thrust;	PF	
(ii)	checks engine parameters;	PM	
(iii)	checks air speed indicators;	PF/PM	
(iv)	stays on runway centreline.	PF	

(4) perform transition to instrument flight rules: (S) or (U)

(i)	applies v1 procedures;	PF/PM	
(ii)	rotates at vr to initial pitch attitude;	PF	
(iii)	establishes initial wings level attitude;	PF	
(iv)	retracts landing gear;	PM	
(v)	maintains climb out speed.	PF	

(5) perform initial climb to flap retraction altitude: (S) or (U)

(i)	sets climb power;	PF	
(ii)	adjusts attitude for acceleration;	PF	
(iii)	selects flaps according flap speed schedule;	PF/PM	
(iv)	observes speed restrictions;	PF	
(v)	completes relevant checklists.	PF/PM	

(6) perform rejected take-off: (S) or (U)

(i)	recognises the requirement to abort the take-off;	PF	
(ii)	applies the rejected take-off procedure;	PF	
(iii)	assesses the need to evacuate the aircraft.	PF/PM	

(7) perform navigation: (S) or (U)

(i)	complies to departure clearance;	PF	
(ii)	complies with published departure procedures, for example speeds;	PF	
(iii)	monitors navigation accuracy;	PF/PM	
(iv)	communicates and coordinates with ATC.	PM	

(8) manage abnormal and emergency situations: (S) or (U)

(i)	identifies the abnormal condition;	PF/PM	
(ii)	interprets the abnormal condition;	PF/PM	
(iii)	performs the procedure for the abnormal condition.	PF/PM	

(i) Perform climb

List of competency elements and performance criteria:

(1) demonstrate attitudes and behaviours appropriate to the safe conduct of flight, including recognising and managing potential threats and errors;

(2) perform SID or en-route navigation: (S) or (U)

(i)	complies with departure clearance and procedures;	PF	

(ii) demonstrates terrain awareness; PF/PM

(iii) monitors navigation accuracy; PF/PM

(iv) adjusts flight to weather and traffic conditions; PF

(v) communicates and coordinates with ATC; PM

(vi) observes minimum altitudes; PF/PM

(vii) selects appropriate level of automation; PF

(viii) complies with altimeter setting procedures. PF/PM

(3) complete climb procedures and checklists: (S) or (U)

(i) performs the after take-off items; PF/PM

(ii) confirms and checks according checklists. PF/PM

(4) modify climb speeds, rate of climb and cruise altitude: (S) or (U)

(i) recognises the need to change speed, Rate of climb or cruise altitude; PF

(ii) selects and maintains the appropriate climb speed or rate of climb; PF

(iii) selects optimum cruise flight level. PF/PM

(5) perform systems operations and procedures: (S) or (U)

(i) monitors operation of all systems; PF/PM

(ii) operates systems as required. PF/PM

6) manage abnormal and emergency situations: (S) or (U)

(i) identifies the abnormal condition; PF/PM

(ii) interprets the abnormal condition; PF/PM

(iii) performs the procedure for the abnormal condition. PF/PM

(7) communicate with cabin crew, passengers and company: (S) or (U)

(i) communicates relevant information with cabin crew; PF

(ii) communicates relevant information with company; PF/PM

(iii) makes passenger announcements when appropriate. PF

(j) Perform cruise

List of competency elements and performance criteria.

(1) demonstrate attitudes and behaviours appropriate to the safe conduct of flight, including recognising and managing potential threats and errors;

(2) monitor navigation accuracy: (S) or (U)

(i) demonstrates adequate area knowledge; PF/PM

(ii) demonstrates adequate route knowledge; PF/PM

(iii) navigates according to flight plan and clearance; PF

(iv) adjusts flight to weather and traffic conditions; PF

(v) communicates and coordinates with ATC; PM

(vi) observes minimum altitudes; PF/PM

(vii) uses all means of automation. PF

(3) monitor flight progress: (S) or (U)

(i) selects optimum speed; PF

(ii) selects optimum cruise flight level; PF

(iii) monitors and controls fuel status; PF/PM

(iv) recognises the need for a possible diversion; PF/PM

(v) creates a diversion contingency plan if required. PF/PM

(4) perform descent and approach planning: (S) or (U)

(i) checks weather of destination and alternate airport; PF/PM

(ii) checks runway in use and approach procedure; PF/PM

(iii) sets the FMS accordingly; PM

(iv) checks landing weight and landing distance required; PM

(v) checks MEA, MGA and MSA; PF/PM

(vi) identifies top of descent point. PF

(5) perform systems operations and procedures: (S) or (U)

(i) monitors operation of all systems; PF/PM

(ii) operates systems as required. PM

(6) manage abnormal and emergency situations: (S) or (U)

(i) identifies the abnormal condition; PF/PM

(ii) interprets the abnormal condition; PF/PM

(iii) performs the procedure for the abnormal condition. PF/PM

(7) communicate with cabin crew, passengers and company: (S) or (U)

(i) communicates relevant information with cabin crew; PF

(ii) communicates relevant information with company; PF/PM

(iii) makes passenger announcements when appropriate. PF

(k) Perform descent

List of competency elements and performance criteria:

(1) Demonstrate attitudes and behaviours appropriate to the safe conduct of flight, including recognising and managing potential threats and errors;

(2) initiate and manage descent: (S) or (U)

(i) starts descent according to ATC clearance or optimum descent point; PF

(ii) selects optimum speed and descent rate; PF

(iii) adjusts speed to existing environmental conditions; PF

(iv) recognises the need to adjust the descent path; PF

	(v)	adjusts the flight path as required;	PF	
	(vi)	utilises all means of FMS descent information.	PF	
(3)	monitor and perform en-route and descent navigation:			(S) or (U)
	(i)	complies with arrival clearance and procedures;	PF	
	(ii)	demonstrates terrain awareness;	PF/PM	
	(iii)	monitors navigation accuracy;	PF/PM	
	(iv)	adjusts flight to weather and traffic conditions;	PF	
	(v)	communicates and coordinates with ATC;	PM	
	(vi)	observes minimum altitudes;	PF/PM	
	(vii)	selects appropriate level or mode of automation;	PF	
	(viii)	complies with altimeter setting procedures.	PF/PM	
(4)	re-planning and update of approach briefing:			(S) or (U)
	(i)	re-checks destination weather and runway in use;	PM	
	(ii)	briefs or re-briefs about instrument approach and landing as required;	PF	
	(iii)	reprograms the FMS as required;	PM	
	(iv)	re-checks fuel status.	PF/PM	
(5)	perform holding:			(S) or (U)
	(i)	identifies holding requirement;	PF/PM	
	(ii)	programs FMS for holding pattern;	PM	
	(iii)	enters and monitors holding pattern;	PF	
	(iv)	assesses fuel requirements and determines max holding time;	PF/PM	
	(v)	reviews the need for a diversion;	PF/PM	
	(vi)	initiates diversion.	PF	
(6)	perform systems operations and procedures:			(S) or (U)
	(i)	monitors operation of all systems;	PF/PM	
	(ii)	operates systems as required.	PF/PM	
(7)	manage abnormal and emergency situations:			
	(i)	identifies the abnormal condition;	PF/PM	
	(ii)	interprets the abnormal condition;	PF/PM	
	(iii)	performs the procedure for the abnormal condition.	PF/PM	
(8)	communicate with cabin crew, passengers and company:			(S) or (U)
	(i)	communicates relevant information with cabin crew;	PF	
	(ii)	communicates relevant information with company;	PF/PM	
	(iii)	makes passenger announcements when appropriate;	PF	

(l) Perform approach

List of competency elements and performance criteria:

(1) demonstrate attitudes and behaviours appropriate to the safe conduct of flight, including recognising and managing potential threats and errors;

(2) perform approach in general: (S) or (U)

(i) executes approach according to procedures and situation; PF

(ii) selects appropriate level or mode of automation; PF

(iii) selects optimum approach path; PF

(iv) operates controls smooth and coordinated; PF

(v) performs speed reduction and flap extension; PF/PM

(vi) performs relevant checklists; PF/PM

(vii) initiates final descent; PF

(viii) achieves stabilised approach criteria; PF

(ix) ensures adherence to minima; PF/PM

(x) initiates go-around if required; PF

(xi) masters transition to visual segment. PF

(3) perform precision approach: (S) or (U)

(i) performs ILS approach; PF

(ii) performs MLS approach. PF

(4) perform non-precision approach: (S) or (U)

(i) performs VOR approach; PF

(ii) performs NDB approach; PF

(iii) performs SRE approach; PF

(iv) performs GNSS approach; PF

(v) performs ILS loc approach; PF

(vi) performs ILS back beam approach. PF

(5) perform approach with visual reference to ground: (S) or (U)

(i) performs standard visual approach; PF

(ii) performs circling approach. PF

(6) monitor the flight progress: (S) or (U)

(i) insures navigation accuracy; PF/PM

(ii) communicates with ATC and crew members; PM

(iii) monitors fuel status. PF/PM

(7) perform systems operations and procedures:

(i) monitors operation of all systems; PF

(ii) operates systems as required. PF

(8) manage abnormal and emergency situations: (S) or (U)

(i) identifies the abnormal condition; PF/PM

(ii) interprets the abnormal condition; PF/PM

(iii) performs the procedure for the abnormal condition. PF/PM

(9) perform missed approach and go-around: (S) or (U)

(i) initiates go-around procedure; PF

(ii) navigates according to missed approach procedure; PF

(iii) completes the relevant checklists; PF/PM

(iv) initiates approach or diversion after the go-around; PF

(v) communicates with ATC and crew members. PM

(10) communicate with cabin crew, passengers and company: (S) or (U)

(i) communicates relevant information with cabin crew; PF

(ii) communicates relevant information with company; PF/PM

(iii) makes passenger announcements when appropriate; PF

(iv) initiates go-around procedure. PF

(m) Perform landing

List of competency elements and performance criteria:

(1) demonstrate attitudes and behaviours appropriate to the safe conduct of flight, including recognising and managing potential threats and errors;

(2) land the aircraft; (S) or (U)

(i) maintains a stabilised approach path during visual segment; PF

(ii) recognises and acts on changing conditions for wind shift or wind shear segment; PF

(iii) initiates flare; PF

(iv) controls thrust; PF

(v) achieves touchdown in touchdown zone on centreline; PF

(vi) lowers nose wheel; PF

(vii) maintains centreline; PF

(viii) performs after-touchdown procedures; PF

(ix) makes use of appropriate braking and reverse thrust; PF

(x) vacates runway with taxi speed. PF

(3) perform systems operations and procedures: (S) or (U)

(i) monitors operation of all systems; PF

(ii) operates systems as required. PF

(4) manage abnormal and emergency situations: (S) or (U)

(i) identifies the abnormal condition; PF/PM

(ii) interprets the abnormal condition; PF/PM

(iii) performs the procedure for the abnormal condition. PF/PM

(n) Perform after landing and post flight operations

List of competency elements and performance criteria:

(1) demonstrate attitudes and behaviours appropriate to the safe conduct of flight, including recognising and managing potential threats and errors;

(2) perform taxiing and parking: (S) or (U)

(i) receives, checks and adheres to taxi clearance; PM

(ii) taxies the aircraft including use of exterior lighting; PF

(iii) controls taxi speed; PF/PM

(iv) maintains centreline; PF

(v) maintains look-out for conflicting traffic and obstacles; PF

(vi) identifies parking position; PF/PM

(vii) complies with marshalling or stand guidance; PF/PM

(viii) applies parking and engine shut down procedures; PF

(ix) completes with relevant checklists. PF/PM

(3) perform aircraft post-flight operations: (S) or (U)

(i) communicates to ground personnel and crew; PF

(ii) completes all required flight documentation; PF/PM

(iii) ensures securing of the aircraft; PF

(iv) conducts the debriefings. PF

(4) perform systems operations and procedures: (S) or (U)

(i) monitors operation of all systems; PF/PM

(ii) operates systems as required. PF/PM

(5) manage abnormal and emergency situations: (S) or (U)

(i) identifies the abnormal condition; PF/PM

(ii) interprets the abnormal condition; PF/PM

(iii) performs the procedure for the abnormal condition. PF/PM

(6) communicate with cabin crew, passengers and company: (S) or (U)

(i) communicates relevant information with cabin crew; PF

(ii) communicates relevant information with company; PF/PM

(iii) makes passenger announcements when appropriate. PF

PRINCIPLES OF THREAT AND ERROR MANAGEMENT

(o) One model that explains the principles of threat and error management is the TEM model.

(1) The components of the TEM model:

There are three basic components in the TEM model, from the perspective of flight crews: threats, errors and undesired aircraft states. The model proposes that threats and errors are part of everyday aviation operations that must be managed by flight crews, since both threats and errors carry the potential to generate undesired aircraft states. Flight crews must also manage undesired aircraft states, since they carry the potential for unsafe outcomes. Undesired state management is an essential component of the TEM model, as important as threat and error management. Undesired aircraft state management largely represents the last opportunity to avoid an unsafe outcome and thus maintain safety margins in flight operations.

(2) Threats:

(i) Threats are defined as events or errors that occur beyond the influence of the flight crew, increase operational complexity, and which must be managed to maintain the margins of safety. During typical flight operations, flight crews have to manage various contextual complexities. Such complexities would include, for example, dealing with adverse meteorological conditions, airports surrounded by high mountains, congested airspace, aircraft malfunctions, errors committed by other people outside of the cockpit, such as air traffic controllers, flight attendants or maintenance workers, and so forth. The TEM model considers these complexities as threats because they all have the potential to negatively affect flight operations by reducing margins of safety;

(ii) Some threats can be anticipated, since they are expected or known to the flight crew. For example, flight crews can anticipate the consequences of a thunderstorm by briefing their response in advance, or prepare for a congested airport by making sure they keep a watchful eye on other aircraft as they execute the approach;

(iii) Some threats can occur unexpectedly, such as an in-flight aircraft malfunction that happens suddenly and without warning. In this case, flight crews must apply skills and knowledge acquired through training and operational experience;

(iv) Lastly, some threats may not be directly obvious to, or observable by, flight crews immersed in the operational context, and may need to be uncovered by safety analysis. These are considered latent threats. Examples of latent threats include equipment design issues, optical illusions, or shortened turnaround schedules;

(v) Regardless of whether threats are expected, unexpected, or latent, one measure of the effectiveness of a flight crew’s ability to manage threats is whether threats are detected with the necessary anticipation to enable the flight crew to respond to them through deployment of appropriate countermeasures;

(vi) Threat management is a building block to error management and undesired aircraft state management. Although the threat-error linkage is not necessarily straightforward, and although it may not be always possible to establish a linear relationship, or one-to-one mapping between threats, errors and undesired states, archival data demonstrates that mismanaged threats are normally linked to flight crew errors, which in turn are often linked to undesired aircraft states. Threat management provides the most proactive option to maintain margins of safety in flight operations, by voiding safety-compromising situations at their roots. As threat managers, flight crews are the last line of defence to keep threats from impacting flight operations;

(vii) Table 1 presents examples of threats, grouped under two basic categories derived from the TEM Model. Environmental threats occur due to the environment in which flight operations take place. Some environmental threats can be planned for and some will arise spontaneously, but they all have to be managed by flight crews in real time. Organisational threats, on the other hand, can be controlled (for example removed or, at least, minimised) at source by aviation organisations. Organisational threats are usually latent in nature. Flight crews still remain the last line of defence, but there are earlier opportunities for these threats to be mitigated by aviation organisations themselves.

Environmental threats		Organisational threats	
(A)	weather: thunderstorms, turbulence, icing, wind shear, cross or tailwind, very low or high temperatures;	(A)	operational pressure: delays, late arrivals or equipment changes;
(B)	ATC: traffic congestion, ACAS RA/TA, ATC command, ATC error, ATC language difficulty, ATC non-standard phraseology, ATC runway change, ATIS communication or units of measurement (QFE/meters);	(B)	aircraft: aircraft malfunction, automation event or anomaly, MEL/CDL;
(C)	airport: contaminated or short runway; contaminated taxiway, lack of, confusing, faded signage, markings, birds, aids unserviceable, complex surface navigation procedures or airport constructions;	(C)	cabin: flight attendant error, cabin event distraction, interruption, cabin door security;
(D)	terrain: high ground, slope, lack of references or 'black hole';	(D)	maintenance: maintenance event or error;
(E)	other: similar call-signs.	(E)	ground: ground-handling event, de-icing or ground crew error;
		(F)	dispatch: dispatch paperwork event or error;
		(G)	documentation: manual error or chart error;
		(H)	other: crew scheduling event.

Table 1. Examples of threats (list is not exhaustive)

(3) Errors:

(i) Errors are defined actions or inactions by the flight crew that lead to deviations from organisational or flight crew intentions or expectations. Unmanaged or mismanaged errors frequently lead to undesired aircraft states. Errors in the operational context thus tend to reduce the margins of safety and increase the probability of adverse events;

(ii) Errors can be spontaneous (for example without direct linkage to specific, obvious threats), linked to threats, or part of an error chain. Examples of errors would include the inability to maintain stabilised approach parameters, executing a wrong automation mode, failing to give a required callout, or misinterpreting an ATC clearance;

(iii) Regardless of the type of error, an error's effect on safety depends on whether the flight crew detects and responds to the error before it leads to an undesired aircraft state and to a potential unsafe outcome. This is why one of the objectives of TEM is to understand error management (for example detection and response), rather than to solely focus on error causality (for example causation and commission). From the safety perspective, operational errors that are timely detected and promptly responded to (for example properly managed), errors that do not lead to undesired aircraft states, do not reduce margins of safety in flight operations, and thus become operationally inconsequential. In addition to its safety value, proper error management represents an example of successful human performance, presenting both learning and training value;

(iv) Capturing how errors are managed is then as important, if not more, as capturing the prevalence of different types of error. It is of interest to capture if and when errors are detected and by whom, the response(s) upon detecting errors, and the outcome of errors. Some errors are quickly detected and resolved, thus becoming operationally inconsequential, while others go undetected or are mismanaged. A mismanaged error is defined as an error that is linked to or induces an additional error or undesired aircraft state;

(v) Table 2 presents examples of errors, grouped under three basic categories derived from the TEM model. In the TEM concept, errors have to be 'observable' and therefore, the TEM model uses the 'primary interaction' as the point of reference for defining the error categories;

(vi) The TEM model classifies errors based upon the primary interaction of the pilot or flight crew at the moment the error is committed. Thus, in order to be classified as aircraft handling error, the pilot or flight crew must be interacting with the aircraft (for example through its controls, automation or systems). In order to be classified as procedural error, the pilot or flight crew must be interacting with a procedure (for example checklists; SOPs; etc.). In order to be classified as communication error, the pilot or flight crew must be interacting with people (ATC, ground crew, other crewmembers, etc.);

(vii) Aircraft handling errors, procedural errors and communication errors may be unintentional or involve intentional non-compliance. Similarly, proficiency considerations (for example skill or knowledge deficiencies, training system deficiencies) may underlie all three categories of error. In order to keep the approach simple and avoid confusion, the TEM model does not consider intentional noncompliance and proficiency as separate categories of error, but rather as sub-sets of the three major categories of error.

Aircraft handling errors	(A)	manual handling, flight controls: vertical, lateral or speed deviations, incorrect flaps or speed brakes, thrust reverser or power settings;
	(B)	automation: incorrect altitude, speed, heading, auto throttle settings, incorrect mode executed or incorrect entries;
	(C)	systems, radio, instruments: incorrect packs, incorrect anti-icing, incorrect altimeter, incorrect fuel switches settings, incorrect speed bug or incorrect radio frequency dialled;
	(D)	ground navigation: attempting to turn down wrong taxiway or runway, taxi too fast, failure to hold short or missed taxiway or runway.
Procedural errors	(A)	SOPs: failure to cross-verify automation inputs;
	(B)	checklists: wrong challenge and response; items missed, checklist performed late or at the wrong time;
	(C)	callouts: omitted or incorrect callouts;
	(D)	briefings: omitted briefings; items missed;
	(E)	documentation: wrong weight and balance, fuel information, ATIS, or clearance information recorded, misinterpreted items on paperwork; incorrect logbook entries or incorrect application of MEL procedures.
Communication errors	(A)	crew to external: missed calls, misinterpretations of instructions, incorrect read-back, wrong clearance, taxiway, gate or runway communicated;
	(B)	pilot to pilot: within crew miscommunication or mis-interpretation.

Table 2. Examples of errors (list is not exhaustive)

(4) Undesired aircraft states:

(i) Undesired aircraft states are flight crew-induced aircraft position or speed deviations, misapplication of flight controls, or incorrect systems configuration, associated with a reduction in margins of safety. Undesired aircraft states that result from ineffective threat or error management may lead to compromising situations and reduce margins of safety in flight operations. Often considered at the cusp of becoming an incident or accident, undesired aircraft states must be managed by flight crews;

(ii) Examples of undesired aircraft states would include lining up for the incorrect runway during approach to landing, exceeding ATC speed restrictions during an approach, or landing long on a short runway requiring maximum braking. Events such as equipment malfunctions or ATC controller errors can also reduce margins of safety in flight operations, but these would be considered threats;

(iii) Undesired states can be managed effectively, restoring margins of safety, or flight crew response(s) can induce an additional error, incident, or accident;

(iv) Table 3 presents examples of undesired aircraft states, grouped under three basic categories derived from the TEM model;

Aircraft handling	(A) aircraft control (attitude); (B) vertical, lateral or speed deviations; (C) unnecessary weather penetration; (D) unauthorised airspace penetration; (E) operation outside aircraft limitations; (F) unstable approach; (G) continued landing after unstable approach; (H) long, floated, firm or off-centreline landing.
Ground navigation	(A) proceeding towards wrong taxiway or runway; (B) Wrong taxiway, ramp, gate or hold spot.
Incorrect aircraft configurations	(A) incorrect systems configuration; (B) incorrect flight controls configuration; (C) incorrect automation configuration; (D) incorrect engine configuration; (E) incorrect weight and balance configuration.

Table 3. Examples of undesired aircraft states (list is not exhaustive)

(v) An important learning and training point for flight crews is the timely switching from error management to undesired aircraft state management. An example would be as follows: a flight crew selects a wrong approach in the FMC. The flight crew subsequently identifies the error during a cross-check prior to the FAF. However, instead of using a basic mode (for example heading) or manually flying the desired track, both flight crew members become involved in attempting to reprogram the correct approach prior to reaching the FAF. As a result, the aircraft ‘stitches’ through the localiser, descends late, and goes into an unstable approach. This would be an example of the flight crew getting ‘locked in’ to error management, rather than switching to undesired aircraft state management. The use of the TEM model assists in educating flight crews that, when the aircraft is in an undesired state, the basic task of the flight crew is undesired aircraft state management instead of error management. It also illustrates how easy it is to get locked in to the error management phase;

(vi) Also from a learning and training perspective, it is important to establish a clear differentiation between undesired aircraft states and outcomes. Undesired aircraft states are transitional states between a normal operational state (for example a stabilised approach) and an outcome. Outcomes, on the other hand, are end states, most notably, reportable occurrences (for example incidents and accidents). An example would be as follows: a stabilised approach (normal operational state) turns into an unstabilised approach (undesired aircraft state) that results in a runway excursion (outcome);

(vii) The training and remedial implications of this differentiation are of significance. While at the undesired aircraft state stage, the flight crew has the possibility, through appropriate TEM, of recovering the situation, returning to a normal operational state, thus restoring margins of safety. Once the undesired aircraft state becomes an outcome, recovery of the situation, return to a normal operational state, and restoration of margins of safety is not possible.

(5) Countermeasures:

(i) Flight crews must, as part of the normal discharge of their operational duties, employ countermeasures to keep threats, errors and undesired aircraft states from reducing margins of safety in flight operations. Examples of countermeasures would include checklists, briefings, call-outs and SOPs, as well as personal strategies and tactics. Flight crews dedicate significant amounts of time and energies to the application of countermeasures to ensure margins of safety during flight operations. Empirical observations during training and checking suggest that as much as 70 % of flight crew activities may be countermeasures-related activities.

(ii) All countermeasures are necessarily flight crew actions. However, some countermeasures to threats, errors and undesired aircraft states that flight crews employ build upon ‘hard’ resources provided by the aviation system. These resources are already in place in the system before flight crews report for duty, and are therefore considered as systemic-based countermeasures. The following would be examples of ‘hard’ resources that flight crews employ as systemic-based countermeasures:

(A) ACAS;

(B) TAWS;

(C) SOPs;

(D) checklists;

(E) briefings;

(F) training;

(G) etc.

(iii) Other countermeasures are more directly related to the human contribution to the safety of flight operations. These are personal strategies and tactics, individual and team countermeasures that typically include canvassed skills, knowledge and attitudes developed by human performance training, most notably, by CRM training. There are basically three categories of individual and team countermeasures:

(A) planning countermeasures: essential for managing anticipated and unexpected threats;

(B) execution countermeasures: essential for error detection and error response;

(C) review countermeasures: essential for managing the changing conditions of a flight.

(iv) Enhanced TEM is the product of the combined use of systemic based and individual and team countermeasures. Table 4 presents detailed examples of individual and team countermeasures. Further guidance on countermeasures can be found in the sample assessment guides for terminal training objectives (PANS-TRG, Chapter 3, Attachment B) as well as in the ICAO manual, Line Operations Safety Audit (LOSA) (ICAO Doc 9803).

Planning countermeasures		
SOP briefing	The required briefing was interactive and operationally thorough	(A) Concise, not rushed, and met SOP requirements; (B) Bottom lines were established
Plans stated	Operational plans and decisions were communicated and acknowledged	Shared understanding about plans: 'Everybody on the same page'
Workload assignment	Roles and responsibilities were defined for normal and non-normal situations	Workload assignments were communicated and acknowledged
Contingency management	Crew members developed effective strategies to manage threats to safety	(A) Threats and their consequences were anticipated; (B) Used all available resources to manage threats
Execution countermeasures		
Monitor and cross-check	Crew members actively monitored and cross-checked systems and other crew members	Aircraft position, settings, and crew actions were verified
Workload management	Operational tasks were prioritised and properly managed to handle primary flight duties	(A) Avoided task fixation; (B) Did not allow work overload
Automation management	Automation was properly managed to balance situational and workload requirements	(A) Automation setup was briefed to other members (B) Effective recovery techniques from automation anomalies
Review countermeasures		
Evaluation and modification of plans	Existing plans were reviewed and modified when necessary	Crew decisions and actions were openly analysed to make sure the existing plan was the best plan
Inquiry	Crew members asked questions to investigate and/or clarify current plans of action	Crew members not afraid to express a lack of knowledge: 'Nothing taken for granted' attitude
Assertiveness	Crew members stated critical information or solutions with appropriate persistence	Crew members spoke up without hesitation

Table 4. Examples of individual and team countermeasures

GM1 FCL.015(a) Application and issue, revalidation and renewal of licences, ratings and certificates

The required level of competency of a student pilot is assessed by observing the following:

(a) application of knowledge;

(b) application of regulations and procedures;

(c) communication;

(d) aeroplane flight path management – automation;

(e) aeroplane flight path management – manual control;

(f) leadership and teamwork;

(g) problem-solving and decision-making;

(h) situational awareness (SA) and information management; and

(i) workload management.

The competencies referred to in points (b) and (e) are particularly relevant during the training. This means that the focus is on observing the student pilot performing take-offs and landings in accordance with the standard operating procedures (SOPs) and recommended techniques of the original equipment manufacturer (OEM).

The competency elements and sub-elements stipulated in GM1 to Appendix 5 for take-off and landing provide additional guidance for instructors and student pilots.

Consistency and repeatability of all the competencies above is achieved if the student pilot is able to perform at least three successive take-offs and landings demonstrating the required observable behaviours.

The take-off and landing training in an aeroplane should include at least one go-around. Due consideration should be given to environmental conditions when evaluating competency.

Appendix 6 – Modular training courses for the IR

AMC1 to Appendix 6 'Modular training course for the IR'

ALL MODULAR FLYING TRAINING COURSES FOR THE IR, EXCEPT COMPETENCYBASED MODULAR FLYING TRAINING COURSE

(a) The theoretical knowledge instruction may be given at an ATO conducting theoretical knowledge instruction only, in which case the head of training (HT) of that organisation should supervise that part of the course.

(b) The 150 hours of instruction, which include the application of threat and error management (TEM), may include in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests; and

(11) other training methods, media and tools approved by the CAA.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (b)(9).

AMC2 to Appendix 6 Modular training course for the IR

SECTION A IR(A) - MODULAR FLYING TRAINING COURSE

Basic Instrument Flight Module Training Course

(a) This 10 hours module is focused on the basics of flying by sole reference to instruments, including limited panel and unusual attitude recovery.

(b) All exercises may be performed in an FNPT I or II or an FFS, for a maximum of 5 hours. If instrument flight training is in VMC, a suitable means of simulating IMC for the student should be used.

(c) A BITD may be used for the exercises 1, 2, 3, 4, 6, and 8.

(d) The use of the BITD is subject to the following:

(1) the training should be complemented by exercises on an aeroplane;

(2) the record of the parameters of the flight must be available;

(3) an FI(A) or IRI(A) should conduct the instruction.

EXERCISES

(e) Exercise 1:

(1) basic instrument flying without external visual cues; 0:30 hours

(2) horizontal flight; power changes for acceleration or deceleration;

(3) maintaining straight and level flight;

(4) turns in level flight with 15 ° and 25 ° bank, left and right;

(5) roll-out onto predetermined headings.

(f) Exercise 2:

(1) repetition of exercise 1; 0:45 hours

(2) additionally climbing, descending, maintaining heading and speed, transition to horizontal flight;

(3) climbing and descending turns.

(g) Exercise 3:

Instrument pattern: 0:45 hours

(1) start exercise, decelerate to approach speed, flaps into approach configuration;

(2) initiate standard turn (left or right);

(3) roll out on opposite heading, maintain new heading for 1 minute

(4) standard turn, gear down, descend 500 ft/min;

(5) roll out on initial heading, maintain descent (500 ft/min) and new heading for 1 minute;

(6) transition to horizontal flight, 1000 ft below initial flight level;

(7) initiate go-around;

(8) climb at best rate of climb speed.

(h) Exercise 4:

Repetition of exercise 1 and 0:45 hours

steep turns with 45° bank;

recovery from unusual attitudes.

(i) Exercise 5:

Repetition of exercise 4. 0:45 hours

(j) Exercise 6:

(1) radio navigation using VOR, NDB 0:45 hours
or, if available, VDF;

(2) interception of predetermined QDM, QDR.

(k) Exercise 7:

Repetition of exercise 1 and 0:45hours

recovery from unusual attitudes.

(l) Exercise 8:

(1) Repetition of exercise 1; 0:45 hours

(2) turns, level change and recovery from unusual attitudes with simulated failure of the artificial horizon or directional gyro.

(m) Exercise 9:

Recognition of, and recovery from, 0:45 hours

incipient and full stalls.

(n) Exercise 10: Repetition of exercises 6, 8 3:30 hours and 9.

CERTIFICATE OF COMPLETION OF BASIC INSTRUMENT FLIGHT MODULE

<table>
<tr><td colspan="6">CERTIFICATE OF COMPLETION OF BASIC INSTRUMENT FLIGHT MODULE</td></tr>
<tr><td>Pilot's last name(s):</td><td colspan="2"></td><td colspan="2">First name(s):</td><td></td></tr>
<tr><td>Type of licence:</td><td colspan="2"></td><td colspan="2">Number:</td><td>State:</td></tr>
<tr><td>Flight training hours performed on SE aeroplane:</td><td></td><td>OR</td><td colspan="2">Flight training hours performed on ME aeroplane:</td><td></td></tr>
<tr><td>Flight training hours performed in an FSTD (maximum 5 hours):</td><td colspan="4"></td><td></td></tr>
<tr><td></td><td colspan="4">Signature of applicant:</td><td></td></tr>
</table>

The satisfactory completion of basic instrument flight module according to requirements is certified below:

<table>
<tr><td colspan="4">TRAINING</td></tr>
<tr><td colspan="4">Basic instrument flight module training received during period:</td></tr>
<tr><td>from:</td><td>to:</td><td>at:</td><td>ATO</td></tr>
<tr><td colspan="2">Location and date:</td><td colspan="2">Signature of head of training:</td></tr>
<tr><td colspan="2">Type and number of licence and state of issue:</td><td colspan="2">Name(s) in capital letters of authorised instructor:</td></tr>
</table>

AMC3 to Appendix 6 'Modular training courses for the IR'

SECTION Aa IR(A) – COMPETENCY-BASED MODULAR FLYING TRAINING COURSE

(a) THEORETICAL KNOWLEDGE INSTRUCTION

(1) The theoretical knowledge instruction may be given at an ATO conducting theoretical knowledge instruction only, in which case the HT of that ATO should supervise that part of the course.

(2) The hours required for the theoretical knowledge instruction for the IR following the competency-based training route should be divided between the subjects and include the application of threat and error management (TEM) as based on the ATO's systems course design and agreed upon between the CAA and the ATO.

An approved course, which includes the application of threat and error management, may contain in suitable proportions:

(i) classroom work;

(ii) lessons;

(iii) tutorials;

(iv) demonstrations, including those supported by demonstration equipment;

(v) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(vi) exercises that use demonstration equipment or training devices;

(vii) directed study including workbook exercises or assignments;

(viii) aerodrome or aviation industry field trips;

(ix) computer-based training and e-learning elements;

(x) progress tests; and

(xi) other training methods, media and tools approved by the CAA.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (a)(2)(ix).'

(b) THEORETICAL KNOWLEDGE EXAMINATION

The applicant for the IR following the competency-based training route should pass an examination to demonstrate a level of theoretical knowledge appropriate to the privileges granted in the subjects further detailed in FCL.615(b). The number of questions per subject, the distribution of questions and the time allocated to each subject is detailed in "Appendices to AMC/GM for CAR-FCL" (CAA Document 1.4.1.5).

AMC4 to Appendix 6 Modular training courses for the IR

SECTION Aa IR(A) – COMPETENCY-BASED MODULAR FLYING TRAINING COURSE FLYING TRAINING

(a) The instrument flight instruction outside an ATO provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR in accordance with Appendix 6 Section Aa (6)(a)(i)(A) may consist of instrument flight time under instruction or instrument ground time or a combination thereof.

TRAINING AIRCRAFT

(b) The aeroplane used for the instrument flight training provided outside an ATO by an IRI(A) or FI(A) should be:

(1) fitted with primary flight controls that are instantly accessible by both the student and the instructor (for example dual flight controls or a centre control stick). Swing-over flight controls should not be used; and

(2) suitably equipped to simulate instrument meteorological conditions (IMC) and for the instrument flight training required.

(c) The FSTD used for the instrument flight instruction provided outside an ATO by an IRI(A) or FI(A) should be suitably equipped to simulate instrument meteorological conditions (IMC) and for the instrument flight training required

AMC5 to Appendix 6 Modular training courses for the IR

SECTION Aa IR(A) – COMPETENCY-BASED MODULAR FLYING TRAINING COURSE
(6)(a)(i)(B); (6)(b)(i)(B)

PRIOR EXPERIENCE OF FLIGHT TIME UNDER IFR AS PIC

A rating giving privileges to fly under IFR and in IMC referred to in (6)(a)(i)(B) and (6)(b)(i)(B) may be any of the following:

(a) (reserved); or

(b) an instrument rating issued by the CAA prior to the application of this Regulation; or

(c) an instrument rating issued in compliance with the requirements of Annex 1 to the Chicago Convention by an ICAO Member State; or

(d) (Reserved).

The amount of credit given should not exceed the amount of hours completed as instrument flight time.

AMC6 to Appendix 6 Modular training courses for the IR

SECTION Aa IR(A) – COMPETENCY-BASED MODULAR FLYING TRAINING COURSE
(6)(a)(ii); (6)(b)(ii)

PRIOR INSTRUMENT FLIGHT TIME UNDER INSTRUCTION

Prior instrument flight time under instruction on aeroplanes, as referred in (6)(a)(ii) and (6)(b)(ii), may be instrument flight time completed for the issue of:

(a) (reserved); or

(b) an instrument rating issued by the CAA prior to the application of this Regulation; or

(c) an instrument rating in compliance with the requirements of Annex 1 to the Chicago Convention by an ICAO Member State; or

(d) (Reserved).

AMC7 to Appendix 6 Modular training courses for the IR

SECTION Aa IR(A) – COMPETENCY-BASED MODULAR FLYING TRAINING COURSE (6)(c); (6)(d)

PRE-ENTRY ASSESSMENT AND TRAINING RECORD

(a) PRE-ENTRY ASSESSMENT

The assessment to establish the amount of training to be credited and to identify the training needs should be based on the training syllabus established in Appendix 6 Aa.

(b) TRAINING RECORD

(1) Before initiating the assessment the applicant should provide to an ATO a training record containing the details of the previous flight instruction provided by the IRI(A) or the FI(A). This training record should at least specify the aircraft type and registration used for the training, the number of flights and the total amount of instrument time under instruction. It should also specify all the exercises completed during the training by using the syllabus contained in Appendix 6 Aa.

(2) The instructor having provided the training should keep the training records containing all the details of the flight training given for a period of at least 5 years after the completion of the training.

AMC8 to Appendix 6 Modular training courses for the IR

SECTION Aa IR(A) – COMPETENCY-BASED MODULAR FLYING TRAINING COURSE (8)

In order to be credited in full towards the multi-engine IR(A) training course requirements, the applicant should

(a) hold a multi-engine IR(A), issued in accordance with the requirements of Annex 1 to the Chicago Convention by an ICAO Member State;

(b) have the minimum experience required in Appendix 6 Aa paragraph 8(c), of which at least 15 hours should be completed in a multi-engine aeroplane.

AMC9 to Appendix 6 Modular training courses for the IR

AIRSHIPS

Basic Instrument Flight Module Training Course

(a) This 10 hours module is focused on the basics of flying by sole reference to instruments, including limited panel and unusual attitude recovery.

(b) All exercises may be performed in an FNPT I or II or an FFS, for a maximum of 5 hours. If instrument flight training is in VMC, a suitable means of simulating IMC for the student should be used.

(c) A BITD may be used for the exercises 1, 2, 3, 4, 6 and 8.

(d) The use of the BITD is subject to the following:

(1) the training should be complemented by exercises on an airship;

(2) the record of the parameters of the flight must be available;

(3) an FI(As) or IRI(As) should conduct the instruction.

EXERCISES

(e) Exercise 1:

(1) basic instrument flying without external visual cues; 0:30 hours

(2) horizontal flight;

(3) maintaining straight and level flight;

(4) turns in level flight, left and right;

(5) rollout onto predetermined headings.

(f) Exercise 2:

(1) Repetition of exercise 1; additionally climbing and descending 0:45 hours

(2) maintaining heading and speed;

(3) transition to horizontal flight;

(4) climbing and descending turns.

(g) Exercise 3:

Instrument pattern: 0:45 hours

(1) start exercise, decelerate to approach speed, approach configuration;

(2) initiate standard turn (left or right);

(3) rollout on opposite heading, maintain new heading for 1 minute;

(4) standard turn, descend with given rate (for example 500 ft/min);

(5) rollout on initial heading, maintain descent (for example 500 ft/min) and new heading for 1 minute;

(6) transition to horizontal flight (for example 1 000 ft below initial level);

(7) initiate go-around;

(8) climb at best rate of climb speed.

(h) Exercise 4:

(1) repetition of exercise 1; 0:45 hours

(2) recovery from unusual attitudes.

(i) Exercise 5

Repetition of exercise 4. 0:45 hours

(j) Exercise 6

(1) radio navigation using VOR, NDB 0:45 hours or, if available, VDF;

(2) interception of predetermined QDM, QDR.

(k) Exercise 7

(1) repetition of exercise 1; 0:45 hours

(2) recovery from unusual attitudes.

(l) Exercise 8

(1) repetition of exercise 1; 0:45 hours

(2) turns, level change and recovery from unusual attitudes with simulated failure of the artificial horizon or directional gyro.

(m) Exercise 9

Repetition of exercises (6) and (8). 4:15 hours

CERTIFICATE OF COMPLETION OF BASIC INSTRUMENT FLIGHT MODULE

CERTIFICATE OF COMPLETION OF BASIC INSTRUMENT FLIGHT MODULE			
Pilot's last name(s):		First name(s):	
Type of licence:		Number:	State:
Flight training hours performed on airship:			
Flight training hours performed in an FSTD (maximum 5 hours):			
	Signature of applicant:		

The satisfactory completion of basic instrument flight module according to requirements is certified below:

TRAINING			
Basic instrument flight module training received during period:			
from:	to:	at:	ATO
Location and date:		Signature of head of training:	
Type and number of licence and state of issue:		Name(s) in capital letters of authorised instructor:	

GM1 to Appendix 6 Modular training courses for the IR

Aa. IR(A)(8)

The following elements may be used by the examiner for the applicant's verbal demonstration of knowledge:

(a) AIR LAW:

(1) explain the requirements for plus validity and privileges of instrument ratings;

(2) explain why a time check has to be completed before flight;

(3) describe the necessary action when an aircraft experiences a failure in communications;

(4) state the responsibility of the operator when unable to utilise the published departure procedures;

(5) explain when the omnidirectional method is used for departure;

(6) describe the solutions when omnidirectional procedures are not possible;

(7) justify the establishment of aircraft categories for the approach;

(8) state the minimum obstacle clearance provided by the minimum sector altitudes (MSAs) established for an aerodrome;

(9) describe the point of origin, shape, size, and subdivisions of the area used for MSAs;

(10) explain why a pilot should not descend below obstacle clearance altitude/height (OCA/H) without visual reference, which is established for precision approach procedures, non-precision approach procedures and visual (circling) procedures;

(11) translate the following acronyms into plain language: decision altitude (DA), decision height (DH), obstacle clearance altitude (OCA), obstacle clearance height (OCH), minimum decision altitude (MDA), minimum decision height (MDH), minimum obstacle clearance (MOC), decision altitude/height (DA/H), obstacle clearance altitude/height (OCA/H) and minimum decision altitude/height (MDA/H);

(12) explain the relationship between the following: DA, DH, OCA, OCH, MDA, MDH, MOC, DA/H, OCA/H and MDA/H;

(13) define the following terms: initial approach fix (IAF), intermediate fix (IF), final approach fix (FAF), missed approach point (MAPt) and turning point;

(14) state the accuracy of facilities providing track (omnidirectional radio range (VOR), instrument landing system (ILS), non-directional beacon (NDB));

(15) state the optimum descent gradient (preferred for a precision approach) in degrees and per cent;

(16) name the five standard segments of an instrument approach procedure and state the beginning and end for each of them;

(17) describe where an arrival (ARR) route normally ends;

(18) state whether or not omnidirectional or sector ARRs are possible to be made;

(19) explain the main task of the initial approach segment;

(20) describe the main task of the intermediate approach segment;

(21) state the main task of the final approach segment;

(22) name the two possible aims of a final approach;

(23) explain the term 'final approach point' in case of an ILS approach;

(24) state what happens if an ILS glide path (GP) becomes inoperative during approach;

(25) describe the main task of a missed approach procedure;

(26) define 'MAPt';

(27) state the pilot's reaction if upon reaching the MAPt, the required visual reference is not established;

(28) describe what a pilot is expected to do in the event that a missed approach is initiated prior to arriving at the MAPt (a missed approach, after an approach flown as CDFA, should be made when reaching the MAPt or DA/H, whichever occurs first);

(29) state whether the pilot is obliged to cross the MAPt at the A/H required by the procedure or whether they are allowed to cross the MAPt at an A/H greater than that required by the procedure;

(30) describe what is meant by 'visual manoeuvring (circling)';

(31) state the conditions to be fulfilled before descending below MDA/H in a visual manoeuvring (circling) approach;

(32) state how the pilot is expected to behave after initial visual contact during a visual manoeuvring (circling);

(33) describe what the pilot is expected to do if visual reference is lost while circling to land from an instrument approach;

(34) describe the shape and terminology associated with the holding pattern;

(35) state the bank angle and rate of turn to be used whilst flying in a holding pattern;

(36) explain why pilots in a holding pattern should attempt to maintain tracks and how this is achieved;

(37) describe where outbound timing begins in a holding pattern;

(38) state where the outbound leg in a holding pattern terminates if the outbound leg is based on distance-measuring equipment (DME);

(39) describe the three entry headings for entries into a holding pattern;

(40) define the terms 'parallel entry', 'offset entry', and 'direct entry';

(41) determine the correct entry procedure for a given holding pattern;

(42) state the still-air time for flying on the outbound entry heading with or without DME;

(43) define the following Q codes: 'QNH' and 'QFE';

(44) define 'flight level' (FL);

(45) state the intervals by which consecutive FLs should be separated;

(46) describe how FLs are numbered;

(47) define the term 'transition altitude';

(48) define the term 'transition level';

(49) state how the vertical position of the aircraft should be expressed at or below the transition altitude and transition level;

(50) define the term ‘transition layer’;

(51) state when the QNH altimeter setting should be made available to departing aircraft;

(52) state how a QNH altimeter setting should be made available to aircraft approaching a controlled aerodrome for landing;

(53) state where during the climb, the altimeter setting should be changed from QNH to 1013.2 hPa;

(54) describe when a pilot of an aircraft intending to land at an aerodrome should obtain the transition level;

(55) describe when a pilot of an aircraft intending to land at an aerodrome should obtain the actual QNH altimeter setting;

(56) state where the altimeter settings should be changed from 1013.2 hPa to QNH during descent for landing;

(57) state the modes and codes that the pilot should operate in the absence of any air traffic control (ATC) directions or regional air navigation agreements;

(58) state when the pilot should ‘squawk ident’;

(59) state the transponder mode and code to indicate: a state of emergency, a failure in communications, an unlawful interference;

(60) describe the consequences of an in-flight transponder failure;

(61) state the primary action of the pilot in the case of an unserviceable transponder before departure when no repair or replacement at that aerodrome is possible;

(62) understand the various rules and services that apply to the various classes of airspace;

(63) describe the aim of clearances issued by the ATC with regard to instrument flight rules (IFR), visual flight rules (VFR) or special VFR flights, and refer to the different airspaces;

(64) explain what is meant by the expression ‘clearance limit’;

(65) explain the meaning of the phrases ‘cleared via flight planned route’, ‘cleared via (designation) departure’ and ‘cleared via (designation) ARR’ in an ATC clearance;

(66) list which items of an ATC clearance should always be read back by the flight crew;

(67) justify the speed control by the ATC;

(68) explain how the change from IFR to VFR may be initiated by the pilot in command (PIC);

(69) define the following terms: ‘transition level’, ‘transition layer’, and ‘transition altitude’;

(70) indicate how the vertical position of an aircraft in the vicinity of an aerodrome should be expressed at or below the transition altitude, at or above the transition level, and while climbing or descending through the transition layer;

(71) list the six items that are normally included in a voice position report;

(72) name the item of a position report which must be forwarded to the ATC with the initial call after changing to a new frequency;

(73) understand the difference among the types of separation within the various classes of airspace and among the various types of flight;

(74) state who is responsible for the avoidance of collision with other aircraft when operating in visual meteorological conditions (VMC);

(75) explain the term 'expected approach time' and the procedures for its use;

(76) state the reasons which may probably lead to the decision to use another take-off or landing direction than the one into the wind;

(77) define the term 'radar vectoring';

(78) explain the procedures for the conduct of surveillance radar approaches (SRAs);

(79) state the mode and code of secondary surveillance radar (SSR) equipment that a pilot may operate in a (general) state of emergency, or (specifically) in case the aircraft is subject to unlawful interference;

(80) describe the expected action of the aircraft after receiving a broadcast from air traffic services (ATS) concerning the emergency descent of another aircraft;

(81) name the colours used for the various markings (runway (RWY), taxiway (TWY), aircraft stands, apron safety lines);

(82) describe the application and characteristics of RWY centre line markings and threshold markings;

(83) describe the wing bars of a precision approach path indicator (PAPI) and an abbreviated precision approach path indicator (A-PAPI); and

(84) interpret what the pilot sees during approach, using a PAPI, an APAPI, a T visual approach slope indicating system (TVASIS), and an abbreviated T visual approach slope indicator system (ATVASIS);

(b) FLIGHT PLANNING AND FLIGHT MONITORING:

(1) select the preferred airway(s) or route(s) considering:

(i) altitudes and FLs,

(ii) standard routes,

(iii) ATC restrictions,

(iv) the shortest distance,

(v) obstacles, and

(vi) any other relevant data;

(2) determine courses and distances from en-route charts;

(3) determine bearings and distances of waypoints based on radio navigation aids on en-route charts;

(4) define the following altitudes:

(i) minimum en-route altitude (MEA),

(ii) minimum obstacle clearance altitude (MOCA),

(iii) minimum off-route altitude (MORA),

(iv) grid minimum off-route altitude (Grid MORA),

(v) maximum authorised altitude (MAA),

(vi) minimum crossing altitude (MCA), and

(vii) minimum holding altitude (MHA);

(5) extract the following altitudes from the chart(s):

(i) MEA,

(ii) MOCA,

(iii) MORA,

(iv) Grid MORA,

(v) MAA,

(vi) MCA, and

(vii) MHA;

(6) explain the reasons for studying standard instrument departure (SID) and standard ARR (STAR) charts;

(7) state the reasons why the SID and STAR charts show procedures only in a pictorial presentation style which is not to scale;

(8) interpret all data and information represented on SID and STAR charts, particularly:

(i) routings,

(ii) distances,

(iii) courses,

(iv) radials,

(v) altitudes/levels,

(vi) frequencies, and

(vii) restrictions;

(9) identify SIDs and STARs which may be relevant to a planned flight;

(10) state the reasons why it is imperative to be familiar with instrument approach procedures and appropriate data for departure, destination, and alternate airfields prior to departure;

(11) select instrument approach procedures appropriate for departure, destination, and alternate airfields;

(12) interpret all procedures, data and information represented on instrument approach charts, particularly:

(i) courses and radials,

(ii) distances,

(iii) altitudes, levels or heights,

(iv) restrictions,

(v) obstructions,

(vi) frequencies,

(vii) speeds and times,

(viii) DA/Hs and MDA/H,

(ix) visibility and runway visual ranges (RVRs), and

(x) approach light systems;

(13) find communications (COM) frequencies and call signs for the following:

(i) control agencies, service facilities, and flight information services (FISs),

(ii) weather information stations, and

(iii) automatic terminal information service (ATIS);

(14) find the frequency and/or identifiers of radio navigation aids;

(15) complete the navigation plan with the courses, distances, and frequencies taken from charts;

(16) find standard instrument departure and ARR routes to be flown or to be expected;

(17) determine the position of top of climb (TOC) and top of descent (TOD), considering appropriate data;

(18) determine variation and calculate magnetic/true courses;

(19) calculate true airspeed (TAS) according to given aircraft performance data, altitude, and outside air temperature (OAT);

(20) calculate wind correction angles (WCA)/drift and ground speeds (GSs);

(21) determine all relevant altitudes/levels, particularly MEA, MOCA, MORA, MAA, MCA, MRA, and MSA;

(22) calculate individual and accumulated times for each leg until destination and alternate airfields;

(23) convert between volume, mass, and density given in different units commonly used in aviation;

(24) determine relevant data from the flight manual, such as fuel capacity, fuel flow/consumption at different power/thrust settings, altitudes, and atmospheric conditions;

(25) calculate attainable flight time/range considering fuel flow/consumption and available amount of fuel;

(26) calculate the required fuel considering fuel flow/consumption and required time/range to be flown;

(27) calculate the required fuel for an IFR flight considering expected meteorological conditions and expected delays under defined conditions;

(28) find and analyse the latest state at the departure, destination, and alternate aerodromes, in particular with regard to:

(i) opening hours,

(ii) work in progress (WIP),

(iii) special procedures due to WIP,

(iv) obstructions, and

(v) changes of frequencies for COM, navigation aids, and facilities;

(29) find and analyse the latest en-route state with regard to:

(i) airway(s) or route(s),

(ii) restricted, dangerous, and prohibited areas, and

(iii) changes of frequencies for COM, navigation aids, and facilities;

(30) state the reasons for a fixed format of an International Civil Aviation Organization (ICAO) air traffic services flight plan (ATS FPL);

(31) determine the correct entries to complete an FPL, as well as decode and interpret the entries in a completed FPL, particularly as regards the following:

(i) aircraft identification (Item 7),

(ii) flight rules and type of flight (Item 8),

(iii) number and type of aircraft and wake turbulence category (Item 9),

(iv) equipment (Item 10),

(v) departure aerodrome and time (Item 13),

(vi) route (Item 15),

(vii) destination aerodrome, total estimated elapsed time, and alternate aerodrome (Item 16),

(viii) other information (Item 18), and

(ix) supplementary information (Item 19);

(32) complete the FPL using information from the following:

(i) navigation plan,

(ii) fuel plan, and

(iii) operator's records on basic aircraft information;

(33) explain the requirements for the submission of an ATS FPL;

(34) explain the action to be taken in case of FPL changes;

(35) state the action to be taken in case of inadvertent changes to track, TAS, and time estimate, affecting the current FPL; and

(36) explain the procedures for closing an FPL;

(c) METEOROLOGY:

(1) describe qualitatively and quantitatively the temperature lapse rates of the troposphere (mean value of 0.65 °C/100 m or 2 °C/1 000 ft and actual values);

(2) explain the characteristics of inversions and of an isothermal layer;

(3) explain the cooling and warming of the air on the earth or sea surfaces;

(4) describe qualitatively the influence of the clouds on the cooling and warming of the earth or sea surfaces as well as of the air near those surfaces;

(5) explain the influence of the wind on the cooling and warming of the air near the earth or sea surfaces;

(6) define 'atmospheric pressure';

(7) list the units of measurement of atmospheric pressure used in aviation (hPa, in.);

(8) describe isobars on the surface weather charts;

(9) explain the pressure variation with height;

(10) describe qualitatively the variation of the barometric lapse rate (note: the average value for the barometric lapse rate near mean sea level is 27 ft (8 m) per 1 hPa, whereas at about 5 500 m above mean sea level (AMSL) is 50 ft (15 m) per 1 hPa;

(11) describe and interpret contour lines (isohypses) on a constant pressure chart;

(12) describe the relationship between pressure, temperature, and density;

(13) describe the vertical variation of the air density in the atmosphere;

(14) describe the effect of humidity changes on the air density;

(15) explain the use of standardised values for the international standard atmosphere (ISA);

(16) list the main values of ISA (mean sea level pressure, mean sea level temperature, a vertical temperature lapse rate up to 20 km, as well as height and temperature of the tropopause);

(17) calculate the standard temperature in Celsius degrees for a given FL;

(18) determine a standard temperature deviation based on the difference between the given OAT and the standard temperature;

(19) define the following terms and acronyms and explain how they are related to each other: H, A, pressure A, FL, pressure level, true A, true H, elevation, QNH, QFE, and standard altimeter setting;

(20) describe the following terms: transition A, transition level, transition layer, terrain clearance, and lowest usable FL;

(21) calculate the different readings on the altimeter when the pilot changes the altimeter setting;

(22) illustrate with a numbered example the changes of the altimeter setting and the associated changes in reading when the pilot climbs through the transition altitude or descends through the transition level;

(23) derive the reading of the altimeter of an aircraft on the ground when the pilot uses different settings;

(24) explain the influence of the air temperature on the distance between the ground and the level reading on the altimeter as well as between two FLs;

(25) explain the influence of pressure areas on the true altitude;

(26) determine the true A/H for a given A/H and a given ISA temperature deviation;

(27) describe why and how the wind changes direction and speed with H in the friction layer in the northern and southern hemisphere (rule of thumb);

(28) describe and explain the origin and formation of mountain waves;

(29) explain how mountain waves may be identified through their associated meteorological phenomena;

(30) describe turbulence and gustiness;

(31) list common types of turbulence (convective, mechanical, orographic, frontal, and clear-air turbulence);

(32) indicate the sources of atmospheric humidity;

(33) define ‘dew point’;

(34) define ‘relative humidity’;

(35) describe the relationship between temperature and dew point;

(36) estimate the relative humidity of the air based on the difference between dew point and temperature;

(37) explain the influence of relative humidity on the H of the cloud base;

(38) list cloud types typical for stable and unstable air conditions;

(39) identify by shape cirriform, cumuliform, and stratiform clouds;

(40) explain the influence of inversions on vertical movements in the atmosphere;

(41) name the factors contributing in general to the formation of fog and mist;

(42) name the factors contributing to the formation of haze;

(43) describe significant characteristics of orographic fog;

(44) summarise the conditions for the dissipation of orographic fog;

(45) list and describe the types of precipitation given in the aerodrome forecast (TAF) and aerodrome routine meteorological report (METAR) codes (drizzle, rain, snow, snow grains, ice pellets, hail, small hail, snow pellets, ice crystals, freezing drizzle, and freezing rain);

(46) assign typical precipitation types and intensities to different clouds;

(47) describe the boundaries between air masses (fronts);

(48) define ‘front’ and ‘frontal surface’ (‘frontal zone’);

(49) define ‘warm front’;

(50) describe the cloud, weather, ground visibility, and aviation hazards at a warm front depending on the stability of the warm air;

(51) explain the seasonal differences in the weather at warm fronts;

(52) describe the structure, slope, and dimensions of a warm front;

(53) define ‘cold front’;

(54) explain the seasonal differences in the weather at cold fronts;

(55) describe the structure, slope, and dimensions of a cold front;

(56) describe the cloud, weather, ground visibility, and aviation hazards in a warm sector;

(57) describe the cloud, weather, ground visibility, and aviation hazards behind the cold front;

(58) define the term ‘occlusion’;

(59) identify the typical flat pressure pattern on a surface weather chart;

(60) describe the weather associated with a flat pressure pattern;

(61) explain the general weather conditions under which ice accretion on airframe occurs;

(62) indicate in which circumstances ice may form on an aircraft on the ground: air temperature, humidity, precipitation;

(63) explain in which circumstances ice may form on an aircraft in flight: inside clouds, in precipitation, outside clouds, and in the absence of precipitation;

(64) describe the different factors influencing the intensity of icing: air temperature, amount of supercooled water in a cloud or in precipitation, amount of ice crystals in the air, speed of the aircraft, shape (thickness) of the airframe parts (wings, antennas, etc.);

(65) define ‘clear ice’;

(66) define 'rime ice';

(67) define 'hoar frost';

(68) state the ICAO qualifying terms for the intensity of icing;

(69) describe in general the hazards of icing;

(70) assess the dangers of the different types of ice accretion;

(71) state the ICAO qualifying terms for the intensity of turbulence;

(72) describe the effects of turbulence on an aircraft in flight;

(73) indicate the possibilities of avoiding turbulence

(i) in the flight planning: weather briefing, choice of track, and altitude, and

(ii) during flight: choice of appropriate track and altitude;

(74) define 'wind shear' (vertical and horizontal);

(75) describe the conditions in which wind shear forms and how it forms (e.g. thunderstorms, squall lines, fronts, inversions, land and sea breeze, friction layer, and relief);

(76) describe the effects of wind shear on flight;

(77) indicate the possibilities of avoiding wind shear in flight:

(i) in the flight planning, and

(ii) during flight;

(78) name the cloud types which indicate the development of thunderstorms;

(79) describe the different types of thunderstorms, their location, the conditions for and the process of their development, and list their properties (air mass thunderstorms, frontal thunderstorms, squall lines, supercell storms, orographic thunderstorms);

(80) assess the average duration of thunderstorms and their different stages;

(81) summarise the flight hazards of a fully developed thunderstorm;

(82) describe and assess 'St. Elmo's fire';

(83) describe the effect of lightning strike on aircraft and flight execution;

(84) describe practical examples of flight techniques used to avoid the hazards of thunderstorms;

(85) describe the influence of a mountainous terrain on cloud and precipitation;

(86) describe the effects of the foehn;

(87) describe the influence of a mountainous area on a frontal passage;

(88) indicate the turbulent zones (mountain waves, rotors) on a sketch of a mountain chain;

(89) describe the reduction of visibility caused by precipitation (drizzle, rain, and snow);

(90) describe the differences between ground visibility, flight visibility, slant visibility, and vertical visibility when an aircraft is above or within a layer of haze or fog;

(91) define 'ground visibility';

(92) list the units used for visibility (m, km);

(93) define 'RVR';

(94) list the units used for RVR (m);

(95) compare visibility and RVR;

(96) define ‘ceiling’;

(97) name the unit and the reference level used for information about the cloud base (ft);

(98) define ‘vertical visibility’;

(99) name the unit used for vertical visibility (ft);

(100) interpret ground-weather radar images;

(101) describe the basic principle of airborne weather radars as well as the type of information they provide;

(102) describe the limits and errors of airborne weather radar information;

(103) interpret typical airborne weather radar images;

(104) decode and interpret significant weather charts (low-, medium-, and high-level charts);

(105) describe the flight conditions at designated locations or along a defined flight route at a given FL, based on a significant weather chart;

(106) describe, decode (by using a code table), and interpret the following aviation weather messages (given in written or graphical format):

(i) METAR;

(ii) aerodrome special meteorological reports (SPECI);

(iii) trend forecast (TREND);

(iv) TAF;

(v) information concerning en-route weather phenomena which may affect the safety of aircraft operations (SIGMET);

(vi) information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations (AIRMET);

(vii) area forecast for low-level flights (GAMET);

(viii) automatic terminal information service (ATIS);

(ix) meteorological information for aircraft in flight (VOLMET);

(x) special air-report, and

(xi) volcanic-ash advisory information;

(107) list in general the cases where a SIGMET and an AIRMET are issued; and

(108) describe, decode (by using a code table), and interpret the following messages: runway state message (as written in a METAR) and general aviation forecast (GAFOR).

Appendix 7 – BIR and IR skill test

AMC1 to Appendix 7 IR skill test

LAPL, PPL, CPL, IR SKILL TEST AND PROFICIENCY CHECK APPLICATION AND REPORT FORM

APPLICATION AND REPORT FORM LAPL, PPL, CPL, IR SKILL TEST AND PROFICIENCY CHECK			
Applicant's last name(s):			
Applicant's first name(s):		LAPL: A ☐ H ☐ B ☐ S ☐	
Signature of applicant:		☐☐	
Type of licence*:		PPL: A ☐ H☐ As ☐	
Licence number*:		CPL: A ☐ H☐ As ☐	
State:		IR: A ☐ H☐ As ☐	
1	**Details of the flight**		
Group, class, type of aircraft:		Registration:	
Aerodrome or site:	Take-off time:	Landing time:	Flight time:
			Total flight time:
2	**Result of the test**		
Skill test details:			
Pass ☐	Fail ☐	Partial pass ☐	
3	**Remarks**		
Location and date:			
Examiner's certificate number *:		Type and number of licence:	
Signature of examiner:		Name(s) in capital letters:	

** if applicable*

Appendix 9 – Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for the BIR and IR

AMC1 to Appendix 9 Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

APPLICATION AND REPORT FORM

If applicable, this form is also the certificate of completion of the type rating course for ZFTT.

APPLICATION AND REPORT FORM **ATPL, MPL, TYPE RATING, TRAINING, SKILL TEST AND PROFICIENCY CHECK** **AEROPLANES (A) AND HELICOPTERS (H)**				
Applicant's last name(s):	**Aircraft:**	**SE-SP: A** ☐ **H** ☐	**ME-SP: A** ☐ **H** ☐	
Applicant's first name(s):		**SE-MP: A** ☐ **H** ☐	**ME-MP: A** ☐ **H** ☐	
Signature of applicant:	**Operations:**	**SP** ☐	**MP** ☐	
Type of licence held:	**Checklist:**	**Training record:** ☐	**Type rating:** ☐	
Licence number:		**Skill test:** ☐	**Class rating:** ☐	
		IR: ☐		
State of licence issue:		**Proficiency check:** ☐	**ATPL:** ☐	**MPL:** ☐

1	**Theoretical training for the issue of a type or class rating performed during period**		
From:	**To:**	**At:**	
Mark obtained:	**% (Pass mark 75%):**	**Type and number of licence:**	
Signature of HT:		**Name(s) in capital letters:**	
2	**FSTD**		
FSTD (aircraft type):	**Three or more axes: Yes** ☐ **No** ☐	**Ready for service and used:**	
FSTD manufacturer:	**Motion or system:**	**Visual aid: Yes** ☐ **No** ☐	
FSTD operator:		**FSTD ID code:**	
Total training time at the controls:		**Instrument approaches at aerodromes to a decision altitude or height of:**	
Location, date and time:		**Type and number of licence:**	
Type rating instructor ☐ **Class rating instructor** ☐ **………………………… instructor** ☐			

Signature of instructor:				**Name(s) in capital letters:**	
3	**Flight training: in the aircraft** ☐		**in the FSTD (for ZFTT)** ☐		
Type of aircraft:		**Registration:**		**Flight time at the controls:**	
Take-offs:		**Landings:**		**Training aerodromes or sites (take-offs, approaches and landings):**	
Take-off time:				**Landing time:**	
Location and date:				**Type and number of licence held:**	
Type rating instructor ☐ **Class rating instructor** ☐					
Signature of instructor:				**Name(s) in capital letters:**	
4	**Skill test** ☐	**Proficiency check** ☐			
Skill test and proficiency check details:					
Aerodrome or site:				**Total flight time:**	
Take-off time:				**Landing time:**	
Pass ☐	**Fail** ☐			**Reason(s) why, if failed:**	
Location and date:				**SIM or aircraft registration:**	
Examiner's certificate number (if applicable):				**Type and number of licence:**	
Signature of examiner:				**Name(s) in capital letters:**	

AMC2 to Appendix 9 Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

TRAINING, SKILL TEST AND PROFICIENCY CHECK: SP AEROPLANES

Section 3.B of the training and skill test and proficiency check content for SP aeroplanes included in Appendix 9.B should include training on a circling approach, after an IFR approach.

GM1 to Appendix 9 Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

TYPE SPECIFIC UPRT AND GO-AROUND TRAINING IN FSTD

(a) General

(1) The upset recovery training exercises should be mainly manoeuvre-based but may include some scenario-based training elements. The manoeuvre-based training enables type rating applicants to apply their handling skills and recovery strategy whilst leveraging CRM principles to return the aeroplane from an upset condition to a stabilised flight path.

(2) If training is conducted in an FSTD, it is important that applicants understand the limitations of the FSTD in replicating the physiological and psychological aspects of upset recovery exercises.

Note: In order to avoid negative training and negative transfer of training, the ATO should ensure that the selected upset recovery exercises take into consideration the limitations of the FFS.

(b) Stall event recovery in FSTD (Appendix 9, Section B(5) exercise 7.2.1; Section B(6) exercise 3.7.1)

(1) It is of utmost importance that stall event recovery training takes into account the capabilities of the FFS used. To deliver stall event recovery training, the FFS should be qualified against the relevant UPRT elements of CS-FSTD Issue 2. Stall event recovery training should include training up to the stall (approach-to-stall). Post-stall training may be delivered provided the device has been qualified against the relevant optional elements of CS-FSTD Issue 2 and the operator demonstrates that negative training or negative transfer of training is avoided. A 'stall event' is defined as an occurrence whereby the aeroplane experiences one or more conditions associated with an approach-to-stall or a post stall.

(2) Stall event recovery training should emphasise the requirement to reduce the AoA whilst accepting the resulting altitude loss. High-altitude stall event training should be included so that flight crew experience the aeroplane control response, the significant altitude loss during the recovery, and the increased time required to recover. The training should also emphasise the risk of triggering a secondary stall event during the recovery.

(3) Recovery from a stall event should always be conducted in accordance with the stall event recovery procedures of the OEMs.

Note: If an OEM-approved recovery procedure does not exist, ATOs should develop and train the aeroplane-specific stall recovery procedure based on the template in Table 1 below. Refer to Revision 3 of the Airplane Upset Prevention and Recovery Training Aid (AUPRTA) for a detailed explanation and rationale of the stall event recovery template as recommended by the OEMs.

Table 1: Recommended stall event recovery template

<table>
<tr><th colspan="3">Stall event recovery template</th></tr>
<tr><td colspan="2">Pilot Flying (PF)
Immediately do the following at first indication of a stall (aerodynamic buffeting, reduced roll stability and aileron effectiveness, visual or aural cues and warnings, reduced elevator (pitch) authority, inability to maintain altitude or arrest rate of descent, stick shaker activation (if installed)) during any flight phases except at lift-off.</td><td>Pilot Monitoring (PM)</td></tr>
<tr><td>1.</td><td>AUTOPILOT — DISCONNECT
(A large out-of-trim condition could be encountered when the autopilot is disconnected)</td><td rowspan="7">MONITOR airspeed and attitude throughout the recovery and ANNOUNCE any continued divergence</td></tr>
<tr><td>2.</td><td>AUTOTHRUST/AUTOTHROTTLE — OFF</td></tr>
<tr><td>3.</td><td>(a) NOSE-DOWN PITCH CONTROL
apply until stall warning is eliminated
(b) NOSE-DOWN PITCH TRIM (as needed)
(Reduce the AoA whilst accepting the resulting altitude loss.)</td></tr>
<tr><td>4.</td><td>BANK — WINGS LEVEL</td></tr>
<tr><td>5.</td><td>THRUST — ADJUST (as needed)
(Thrust reduction for aeroplanes with underwing-mounted engines may be needed)</td></tr>
<tr><td>6.</td><td>SPEEDBRAKES/SPOILERS — RETRACT</td></tr>
<tr><td>7.</td><td>When airspeed is sufficiently increasing — RECOVER to level flight
(Avoid the secondary stall due to premature recovery or excessive G-loading)</td></tr>
</table>

(c) Nose-high and nose-low recovery exercises (Appendix 9, Section B(5) exercise 7.2.2; B(6) exercise 3.7.2)

Nose-high and nose-low recovery exercises should be conducted in accordance with the strategies recommended by the OEMs contained in Tables 2 and 3 below.

Note: As the OEM procedures always take precedence over the recommendations, ATOs should consult the OEM on whether any approved type-specific recovery procedures are available prior to using the templates.

Refer to Revision 3 of the Airplane Upset Prevention and Recovery Training Aid (AUPRTA) for a detailed explanation and rationale of nose-high and nose-low recovery strategies as recommended by the OEMs.

Table 2: Recommended nose-high recovery strategy template

<table>
<tr><th colspan="3">Nose-high recovery strategy template</th></tr>
<tr><td colspan="3">Either pilot — Recognise and confirm the developing situation by announcing 'nose high'</td></tr>
<tr><td colspan="2">PF</td><td>PM</td></tr>
<tr><td>1.</td><td>AUTOPILOT — DISCONNECT
(A large out-of-trim condition could be encountered when the autopilot is disconnected)</td><td rowspan="6">MONITOR airspeed and attitude throughout the recovery and ANNOUNCE any continued divergence</td></tr>
<tr><td>2.</td><td>AUTOTHRUST/AUTOTHROTTLE — OFF</td></tr>
<tr><td>3.</td><td>APPLY as much nose-down control input as required to obtain a nose-down pitch rate</td></tr>
<tr><td>4.</td><td>THRUST — ADJUST (if required)
(Thrust reduction for aeroplanes with underwing-mounted engines may be needed)</td></tr>
<tr><td>5.</td><td>ROLL — ADJUST (if required)
(Avoid exceeding 60-degree bank)</td></tr>
<tr><td>6.</td><td>When airspeed is sufficiently increasing — RECOVER to level flight
(Avoid the secondary stall due to premature recovery or excessive G-loading)</td></tr>
<tr><td colspan="3">NOTE:
(1) Recovery to level flight may require use of pitch trim.
(2) If necessary, consider reducing thrust in aeroplanes with underwing-mounted engines to aid in achieving nose-down pitch rate.
(3) WARNING: Excessive use of pitch trim or rudder may aggravate the upset situation or may result in high structural loads.</td></tr>
</table>

Table 3: Recommended nose-low recovery strategy template

<table>
<tr><th colspan="3">Nose-low recovery strategy template</th></tr>
<tr><td colspan="3">Either pilot — Recognise and confirm the developing situation by announcing 'nose low'
(If the autopilot or autothrust/autothrottle is responding correctly, it may not be appropriate to decrease the level of automation while assessing if the divergence is being stopped)</td></tr>
<tr><td colspan="2">PF</td><td>PM</td></tr>
<tr><td>1.</td><td>AUTOPILOT — DISCONNECT
(A large out-of-trim condition could be encountered when the autopilot is disconnected)</td><td rowspan="5">MONITOR airspeed and attitude throughout the recovery and ANNOUNCE any continued divergence</td></tr>
<tr><td>2.</td><td>AUTOTHRUST/AUTOTHROTTLE — OFF</td></tr>
<tr><td>3.</td><td>RECOVERY from stall if required</td></tr>
<tr><td>4.</td><td>ROLL in the shortest direction to wings level
(It may be necessary to reduce the G-loading by applying forward control pressure to improve roll effectiveness)</td></tr>
<tr><td>5.</td><td>THRUST and DRAG — ADJUST (if required)</td></tr>
</table>

6.	**RECOVER** to level flight (Avoid the secondary stall due to premature recovery or excessive G-loading.)	

NOTE:
(1) Recovery to level flight may require use of pitch trim.
(2) **WARNING**: Excessive use of pitch trim or rudder may aggravate the upset situation or may result in high structural loads.

(d) Go-around with all engines operating from various stages during an instrument approach (Appendix 9, Section B(5) exercise 7.3; B(6) exercise 4.1.)

(1) The objective of the go-around exercises is to expose the student pilot to the physiological effects caused by a go-around. The instructor should ensure that student pilots understand the objective of the exercises and provide students with appropriate coping strategies, including TEM. Due consideration should be given to environmental conditions when evaluating the demonstration of task proficiency and related criteria.

(2) A go-around may be commenced at any time during an approach, including before the aeroplane is in the landing configuration. Historically, most go-around training has been conducted when the aeroplane is in the landing configuration prior to commencing the go-around. Students must be prepared to adapt the go-around manoeuvre if the go-around is commenced prior to the point where the aeroplane is fully configured for landing. Situation awareness in relation to flap and gear configuration, aeroplane speed and missed approach altitude is important.

(3) Unanticipated go-arounds may startle the students (e.g. unexpected ATC constraints, automation malfunction, adverse weather, etc.). Students may find themselves faced with a situation where they have to perform a large number of critical actions under a high workload (e.g. setting thrust, landing gear retraction, flight path management). The instructor should explain that there is also a possibility of disorientation during a go-around because of the somatogravic effect produced by large longitudinal acceleration felt by the inner-ear as the aeroplane speed increases. This effect cannot be reproduced in an FSTD.

(4) It is vital that the correct pitch attitude is selected and maintained, while the aeroplane is kept in trim as it accelerates (depending on the aeroplane type). On some aeroplane types with under-slung engines the pitch response with all engines functioning may be amplified due to the relatively low gross weight towards the end of a flight and the high thrust available from modern aeroplane engines. It is particularly important that trim changes are anticipated on such aeroplanes.

(5) ATOs should develop scenarios for go-around training containing different take-off and approach stall situations that also involve surprise and startle effects and include:

(i) a go-around from the non-landing configuration;

(ii) a go-around at low gross weight using maximum go-around thrust;

(iii) a go-around from the outer marker or equivalent point;

(iv) a go-around below 500 ft using, as applicable/permitted, reduced go-around thrust;

(v) a go-around initiated above the published missed approach altitude; and

(vi) a normal go-around from the landing configuration using reduced go-around thrust (if available / type-specific).

(6) Training should also incorporate topics such as flight path management (manual and automatic), application of procedures, startle factors, communication, workload management and situation awareness. The objective of this training is to highlight:

(i) differences to procedures when the aircraft is in the non-landing configuration;

(ii) differences in handling characteristics at low gross weights and high thrust settings;

(iii) the threat associated with go-arounds close to the published missed approach altitudes;

(iv) startle and surprise associated with an unplanned go-around (ATC, blocked runway, etc.);

(v) the importance of effective communication between flight crew;

(vi) the requirement to be aware of the aircraft energy state during a go-around; and

(vii) the importance of engaging the autopilot or flight director in the correct modes during a go-around.

(7) Go-around training should not be limited to addressing the somatogravic effects caused by a go-around. Training should also cover topics such as flight path management (manual and automatic), application of procedures, startle factor, communication, workload management and situation awareness. Flight path management training should address:

(i) the handling differences of a lighter than normal aircraft which may differ to handling experienced during take-off when the aircraft is much heavier;

(ii) the different reaction of the aeroplane (pitch and vertical speed) comparing a go-around performed with reduced G/A thrust (if the function is available) and a go-around performed with full G/A thrust (a different weight).

(8) The importance of correct selection of TO/GA modes by the PF should also be emphasised (pushing TO/GA, selected the correct thrust lever detent, etc.)

(9) The importance of the PM role in the go-around manoeuvre should also be highlighted. The PM usually has higher workload as they need to reconfigure the aircraft, engage FMA modes, communicate with ATC and monitor the actions of the PF. This excessive workload for the PM may lead him or her to prioritise actions to the detriment of monitoring activities. The phenomenon of attentional tunnelling may also need to be addressed. This happens when one pilot, or both, focus exclusively on a problem at the expense of general monitoring of the flight parameters.

Appendix 10 – Revalidation and renewal of type ratings, and revalidation and renewal of IRs when combined with the revalidation or renewal of type ratings – EBT practical assessment

AMC1 to Appendix 10 Revalidation and renewal of type ratings, and revalidation and renewal of IRs when combined with the revalidation or renewal of type ratings – EBT practical assessment

APPLICATION AND REPORT FORM — ADMINISTRATIVE PROCEDURES RELATED TO TYPE RATINGS

(a) Minimum information provided in the form for Appendix 10.

Applicant's last name(s):	Applicant's first name(s):
Signature of applicant:	State of licence issue:
Type of licence held:	Licence number:
Type rating:	FSTD (aircraft type):

EBT module 1	Session 1........Name of the instructor: ____________ Type and number of licence: ____________ Location, date and time: ____________ FSTD ID code:____________	
	Session 2........Name of the instructor:____________ Type and number of licence:____________ Location, date and time:____________ FSTD ID code:____________	
	Session X......Name of the instructor:____________ Type and number of licence:____________ Location, date and time:____________ FSTD ID code:____________	
	Completion of the module: ☐	____________ date / signature (EBT manager)
EBT module 2	Session 1........Name of the instructor:____________ Type and number of licence:____________ Location, date and time:____________ FSTD ID code:____________	
	Session 2........Name of the instructor:____________ Type and number of licence:____________ Location, date and time:____________ FSTD ID code:____________	
	Session X......Name of the instructor:____________ Type and number of licence:____________ Location, date and time:____________ FSTD ID code:____________	
	Completion of the module: ☐	____________ date / signature (EBT manager)
	(...)	
EBT module X	Session X.....Name of the instructor:____________ Type and number of licence:____________ Location, date and time:____________ FSTD ID code:____________	
	Session Y........Name of the instructor:____________ Type and number of licence:____________ Location, date and time:____________ FSTD ID code:____________	
	Session Z......Name of the instructor:____________ Type and number of licence:____________	

	Location, date and time:____________________ FSTD ID code:______________________________	
	Completion of the module: ☐	______________________________ date / signature (EBT manager)
Completion of the operator's EBT programme from____(date) to ____(date) ☐		______________________________ date / signature (EBT manager)
Name(s) in capital letters: Type and number of licence: Examiner certificate number:		Signature of examiner (EBT manager) ______________________________ Date of applicant's licence endorsement: ___________
Delegation of signature for licence endorsement (instructor)		
Name: Position in the operator: Date:		Signature

(b) AOC declaration for revalidation and renewal under the EBT programme for the purpose of point 1(a) of Appendix 10.

I confirm all of the following:

The EBT manager holds a current type rating examiner certificate in the type rating filled in in Appendix 10 (copy to be attached);	YES	☐
The instructor(s) that conducted the training to the applicant has (have) been standardised.	YES	☐
The EBT operator has performed a verification of the grading system at least once in the last 3 years.	YES	☐
The integrity of the applicant training data is ensured.	YES	☐

Signature of the training manager or EBT manager________________________

(c) In order for the EBT manager to delegate their signature in accordance with point 4(c)(2) of Appendix 10 to another person to endorse the licence of the applicant, the following should apply:

(1) the person signing the licence should be nominated,

(2) the person signing the licence should hold or have held an instructor certificate,

(3) the approved procedure for delegation of signature should include procedures to prevent the person who received the delegation from signing the licence when the EBT programme applicable to the validity period has not been completed.

(d) (Reserved).

GM1 to Appendix 10 — Revalidation and renewal of type ratings, and revalidation and renewal of IRs when combined with the revalidation or renewal of type ratings – EBT practical assessment

REVALIDATION OF TYPE RATING — ADMINISTRATIVE PROCEDURES

(a) The operator may nominate several deputy EBT managers to ensure the availability of at least one examiner for each fleet, in the context of workload to manage the EBT programme, several locations of the training facilities, or bases, etc.

(b) For the first revalidation of type rating after the transition from mixed EBT, the examiner may use mixed EBT module(s) in addition to the other EBT module(s) as a means to revalidate the type rating.

(c) In accordance with the approved procedure in Appendix 10, 4. (c)(2), and as provided in AMC1 to Appendix 10 point (c), the EBT manager may nominate the EBT instructor who completed the EBT module as the person to whom the signature of the examiner is delegated. A stamp or electronic signature may exclusively be given from the EBT manager to the EBT instructor, in order to document the delegation in a transparent and secure manner. Following that process, EBT instructors on behalf of the EBT manager can endorse an applicant's licence.

(d) The EBT programme is included in the operations manual and, for CAT it is subject to prior approval including any changes, its syllabi and the use of individual FSTD.

GM2 to Appendix 10 — Revalidation and renewal of type ratings, and revalidation and renewal of IRs when combined with the revalidation or renewal of type ratings – EBT practical assessment

EBT PRACTICAL ASSESSMENT — PROFICIENCY CHECK

EBT practical assessment (or **Practical assessment)** is defined in FCL.010. More information can be found in ICAO Doc 9868 'PANS-TRG'.

The demonstration of skills to revalidate or renew referred to in the definition of proficiency check in FCL.010 is equivalent to the EBT practical assessments conducted in the EBT programme and the final review of the examiner. In fact, one single EBT practical assessment demonstrates the necessary skills performed in legacy training; however, EBT goes one step further — to revalidate or renew, the pilot performs at least two demonstrations, corresponding to at least two EBT modules within the validity period of the type rating.

Appendix 12 – Condition for the acceptance of licenses issued by foreign countries (ICAO Member States)

GM1 to Appendix 12 — Condition for the acceptance of licenses issued by foreign countries (ICAO Member States)

Electronic Licenses issues by ICAO Member States as per ICAO Annex 1 are acceptable for purposes of this Appendix.