Class & Type Ratings Training Program Approval Compliance List

	Civil Aviation Authority - Sultanate of Oman **Flight Safety Department - Personnel Licensing Section** **Class & Type Rating Training Program Approval Compliance List**

• **ATO name**				
• **Course type(s)**				
• **Aircraft Category(s)**	□ Airplane	□ Helicopter	□ Power Lift	□ Airship
• **Aircraft type(s)**				
• **Compliance list received date**				
• **Inspector name**				
• **ATO focal point contact details**	Name	Phone	Email	

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 1 Common requirements					
FCL.710 Class and type ratings - variants					
(a)	Pilots shall complete differences training or familiarization in order to extend their privileges to another variant of aircraft within one class or type rating. In the case of variants within a class or type rating, the differences training or familiarization shall include the relevant elements defined in the OSD, where applicable.				
(b)	The differences training shall be conducted at any of the following:				
(1)	an ATO;				
(2)	an AOC holder having an approved difference training program for the relevant class or type.				
(c)	Notwithstanding the requirement in point (b), differences training for TMG, single-engine piston (SEP), single-engine turbine (SET) and multi-engine piston (MEP) airplanes may be conducted by an appropriately qualified instructor unless otherwise provided in the OSD.				
(d)	If pilots have not flown the variant within 2 years following the training listed in point (b), a further difference training or a proficiency check in that variant shall be completed, except for types or variants within the SEP and TMG class ratings.				
(e)	The differences training or the proficiency check in that variant shall be entered in the pilots' logbook or equivalent record and signed by the instructor or examiner as appropriate.				
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)	Familiarization training requires the acquisition of additional knowledge.				
FCL.725 Requirements for the issue of class and type ratings					
(a)	Training course. An applicant for a class or type rating shall complete a training course at an ATO. The type rating training course shall include the mandatory training elements for the relevant type as defined by manufacturer or in accordance with the OSD, where applicable.				
(b)	Theoretical knowledge examination. The applicant for a class or type rating shall pass a theoretical knowledge examination organized by the ATO to demonstrate the level of theoretical knowledge required for the safe operation of the applicable aircraft class or type.				
(1)	For multi-pilot aircraft, the theoretical knowledge examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the main subjects of the syllabus.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(2)	For single-pilot multi-engine aircraft, the theoretical knowledge examination shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft.				
(3)	For single-engine aircraft, the theoretical knowledge examination shall be conducted verbally by the examiner during the skill test to determine whether or not a satisfactory level of knowledge has been achieved.				
(4)	For single-pilot airplanes that are classified as high-performance airplanes, the examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the subjects of the syllabus.				
(5)	For single-pilot single-engine and single-pilot multi-engine airplanes (sea), the examination shall be in a written form and shall comprise at least 30 multiple-choice questions.				
(c)	Skill test. An applicant for a class or type rating shall pass a skill test in accordance with Appendix 9 to this regulation to demonstrate the skill required for the safe operation of the applicable class or type of aircraft. The applicant shall pass the skill test within a period of 6 months after commencement of the class or type rating training course and within a period of 6 months preceding the application for the issue of the class or type rating.				
(d)	An applicant who already holds a type rating for an aircraft type, with the privilege for either single-pilot or multi-pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same aircraft type. Such an applicant shall complete additional flight training for the other form of operation at an ATO or an AOC holder specifically authorized for such training by the CAA. The form of operation shall be entered in the license.				
(f)	Applicants for a class rating for TMGs who also hold an SPL, including the privileges to fly on TMGs, shall receive full credits towards the requirements in paragraphs (a), (b) and (c).				
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 airplane structure and equipment, normal operation of systems and malfunctions:**				
(1)	dimensions: minimum required runway width for 180 ° turn.				
(2)	engine including auxiliary power unit:				
(ii)	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.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(iii)	(ion 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)	pressurization 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 airplane 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.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(ii)	gear retraction and extension (including changes in trim and drag caused by gear operation);				
(iii)	required tire 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, auto flight 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 exit;				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(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 airplane:				
(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.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(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:				
(1)	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.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(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 systemsystem; (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-rangeflight plan;				
(vi)	optimum and maximum flight level and power setting of the engines after engine failure				
(3)	flight monitoring.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(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 recognized 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 overheats, anti-ice system overheats;				
(viii)	fuel pump failure;				
(ix)	fuel freezing overheats;				
(x)	electric power failure;				
(xi)	equipment cooling failure;				
(xii)	flight instrument failure;				
(xiii0	partial or total hydraulic failure;				
(xiv)	failures at the lift devices and flight controls including boosters				
(xv)	cargo compartment smoke or fire.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(2)	actions according to the approved abnormal and emergency checklist:				
(i)	engine restart in-flight;				
(ii)	landing gear emergency extension;				
(ii)	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				
(9)	**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.**				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
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 defueling heating's; (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.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(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, auto flight and flight data recorders:				
(i)	antennas;				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(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~~t~~, 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.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(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}, $v_{ymax\ range}$, 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.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(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.**				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
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.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(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 availability 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

No	CAR FCL Requirements			Training Program Reference	Compliance Status		
					YES	NO	NA
(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 hrs	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 hrs	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							
FCL.740 Validity and renewal of class and type ratings.							
(a)	Validity						
(1)	The validity period of class and type ratings shall be 1 year, except for single-pilot single engine class ratings for which the validity period shall be 2 years, unless otherwise determined in the OSD. If pilots choose to fulfil the revalidation requirements earlier than prescribed in points FCL. 740.A, FCL. 740.H, FCL.740.PL and FCL. 740.As, the new validity period shall commence from the date of the proficiency check.						
(2)	Applicants for the revalidation of a class or type rating shall receive full credits for the proficiency check as required in this Subpart when they complete EBT practical assessment in accordance with Appendix 10 at an operator that has implemented EBT for the relevant class or type rating.						
(b)	Renewal. For the renewal of a class or type rating, applicants shall comply with all of the following:						
(1)	in order to determine whether refresher training is necessary for the applicant to reach the level of proficiency to safely operate the aircraft, they shall undergo an assessment at one of the following:						
(i)	at an ATO;						
(ii)	with an instructor, if the rating expired no more than 3 years ago and the rating concerned a non-high-performance single-engine piston class rating or a TMG class rating;						
(iii)	at an EBT operator that is specifically approved for such refresher training;						

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(2)	if deemed necessary by the organization or the instructor providing the assessment as per point (1), they shall complete refresher training at that organization or with that instructor;				
(3)	after complying with point (1) and, as applicable, point (2), they shall pass a proficiency check in accordance with Appendix 9 or complete EBT practical assessment in accordance with Appendix 10. That EBT practical assessment may be combined with the refresher training specified in point (2). Applicants shall be exempted from the requirement in points (b)(1) and (b)(2) if they hold a valid rating for the same class or type of aircraft on a pilot license issued by an ICAO member state in accordance with Annex 1 to the Chicago Convention and if they are entitled to exercise the privileges of that rating.				
(c)	Pilots who leave an operator's EBT program after having failed to demonstrate an acceptable level of competence in accordance with that EBT program shall not exercise the privileges of that type rating until they have complied with one of the following:				
(1)	they have completed EBT practical assessment in accordance with Appendix 10;				
(2)	they have passed a proficiency check in accordance with point FCL.625(c)(3) or point FCL.740(b)(3), as applicable. In such a case, point FCL.625(b)(4) and point FCL.740(a)(2) shall not apply.				
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;				
(2)	the amount of time elapsed since the privileges of the rating were last used;				
(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.				
	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.				
(b)	After having determined the needs of the applicant, the ATO or the instructor, as applicable, should develop an individual training program 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					

• **Assessment Result**	☐ **Satisfactory**	☐ **Unsatisfactory**
• **Remarks**		
Inspector Name	**Signature**	**Date**

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 2 - Specific requirements for the airplane category					
FCL. 720.A Experience requirements and prerequisites for the issue of class or type ratings - airplanes. Unless otherwise determined in the OSD, applicants for the issue of a class or type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating:					
(a)	**Single-pilot airplanes.** Applicants for the initial issue of privileges to operate a single-pilot airplane in multi-pilot operations, either when applying for the issue of a class or type rating or when extending the privileges of a class or type rating already held to multi-pilot operation, shall meet the requirements in point (b)(4) and, before starting the relevant training course, point (b)(5). Additionally, for:				
(1)	Single-pilot multi-engine airplanes Applicants for the issue of a first class or type rating on a single-pilot multi-engine airplane shall have completed at least 70 hours as PIC in airplanes.				
(2)	Single-pilot high-performance non-complex airplanes. Before starting flight training, applicants for the issue of a class or type rating for a single pilot airplane classified as a high-performance airplane shall;				
(i)	have at least 200 hours of total flying experience, of which 70 hours as PIC in airplanes; and				
(ii)	comply with one of the following requirements:				
(A)	hold a certificate of satisfactory completion of a course for additional theoretical knowledge undertaken at an ATO; or				
(B)	have passed the ATPL(A) theoretical knowledge examinations in accordance with this regulation; or				
(C)	hold, in addition to a license issued in accordance with this regulation, an ATPL(A) or CPL(A)/IR with theoretical knowledge credit for ATPL(A), issued in accordance with Annex 1 to the Chicago Convention.				
(3)	Single-pilot high-performance complex airplanes. Applicants for the issue of a type rating for a complex single-pilot airplane classified as a high-performance airplane shall, in addition to meeting the requirements in point (2), comply with all of the following;				
(i)	they shall hold or have held a single or multi-engine IR(A), as appropriate and as established in Subpart G;				
(ii)	for the issue of the first type rating, they shall, before starting the type rating training course, meet the requirements in point (b)(5).				
(b)	**Multi-pilot airplanes**. Applicants for the issue of the first type rating for a multi-pilot airplane shall be student pilots currently undergoing training on an MPL training course or shall, before starting the type rating training course, comply with the following requirements:				
(1)	have at least 70 hours of flight experience as PIC in airplanes;				
(2)	hold or have held a multi-engine IR(A);				
(3)	have passed the ATPL(A) theoretical knowledge examinations in accordance with this regulation;				
(4)	except when the type rating course is combined with an MCC course:				
(i)	hold a certificate of satisfactory completion of an MCC course in airplanes; or				
(ii)	hold a certificate of satisfactory completion of MCC in helicopters and have more than 100 hours of flight experience as pilots of multi-pilot helicopters; or				
(iii)	have at least 500 hours as pilots of multi-pilot helicopters; or				
(iv)	have at least 500 hours as pilots in multi-pilot operations on single-pilot multi-engine airplanes, in commercial air transport in accordance with the applicable air operations requirements; and				
(5)	have completed the training course specified in point FCL. 745.A, unless they comply with any of the following:				
(i)	they completed, within the preceding 3 years, the training and checking in accordance with CAR-OPS-1.945 and CAR-OPS-1.965;				
(ii)	they have completed the training specified in point FCL.915(e)(1)(ii).				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(c)	Notwithstanding point (b), CAA may issue a type rating with restricted privileges for a multi-pilot airplane that allows holders of such a rating to act as cruise relief co-pilots above Flight Level 200, provided that two other members of the crew have a type rating in accordance with point(b).				
(d)	When so determined in the OSD, the exercise of the privileges of a type rating may be initially limited to flight under the supervision of an instructor. The flight hours under supervision shall be entered in the pilots' logbook or equivalent record and signed by the instructor. The limitation shall be removed when pilots demonstrate that the hours of flight under supervision required in the OSD have been completed.				
AMC1 FCL. 720.A(a)(2)(ii)(A) Experience requirements and prerequisites for the issue of class or type ratings – airplanes					
DDITIONAL THEORETICAL KNOWLEDGE FOR A CLASS OR TYPE RATING FOR HIGH-PERFORMANCE SINGLE-PILOT (SP) AEROPLANES					
(a)	A number of airplanes certificated for SP operation have similar performances, systems and navigation capabilities to those more usually associated with MP types of airplanes, 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 license holders may fly as PIC of such airplanes. The additional theoretical knowledge required to operate such airplanes 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 airplanes 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 airplane 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			

No	CAR FCL Requirements		Training Program Reference	Compliance Status		
				YES	NO	NA
	032 03 00 00	**Performance class B: ME airplanes**				
	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 MCRIT				
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				

No	CAR FCL Requirements		Training Program Reference	Compliance Status		
				YES	NO	NA
	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 airplanes to the holder’s license. 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.					
FCL. 725.A Theoretical knowledge and flight instruction for the issue of class and type ratings – airplanes. Unless otherwise determined in in the OSD:						
(a)	for single-pilot multi-engine airplanes:					
(1)	the theoretical knowledge course for a single-pilot multi-engine class rating shall include at least 7 hours of instruction in multi-engine airplane operations; and					
(2)	the flight training course for a single-pilot multi-engine class or type rating shall include at least 2 hours and 30 minutes of dual flight instruction under normal conditions of multiengine airplane operations, and not less than 3 hours 30 minutes of dual flight instruction in engine failure procedures and asymmetric flight techniques.					
(b)	for single-pilot airplanes (sea):					
(1)	the training course for single-pilot airplane (sea) ratings shall include theoretical knowledge and flight instruction; and					
(2)	the flight training for a class or type rating (sea) for single-pilot aero-planes (sea) shall include at least 8 hours of dual flight instruction if applicants hold the land version of the relevant class or type rating, or 10 hours if applicants do not hold such a rating; and					
(c)	for single-pilot non-high-performance complex airplanes, single-pilot high-performance complex airplanes and multi-pilot airplanes, the training courses shall include UPRT theoretical knowledge and flight instruction related to the specificities of the relevant class or type.					

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
AMC1 FCL. 725.A(b) Theoretical knowledge and flight instruction for the issue of class and type ratings – airplanes					
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 maneuvering 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, regularization's 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 airplane; (G) describe how water and air forces effect the airplane on water; (H) describe the effect of water resistance on the aero planes' 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 aero planes' 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 organization 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.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(2)	practical training:				
(i)	the aim of the practical training is to learn: (A) the skills in maneuvering airplanes on water and in mooring the airplane; (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 airplane, float installation and special seaplane equipment, including emptying of floats; (C) sail, taxi and turn the airplane at swell with correct handling of the water rudder; (D) taxi on the step and perform turns; (E) establish the wind direction with the airplane; (F) take necessary actions if loss of steering ability and person falling overboard; (G) make land and moor airplane 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 airplane 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 airplane; (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 airplanes, 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 organization. The pass mark should be 75 %.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
FCL. 730.A Specific requirements for pilots undertaking a zero-flight time type rating (ZFTT) course - airplanes.					
(a)	A pilot undertaking instruction at a ZFTT course shall have completed, on a multi-pilot turbo-jet airplane certificated to the standards of CS-25 or equivalent airworthiness code or on a multiplot turbo-prop airplane having a maximum certificated take-off mass of not less than 10 tonnes or a certificated passenger seating configuration of more than 19 passengers, at least:				
(1)	if an FFS qualified to level CG, C or interim C is used during the course, 1 500 hours flight time or 250 route sectors;				
(2)	if an FFS qualified to level DG or D is used during the course, 500 hours flight time or 100 route sectors.				
(b)	When a pilot is changing from a turbo-prop to a turbo-jet airplane or from a turbo-jet to a turboprop airplane, additional simulator training shall be required.				
FCL. 735.A Multi-crew cooperation training course - airplanes.					
(a)	The MCC training course shall comprise at least:				
(1)	25 hours of theoretical knowledge instruction and exercises; and				
(2)	20 hours of practical MCC training, or 15 hours in the case of student pilots attending an ATP integrated course. An FNPT II MCC or an FFS shall be used. When the MCC training is combined with initial type rating training, the practical MCC training may be reduced to no less than 10 hours if the same FFS is used for both the MCC and type rating training.				
(b)	The MCC training course shall be completed within 6 months at an ATO.				
(c)	Unless the MCC course has been combined with a type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.				
(d)	An applicant having completed MCC training for any other category of aircraft shall not be required to comply with the requirement in (a)(1).				
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 multicrew procedures, including principles of TEM and CRM to the following: (a) Pre-flight preparation: (1) FMS initialization; (2) radio and navigation equipment preparation; (3) flight documentation; (4) computation of take-off performance data.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

	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.		(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-engineinoperative 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) Recognize 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, priorities 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; (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 priorities; (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.						

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

Competency/ objective	Performance indicators	Knowledge	Practical exercises				
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	Utilize checklists appropriately according to SOPs.	(a) SOPs; (b) Checklist philosophy.						
Briefings	Prepare and deliver appropriate briefings.	(a) SOPs; (b) Interpretation of FMS data and inflight 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 inflight documentation; (e) Minimum terrain clearance; (f) Fuel management IFR and VFR regulation.						
FMS use	Program, 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) Utilize 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.						

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
AMC2 FCL.735.A Multi-crew cooperation (MCC) training course – airplanes					

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 airplane trajectory in critical flight phases; (c) Take appropriate actions in response to deviations from the flight path.	(a) SOPs; (b) Airplane systems; (c) Undesired airplane 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 initialization; (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;				
	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	Utilize checklists appropriately according to SOPs.	(a) SOPs; (b) Checklist philosophy.					

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

	Training objectives	Performance indicators	Knowledge	Practical exercises				
	Briefings	Prepare and deliver appropriate briefings.	(a) SOPs; (b) Interpretation of FMS data and inflight documentation.	(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.				
	Flight management	(a) Maintain a constant awareness of the airplane automation state; (b) Manage automation to achieve optimum trajectory and minimum workload; (c) Take effective recovery actions from automation anomalies; (d) Manage airplane navigation, terrain clearance; (e) Manage airplane fuel state and take appropriate actions.	(a) Understanding of airplane performance and configuration; (b) Systems; (c) SOPs; (d) Interpretation of FMS data and inflight documentation; (e) Minimum terrain clearance; (f) Fuel management IFR and VFR regulation.					
	FMS use	Program, 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) Utilize 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.					

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	The APS MCC training course should include advanced swept-wing jet airplane 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 airplane 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 license (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 ASSESSMEN — 2 hours				
	The training elements may be ordered, split and combined, as determined by the approved training organization (ATO)'s course design.				
(e)	The ATO should provide generic stand-alone or CAT-operator-specific APS MCC training, advanced swept-wing jet airplane 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 airplane 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, multiengine airplane types 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 airplane specified in this paragraph in terms of passenger load, mass and performance, and equipped with equivalent airplane systems and avionics functionality.				
(g)	In the case of advanced swept-wing jet airplane practical training, an FSTD representing a swept-wing multi-engine jet airplane 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 airplanes.				
(i)	The final assessment should be completed by an instructor nominated by the head of training (HT) for this purpose.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
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 behaviors 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 behaviors. (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 airplanes states is emphasized at all times.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

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 airplane 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 recognize 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 recognize when and how recovery is necessary, by using the required pilot skills to mitigate loss of control in-flight (LOC-I) events.	Elements and components of jet orientation: (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.	(a) Take-off, approach, landing, go-around. (b) Flight deck management practices. (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) Airplane 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.

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

	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 airplane 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 airplane 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, takeoff, 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.	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.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
GM1 FCL.735.A Multi-crew cooperation (MCC) training course – airplanes					
GM2 FCL.735.A Multi-crew cooperation (MCC) training course – airplanes					
GM3 FCL.735.A Multi-crew cooperation (MCC) training course – airplanes					
GM4 FCL.735.A Multi-crew cooperation (MCC) training course – airplanes					
FCL. 740.A Revalidation of class and type ratings – airplanes					
(a)	**Revalidation of multi-engine class ratings and type ratings**. For revalidation of multi-engine class ratings and type ratings, the applicant shall:				
(1)	pass a proficiency check in accordance with Appendix 9 or complete EBT practical assessment in accordance with Appendix 10 in the relevant class or type of airplane or an FSTD representing that class or type, within the 3 months immediately preceding the expiry date of the rating; and				
(2)	complete during the period of validity of the rating, at least:				
(i)	10 route sectors as pilot of the relevant class or type of airplane; or				
(ii)	1 route sector as pilot of the relevant class or type of airplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check.				
(3)	A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall not be required to comply with the requirement in (2).				
(4)	The revalidation of a BIR or an IR(A), if held, may be combined with a proficiency check for the revalidation of a class or type rating.				
(b)	**Revalidation of single-pilot single-engine class ratings.**				
(1)	Single-engine piston airplane class ratings and TMG class ratings. For the revalidation of single-pilot single-engine piston airplane class ratings or TMG class ratings, the applicants shall:				
(i)	within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this regulation with an examiner; or				
(ii)	within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including: - 6 hours as PIC, - 12 take-offs and 12 landings, and - refresher training of at least 1 hour of total flight time with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this refresher training if they have passed a class or type rating proficiency check, skill test or assessment of competence in any other class or type of airplane.				
(2)	When applicants hold both a single-engine piston airplane-land class rating and a TMG rating, they may complete the requirements of (1) in either class or a combination thereof, and achieve revalidation of both ratings.				
(3)	Single-pilot single-engine turbo-prop airplanes. For revalidation of single-engine turboprop class ratings applicants shall pass a proficiency check on the relevant class in accordance with Appendix 9 to this regulation with an examiner, within the 3 months preceding the expiry date of the rating.				
(4)	When applicants hold both a single-engine piston airplane-land class rating and a single engine piston airplane-sea class rating, they may complete the requirements of (1)(ii) in either class or a combination thereof, and achieve the fulfilment of these requirements for both ratings. At least 1 hour of required PIC time and 6 of the required 12 take-offs and landings shall be completed in each class.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(5)	The proficiency check for the revalidation of a single-pilot single-engine airplane class rating may be combined with the proficiency check for the revalidation of a BIR, in accordance with point FCL.835(g)(8).				
(6)	Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a class or type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.				
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.				
FCL. 745.A Advanced UPRT course – airplanes					
(a)	The advanced UPRT course shall be completed at an ATO and shall comprise at least:				
(1)	5 hours of theoretical knowledge instruction;				
(2)	pre-flight briefings and post-flight debriefings; and				
(3)	3 hours of dual flight instruction with a flight instructor for airplanes FI(A) qualified in accordance with point FCL.915 € and consisting of advanced UPRT in an airplane qualified for the training task.				
(b)	Upon completion of the UPRT course, applicants shall be issued with a certificate of completion by the ATO.				
AMC1 FCL.745.A Advanced UPRT course – airplanes					
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 airplanes; 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)	emphasize 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 minimize 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 airplanes.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
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 airplane upsets in transport category airplanes, including case studies of incidents involving potential or actual upsets.				
(2)	aerodynamics relevant to the airplane 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;				
(5)	memorizing 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 A o A;				
(ii)	the effect of g-load on airplane 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)	recognize upsets;				
(3)	apply correct recovery techniques from upset scenarios as specified in point (d)(2).				
GM1 FCL.745.A Advanced UPRT course – airplanes					

• **Assessment Result**	☐ **Satisfactory**	☐ **Unsatisfactory**
• **Remarks**		
Inspector Name	**Signature**	**Date**

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 3 Specific requirements for the helicopter category					
FCL. 720.H Experience requirements and prerequisites for the issue of type ratings – helicopters. Unless otherwise determined in the OSD, an applicant for the issue of the first helicopter type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating:					
(a)	Multi-pilot helicopters. An applicant for the first type rating course for a multi-pilot helicopter type shall:				
(1)	have at least 70 hours as PIC on helicopters;				
(2)	except when the type rating course is combined with an MCC course:				
(i)	hold a certificate of satisfactory completion of an MCC course in helicopters; or				
(ii)	have at least 500 hours as a pilot on multi-pilot airplanes; or				
(iii)	have at least 500 hours as a pilot in multi-pilot operations on multi-engine helicopters;				
(3)	have passed the ATPL(H) theoretical knowledge examinations.				
(b)	An applicant for the first type rating course for a multi-pilot helicopter type who is a graduate from an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated course and who does not comply with the requirement of (a)(1), shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has:				
(1)	completed 70 hours as PIC or pilot-in-command under supervision of helicopters;				
(2)	passed the multi-pilot skill test on the applicable helicopter type as PIC.				
(c)	Single-pilot multi-engine helicopters. An applicant for the issue of a first type rating for a single pilot multi-engine helicopter shall:				
(1)	before starting flight training:				
(i)	have passed the ATPL(H) theoretical knowledge examinations; or				
(ii)	hold a certificate of completion of a pre-entry course conducted by an ATO. The course shall cover the following subjects of the ATPL(H) theoretical knowledge course: - Aircraft General Knowledge: airframe/systems/powerplant, and instrument/electronics, - Flight Performance and Planning: mass and balance, performance;				
(2)	in the case of applicants who have not completed an ATP(H)/IR, ATP(H), or CPL(H)/IR integrated training course, have completed at least 70 hours as PIC on helicopters.				
FCL. 735.H Multi-crew cooperation training course - helicopters.					
(a)	The MCC training course shall comprise at least:				
(1)	for MCC/IR:				
(i)	25 hours of theoretical knowledge instruction and exercises; and				
(ii)	20 hours of practical MCC training or 15 hours, in the case of student pilots attending an ATP(H)/IR integrated course. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may be reduced to not less than 10 hours if the same FSTD is used for both MCC and type rating;				
(2)	for MCC/VFR:				
(i)	25 hours of theoretical knowledge instruction and exercises; and				
(ii)	15 hours of practical MCC training or 10 hours, in the case of student pilots attending an ATP(H)/IR integrated course. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may be reduced to not less than 7 hours if the same FSTD is used for both MCC and type rating.				
(b)	The MCC training course shall be completed within 6 months at an ATO. An FNPT II or III qualified for MCC, an FTD 2/3 or an FFS shall be used.				

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(c)	Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.				
(d)	An applicant having completed MCC training for any other category of aircraft shall not be required to comply with the requirement in (a)(1)(i) or (a)(2)(i), as applicable.				
(e)	An applicant for MCC/IR training who has completed MCC/VFR training shall not be required to comply the requirement in (a)(1)(i), and shall complete 5 hours of practical MCC/IR training.				
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 multicrew procedures, including principles of TEM and CRM to the following: (a) Pre-flight preparation: (1) FMS initialization; (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;				
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.						
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) Recognize 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.						

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

	Competency/ objective	Performance indicators	Knowledge	Practical exercises				
	Workload management	(a) Be calm, relaxed, careful and not impulsive; (b) Prepare, priorities 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.		(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.				
	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 priorities; (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	Utilize 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.					

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

	Competency/ objective	Performance indicators	Knowledge	Practical exercises				
	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; (f) Fuel management IFR and VFR regulation.					
	FMS use	Program 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.					

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
FCL. 740.H Revalidation of type ratings - helicopters					
(a)	Revalidation. For revalidation of type ratings for helicopters, the applicant shall:				
(1)	pass a proficiency check in accordance with Appendix 9 to this regulation in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating; and				
(2)	complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.				
(3)	When applicants hold more than 1 type rating for single-engine piston helicopters, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed at least 2 hours of flight time as PIC on the other types during the validity period. The proficiency check shall be performed each time on a different type.				
(4)	When applicants hold more than 1 type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3 175 kg, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed:				
(i)	300 hours as PIC on helicopters;				
(ii)	15 hours on each of the types held; and				
(iii)	at least 2 hours of PIC flight time on each of the other types during the validity period. The proficiency check shall be performed each time on a different type.				
(5)	A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups, in accordance with (3) and (4).				
(6)	The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.				
(b)	An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of (a)(3) and (4), the applicant shall not exercise his/her privileges in any of the types.				

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 license endorsement**				
	Agusta-Bell					
	SEP	Bell47				
	Bell Helicopters					
	SEP	Bell47				
	Brantley					
	SEP	Brantley B2				
	Breda Nardi					
	SEP	HU269				

	Civil Aviation Authority - Sultanate of Oman **Flight Safety Department - Personnel Licensing Section** **Class & Type Rating Training Program Approval Compliance List**

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

	Manufacturer	Helicopter type and license endorsement				
	Enstrom					
	SEP	ENF28				
	Hélicoptères Guimbal					
	SEP	Cabri G2				
	Hiller					
	SEP	UH12				
	Hughes or Schweizer					
	SEP	HU269				
	Westland					
	SEP	Bell47				

• **Assessment Result**	□ **Satisfactory**	□ **Unsatisfactory**
• **Remarks**		
Inspector Name	**Signature**	**Date**

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 4 Specific requirements for the powered-lift aircraft category					
FCL.720.PL Experience requirements and prerequisites for the issue of type ratings — powered-lift aircraft. Unless otherwise determined in the OSD, an applicant for the first issue of a powered-lift type rating shall comply with the following experience requirements and prerequisites:					
(a)	for pilots of airplanes:				
(1)	hold a CPL/IR(A) with ATPL theoretical knowledge or an ATPL(A);				
(2)	hold a certificate of completion of an MCC course;				
(3)	have completed more than 100 hours as pilot on multi-pilot airplanes;				
(4)	have completed 40 hours of flight instruction in helicopters;				
(b)	for pilots of helicopters:				
(1)	hold a CPL/IR(H) with ATPL theoretical knowledge or an ATPL/IR(H);				
(2)	hold a certificate of completion of an MCC course;				
(3)	have completed more than 100 hours as a pilot on multi-pilot helicopters;				
(4)	have completed 40 hours of flight instruction in airplanes;				
(c)	for pilots qualified to fly both airplanes and helicopters:				
(1)	hold at least a CPL(H);				
(2)	hold an IR and ATPL theoretical knowledge or an ATPL in either airplanes or helicopters;				
(3)	hold a certificate of completion of an MCC course in either helicopters or airplanes;				
(4)	have completed at least 100 hours as a pilot on multi-pilot helicopters or airplanes;				
(5)	have completed 40 hours of flight instruction in airplanes or helicopters, as applicable, if the pilot has no experience as ATPL or on multi-pilot aircraft.				
GM1 FCL.720.PL Experience requirements and prerequisites for the issue of type ratings – powered-lift aircraft					
FCL.725.PL Flight instruction for the issue of type ratings – powered lift aircraft. The flight instruction part of the training course for a powered-lift type rating shall be completed in both the aircraft and an FSTD representing the aircraft and adequately qualified for this purpose.					
FCL.740.PL Revalidation of type ratings - powered-lift aircraft.					
(a)	Revalidation. For revalidation of powered-lift type ratings, the applicant shall:				
(1)	pass a proficiency check in accordance with Appendix 9 to this regulation in the relevant type of powered-lift within the 3 months immediately preceding the expiry date of the rating;				
(2)	complete during the period of validity of the rating, at least:				
(i)	10 route sectors as pilot of the relevant type of powered-lift aircraft; or				
(ii)	1 route sector as pilot of the relevant type of powered-lift aircraft or FFS, flown with an examiner. This route sector may be flown during the proficiency check.				
(3)	A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the type rating shall not be required to comply with the requirement in (2).				
(b)	An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.				

• **Assessment Result**	☐ **Satisfactory**	☐ **Unsatisfactory**
• **Remarks**		
Inspector Name	**Signature**	**Date**

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 5 Specific requirements for the airship category					
FCL. 720.As Prerequisites for the issue of type ratings - airships. Unless otherwise determined in the OSD, an applicant for the first issue of an airship type rating shall comply with the following experience requirements and prerequisites:					
(a)	for multi-pilot airships:				
(1)	have completed 70 hours of flight time as PIC on airships;				
(2)	hold a certificate of satisfactory completion of MCC on airships.				
(3)	An applicant who does not comply with the requirement in (2) shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has completed 100 hours of flight time as PIC or pilot-in-command under supervision of airships.				
FCL. 735.As Multi-crew cooperation training course - airships					
(a)	The MCC training course shall comprise at least:				
(1)	12 hours of theoretical knowledge instruction and exercises; and				
(2)	5 hours of practical MCC training; An FNPT II, or III qualified for MCC, an FTD 2/3 or an FFS shall be used.				
(b)	The MCC training course shall be completed within 6 months at an ATO.				
(c)	Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.				
(d)	An applicant having completed MCC training for any other category of aircraft shall not be required to comply with the requirements in (a).				
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 multicrew procedures, including principles of TEM and CRM to the following: (a) Pre-flight preparation: (1) FMS initialization; (2) radio and navigation equipment preparation; (3) flight documentation;

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

	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.		(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; (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) Recognize 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, priorities 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; (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 priorities; (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.						

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

	Competency/ objective	Performance indicators	Knowledge	Practical exercises				
	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	Utilize 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; (f) Fuel management IFR and VFR regulation.					
	FMS use	Program, 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) Utilize 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.					

No	CAR FCL Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
FCL. 740.As Revalidation of type ratings - airships					
(a)	Revalidation. For revalidation of type ratings for airships, the applicant shall:				
(1)	pass a proficiency check in accordance with Appendix 9 to this regulation in the relevant type of airship within the 3 months immediately preceding the expiry date of the rating; and				
(2)	complete at least 2 hours as a pilot of the relevant airship type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.				
(3)	The revalidation of an IR(As), if held, may be combined with a proficiency check for the revalidation of a class or type rating.				
(b)	An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.				

• **Assessment Result**	☐ **Satisfactory**	☐ **Unsatisfactory**
• **Remarks**		
Inspector Name	**Signature**	**Date**