Instructor Rating Training Program Approval Compliance List

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

• **ATO name**				
• **Instructor rating training program type(s)**	□ Flight instructor (FI)	□ Type rating instructor (TRI)	□ Class rating instructor (CRI)	
	□ Instrument rating instructor (IRI)	□ Synthetic flight instructor (SFI)	□ Multi-crew cooperation instructor (MCCI)	
	□ Synthetic training instructor (STI)			
• **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 Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 1 Common requirements					
FCL.900 Instructor certificates					
(a)	General. A person shall only carry out:				
(1)	flight instruction in aircraft when he/she holds:				
(i)	a pilot license issued or accepted in accordance with this Regulation;				
(ii)	an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart;				
(2)	synthetic flight instruction or MCC instruction when he/she holds an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart.				
GM1 FCL.900 Instructor certificates					
FCL.915 General prerequisites and requirements for instructors					
(a)	General. Applicants for the issue of an instructor certificate shall be at least 18 years of age.				
(b)	Additional requirements for instructors providing flight instruction in aircraft. Applicants for the issue of or holders of an instructor certificate with privileges to conduct flight instruction in an aircraft shall:				
(1)	for license training, hold at least the license or, in the case of point FCL.900(c), the equivalent license, for which flight instruction is to be given;				
(2)	for a rating training, hold the relevant rating or, in the case of point FCL.900(c), the equivalent rating, for which flight instruction is to be given;				
(3)	have:				
(i)	completed at least 15 hours of flight time as pilots of the class or type of aircraft on which flight instruction is to be given, of which a maximum of 7 hours may be in an FSTD representing the class or type of aircraft, if applicable; or				
(ii)	passed an assessment of competence for the relevant category of instructor on that class or type of aircraft; and				

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			YES	NO	NA
(4)	be entitled to act as PIC in the aircraft during such flight instruction.				
(c)	Credit towards further instructor certificates and for the purpose of revalidation:				
(1)	Full credit towards the teaching and learning skills may be granted to:				
(i)	holders of an instructor certificate who apply for further instructor certificates; and				
(ii)	applicants for an instructor certificate who already hold an instructor certificate issued in accordance with BPL and SPL regulation.				
(2)	Hours flown as an examiner during skill tests or proficiency checks shall be credited in full towards revalidation requirements for all instructor certificates held.				
(d)	Credit for extension to further types shall take into account the relevant elements as defined in the operational suitability data (OSD) or acceptable documents by CAA.				
(e)	Additional requirements for instructing in a training course in accordance with FCL. 745.A:				
(1)	In addition to (b), before acting as instructors for a training course according to FCL. 745.A, holders of an instructor certificate shall:				
(i)	have at least 500 hours of flight time as pilots of airplanes, including 200 hours of flight instruction;				
(ii)	after complying with the experience requirements in point (e)(1)(i), have completed a UPRT instructor training course at an ATO, during which the competence of applicants shall have been assessed continuously; and				
(iii)	upon completion of the course, have been issued with a certificate of course completion by the ATO, whose Head of Training (HT) shall have entered the privileges specified in point (e)(1) in the logbook of the applicants.				
(2)	The privileges referred to in point (e)(1) shall only be exercised if instructors have, during the last year, received refresher training at an ATO during which the competence required to instruct on a course in accordance with point FCL. 745.A is assessed to the satisfaction of the HT.				
(3)	Instructors holding the privileges specified in point (e)(1) may act as instructors for a course as specified in point (e)(1)(ii), provided that they:				
(i)	have 25 hours of flight instruction experience during training according to FCL745.A;				
(ii)	have completed an assessment of competence for this privilege; and				
(iii)	comply with the recency requirements in point (e)(2).				
(4)	These privileges shall be entered in the logbook of the instructors and signed by the examiner.				
AMC1 FCL.915(e) General prerequisites and requirements for instructors					
ADDITIONAL REQUIREMENTS FOR INSTRUCTING IN A TRAINING COURSE IN ACCORDANCE WITH FCL. 745.A - GENERAL					
(a)	The objective of the course required by point FCL.915(e)(1) is to train instructors to deliver training on the advanced UPRT course according to point FCL. 745.A using the train-to proficiency concept.				
(b)	Training should be both theoretical and practical. Practical elements should include the development of specific instructor skills, particularly in the area of teaching upset recovery techniques and strategies, whilst exploring the associated physiological and psychological aspects.				
(c)	Within 6 months preceding the start of the course, the instructor should have completed a pre-course assessment with an instructor holding the privilege in accordance with FCL.915(e)(1) to assess their ability to undertake the course.				
(d)	The training course should comprise:				
(1)	theoretical knowledge instruction on the theoretical knowledge elements presented in the advanced UPRT course and the additional elements required for an instructor to deliver effective training;				
(2)	flight instruction on the exercises used in the advanced UPRT course; and				
(3)	flight instruction on recovery from upsets that could result from students' mis-handling the aircraft during the advanced UPRT course including spin recovery.				
(e)	The content of the theoretical knowledge and flight instruction should be tailored to the competence of the applicant as demonstrated during both pre-course and continuous assessment.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(f)	Successful completion of the course requires that the instructor:				
(1)	demonstrates the resilience to be able to recover from any feasible upset in the aircraft to be used for training;				
(2)	demonstrates the ability to provide instruction to achieve the objectives of the advanced UPRT course to a wide range of trainees; and				
(3)	manages the physiological and psychological well-being of students during training.				
(g)	The instructor should be issued with a certificate following successful completion of the course.				
AMC2 FCL.915(e) General prerequisites and requirements for instructors					
ADDITIONAL REQUIREMENTS FOR INSTRUCTING IN A TRAINING COURSE IN ACCORDANCE WITH FCL. 745.A – SYLLABUS					
The following tables contain theoretical knowledge (Table 1) and practical training exercises (Table 2) that should be taught in the context of the advanced UPRT course as per point FCL.745.A.					
THEORETICAL KNOWLEDGE.					
1	Completion of a flight risk assessment				
2	Resilience-building strategies, managing startle and surprise				
3	The limitations and type-specific characteristics of the airplane used for training				
4	The importance of adhering to the scenarios that have been validated by the training program developer				
5	Instructor techniques to induce and manage startle and surprise				
6	Upset recognition and recovery strategies				
7	Disorientation				
8	Distraction				
9	Immediate recognition of student pilot errors				
10	Intervention strategies				
11	Delivery of the theoretical knowledge instruction of the advanced UPRT course				
PRACTICAL TRAINING EXERCISES					
SECTION 1 - PRE-FLIGHT PREPARATION					
1.1	Correct completion of a flight risk assessment (such as weather, terrain, traffic density, student's experience level and capabilities)				
1.2	Safety briefing				
SECTION 2 - FLIGHT					
2.1	Selection of suitable airspace for the conduct of recovery exercises				
2.2	Accurate execution of all of the maneuvers required for the advanced UPRT course				
2.3	Recovery from upsets that could result from the student or instructor mishandling the airplane including: - timely and appropriate intervention; - accelerated stall; - secondary stall; - incipient spin; - fully developed spin; and - Spiral dive				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
2.4	Delivery of all of the training exercises in the advanced UPRT course				
2.5	Anticipating and immediately recognizing incorrect student inputs which might exceed airplane limitations and acting swiftly and appropriately to maintain the necessary margins of safety				
2.6	Exercises to surprise the student				
2.7	Adapt the training program to take account of the physiological and psychological state of the student				
2.8	Ensure the safety of the operation during training by maintaining awareness of the operating environment				
2.9	Assess the competence of the student				
SECTION 3 - POST-FLIGHT					
3.1	Provide effective instructor feedback to the student and plan subsequent training details				
3.3	Avoid negative transfer of training				
GM1 FCL.915(e) General prerequisites and requirements for instructors					
AMC1 FCL.915(e)(2) General prerequisites and requirements for instructors					
CONTENT OF THE REFRESHER TRAINING FOR UPRT INSTRUCTIONAL PRIVILEGES					
(a)	The objective of the refresher training is for the instructor to maintain or to re-obtain, as applicable, the level of competence required for instructing on a training course as per point FCL.745. A.				
(b)	The content of the refresher training should:				
(1)	consist of elements from the initial UPRT instructor training course as per point FCL.915(e)(1)(ii); and				
(2)	be determined by the ATO on a case-by-case basis, considering the needs of the individual instructor and taking into account the following factors:				
(i)	the experience of the instructor;				
(ii)	the amount of time elapsed since the instructor provided instruction on a training course as per point FCL. 745.A for the last time; and				
(iii)	the performance of the instructor during a simulated UPRT training session comprising exercises from the advanced UPRT course as per point FCL.745. A. During this simulated training session, another instructor qualified in accordance with point FCL.915(e) should play the role of the student on the advanced UPRT course.				
(c)	Taking into account the factors listed in (b)(2) above, the ATO may also count the simulated training session as per point (b)(2)(iii) as refresher training without the need for further refresher training sessions, provided that the instructor demonstrates that he or she already possesses the required level of competence.				
(d)	The completion of the refresher training should be entered in the logbook of the instructor and should be signed by the head of training of the ATO.				
FCL.920 Instructor competencies and assessment. All instructors shall be trained to achieve the following competences:					
	- Prepare resources, - Create a climate conducive to learning, - Present knowledge, - Integrate Threat and Error Management (TEM) and crew resource management, - Manage time to achieve training objectives, - Facilitate learning, - Assess trainee performance, - Monitor and review progress, - Evaluate training sessions, - Report outcome.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

AMC1 FCL.920 Instructor competencies and assessment							
(a)	Training should be both theoretical and practical. Practical elements should include the development of specific instructor skills, particularly in the area of teaching and assessing threat and error management and CRM.						
(b)	The training and assessment of instructors should be made against the following performance standards:						
	Competence	**Performance**	**Knowledge**				
1	Prepare resources	(a) ensures adequate facilities; (b) prepares briefing material; (c) manages available tools; (d) plans training within the training envelope of the training platform, as determined by the ATO (Note: See GM1 ORA.ATO.125 point (f)).	(a) understand objectives; (b) available tools; (c) competency-based training methods; (d) understands the training envelope of the training platform, as determined by the ATO (Note: See GM1 ORA.ATO.125 point (f)) and avoids training beyond the boundaries of this envelope.				
2	Create a climate conducive to learning	(a) establishes credentials, role model's appropriate behavior; (b) clarifies roles; (c) states objectives; (d) ascertains and supports student pilot's needs.	(a) barriers to learning; (b) learning styles.				
3	Present knowledge	(a) communicates clearly; (b) creates and sustains realism; (c) looks for training opportunities.	teaching methods				
4	Integrate TEM and CRM	(a) makes TEM and CRM links with technical training; (b) for airplanes: makes upset prevention links with technical training.	(a) TEM and CRM; (b) Causes and countermeasures against undesired aircraft states				
5	Manage time to achieve training objectives	Allocates the appropriate time to achieve competency objective.	syllabus time allocation				
6	Facilitate learning	(a) encourages trainee participation; (b) shows motivating, patient, confident and assertive manner; (c) conducts one-to-one coaching; (d) encourages mutual support.	(a) facilitation; (b) how to give constructive feedback; (c) how to encourage trainees to ask questions and seek advice.				
7	Assesses trainee performance	(a) assesses and encourages trainee self-assessment of performance against competency standards; (b) makes assessment decision and provides clear feedback; (c) observes CRM behavior.	(a) observation techniques; (b) methods for recording observations.				
8	Monitor and review progress	(a) compares individual outcomes to defined objectives; (b) identifies individual differences in learning rates; (c) applies appropriate corrective action.	(a) learning styles; (b) strategies for training adaptation to meet individual needs.				
9	Evaluate training sessions	(a) elicits feedback from student pilots; (b) tracks training session processes against competence criteria; (c) keeps appropriate records.	(a) competency unit and associated elements; (b) performance criteria.				
10	Report outcome	Reports accurately using only observed actions and events.	(a) phase training objectives; (b) individual versus systemic weaknesses.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
FCL.925 Additional requirements for instructors for the MPL					
(a)	Instructors conducting training for the MPL shall:				
(1)	have successfully completed an MPL instructor training course at an ATO; and				
(2)	additionally, for the basic, intermediate and advanced phases of the MPL integrated training course:				
(i)	be experienced in multi-pilot operations; and				
(ii)	have completed initial crew resource management training with a commercial air transport operator approved in accordance with the applicable air operations requirements.				
(b)	MPL instructors training course				
(1)	The MPL instructor training course shall comprise at least 14 hours of training. Upon completion of the training course, the applicant shall undertake an assessment of instructor competencies and of knowledge of the competency-based approach to training.				
(2)	The assessment shall consist of a practical demonstration of flight instruction in the appropriate phase of the MPL training course. This assessment shall be conducted by an examiner qualified in accordance with Subpart K.				
(3)	Upon successful completion of the MPL training course, the ATO shall issue an MPL instructor qualification certificate to the applicant.				
(c)	In order to maintain the privileges, the instructor shall have, within the preceding 12 months, conducted within an MPL training course:				
(1)	1 simulator session of at least 3 hours; or				
(2)	1 air exercise of at least 1 hour comprising at least 2 take-offs and landings.				
(d)	If the instructor has not fulfilled the requirements of (c), before exercising the privileges to conduct flight instruction for the MPL he/she shall:				
(1)	receive refresher training at an ATO to reach the level of competence necessary to pass the assessment of instructor competencies; and				
(2)	pass the assessment of instructor competencies as set out in (b)(2).				
AMC1 FCL.925 Additional requirements for instructors for the MPL					
MPL INSTRUCTOR COURSE					
(a)	The objectives of the MPL instructors training course are to train applicants to deliver training in accordance with the features of a competency-based approach to training and assessment.				
(b)	Training should be both theoretical and practical. Practical elements should include the development of specific instructor skills, particularly in the area of teaching and assessing threat and error management and CRM in the multi-crew environment.				
(c)	The course is intended to adapt instructors to conduct competency-based MPL training. It should cover the items specified below:				
THEORETICAL KNOWLEDGE					
(d)	Integration of operators and organizations providing MPL training:				
(1)	reasons for development of the MPL;				
(2)	MPL training course objective;				
(3)	adoption of harmonized training and procedures;				
(4)	feedback process.				
(e)	The philosophy of a competency-based approach to training: principles of competency-based training.				
(f)	Regulatory framework, instructor qualifications and competencies:				
(1)	source documentation;				
(2)	instructor qualifications;				
(3)	syllabus structure.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(g)	Introduction to Instructional systems design methodologies (see ICAO PANSTRG Doc):				
(1)	analysis;				
(2)	design and production;				
(3)	evaluation and revision.				
(h)	Introduction to the MPL training scheme:				
(1)	training phases and content;				
(2)	training media;				
(3)	competency units, elements and performance criteria.				
(i)	Introduction to human performance limitations, including the principles of threat and error management and appropriate countermeasures developed in CRM:				
(1)	definitions;				
(2)	appropriate behaviors categories;				
(3)	assessment system.				
(i)	Application of the principles of threat and error management and CRM principles to training:				
(1)	application and practical uses;				
(2)	assessment methods;				
(3)	individual corrective actions;				
(4)	debriefing techniques.				
(k)	The purpose and conduct of assessments and evaluations:				
(1)	basis for continuous assessment against a defined competency standard;				
(2)	individual assessment;				
(3)	collection and analysis of data;				
(4)	training system evaluation.				
PRACTICAL TRAINING					
(l)	Practical training may be conducted by interactive group classroom modules, or by the use of training devices. The objective is to enable instructors to:				
(1)	identify behaviors based on observable actions in the following areas:				
(i)	communications;				
(ii)	team working;				
(iii)	situation awareness;				
(iv)	workload management;				
(v)	problem solving and decision making.				
(2)	analyze the root causes of undesirable behaviors;				
(3)	debrief students using appropriate techniques, in particular:				
(i)	use of facilitative techniques;				
(ii)	encouragement of student self-analysis.				
(4)	agree corrective actions with the students;				
(5)	determine achievement of the required competency.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
AMC2 FCL.925(d)(1) Additional requirements for instructors for the MPL					
RENEWAL OF PRIVILEGES: REFRESHER TRAINING					
(a)	Paragraph (d) of FCL.925 determines that if the applicant has not complied with the requirements to maintain his/her privileges to conduct competency-based approach training, he or she shall receive refresher training at an ATO to reach the level of competence necessary to pass the assessment of instructor competencies. The amount of refresher training needed should be determined on a case-by-case basis by the ATO, taking into account the following factors:				
(1)	the experience of the applicant;				
(2)	the amount of time elapsed since the last time the applicant has conducted training in an MPL course. The amount of training needed to reach the desired level of competence should increase with the time lapsed. In some cases, after evaluating the instructor, and when the time lapsed is very limited, the ATO may even determine that no further refresher training is necessary.				
(b)	Once the ATO has determined the needs of the applicant, it should develop an individual training program, which should be based on the MPL instructor course and focus on the aspects where the applicant has shown the greatest needs.				
GM1 FCL.925 Additional requirements for instructors for the MPL					
FCL.930 Training course					
(a)	An applicant for an instructor certificate shall have completed a course of theoretical knowledge and flight instruction at an ATO.				
(b)	In addition to the specific elements set out in this Regulation for each category of instructor, the training course shall contain the elements required in point FCL.920.				
FCL.935 Assessment of competence					
(a)	Except for the multi-crew cooperation instructor (MCCI) and the synthetic training instructor (STI), an applicant for an instructor certificate shall pass an assessment of competence in the appropriate aircraft category, in the relevant class or type or in the appropriate FSTD, to demonstrate to an examiner qualified in accordance with Subpart K of this Regulation the ability to instruct a student pilot to the level required for the issue of the relevant license, rating or certificate.				
(b)	This assessment shall include:				
(1)	the demonstration of the competencies described in FCL.920, during pre-flight, post-flight and theoretical knowledge instruction;				
(2)	oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate aircraft class, type or FSTD;				
(3)	exercises adequate to evaluate the instructor's competencies.				
(c)	The assessment shall be performed on the same class or type of aircraft or FSTD used for the flight instruction.				
(d)	When an assessment of competence is required for revalidation of an instructor certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor certificate shall not exercise the privileges of that certificate until the assessment has successfully been completed.				
AMC1 FCL.935 Assessment of competence					
GENERAL					
(a)	The format and application form for the assessment of competence are determined by the CAA.				
(b)	When an aircraft is used for the assessment, it should meet the requirements for training aircraft.				
(c)	If an aircraft is used for the test or check, the examiner acts as the PIC, except in circumstances agreed upon by the examiner when another instructor is designated as PIC for the flight.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(d)	During the assessment of competence, the applicant occupies the seat normally occupied by the instructor (instructors' seat if in an FSTD, or pilot seat if in an aircraft), except in the case of balloons. The examiner, another instructor or, for MPA in an FFS, a real crew member under instruction, functions as the 'student'. The applicant is required to explain the relevant exercises and to demonstrate their conduct to the 'student', where appropriate. Thereafter, the 'student' executes the same maneuvers (if the 'student' is the examiner or another instructor, this can include typical mistakes of inexperienced students). The applicant is expected to correct mistakes orally or, if necessary, by intervening physically.				
(e)	The assessment of competence should also include additional demonstration exercises, as decided by the examiner and agreed upon with the applicant before the assessment. These additional exercises should be related to the training requirements for the applicable instructor certificate.				
(f)	All relevant exercises should be completed within a period of 6 months. However, all exercises should, where possible, be completed on the same day. In principle, failure in any exercise requires a retest covering all exercises, with the exception of those that may be retaken separately. The examiner may terminate the assessment at any stage if they consider that a retest is required.				
AMC2 FCL.935 Assessment of competence					
MCCI AND STI					
In the case of the MCCI and STI, the instructor competencies are assessed continuously during the training course.					
AMC3 FCL.935 Assessment of competence					
CONTENT OF THE ASSESSMENT FOR THE FI					
(a)	In the case of the FI, the content of the assessment of competence should be the following:				
SECTION 1 THEORETICAL KNOWLEDGE ORAL					
1.1	Air law				
1.2	Aircraft general knowledge				
1.3	Flight performance and planning				
1.4	Human performance and limitations				
1.5	Meteorology				
1.6	Navigation				
1.7	Operational procedures				
1.8	Principles of flight				
1.9	Training administration				
SECTION 2 PRE-FLIGHT BRIEFING - selected main exercises					
2.1	Visual presentation				
2.2	Technical accuracy				
2.3	Clarity of explanation				
2.4	Clarity of speech				
2.5	Instructional technique				
2.6	Use of models and aids				
2.7	Student participation				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 3 FLIGHT- selected main exercises					
3.1	Arrangement of demo				
3.2	Synchronization of speech with demo				
3.3	Correction of faults				
3.4	Aircraft handling				
3.5	Instructional technique				
3.6	General airmanship and safety				
3.7	Positioning and use of airspace				
SECTION 4 ME EXERCISES					
4.1	Actions following an engine failure shortly after take-off*				
4.2	SE approach and go-around*				
4.3	SE approach and landing*				
SECTION 5 POST-FLIGHT DE-BRIEFING					
5.1	Visual presentation				
5.2	Technical accuracy				
5.3	Clarity of explanation				
5.4	Clarity of speech				
5.5	Instructional technique				
5.6	Use of models and aids				
5.7	Student participation				

(b)	Section 1, the oral theoretical knowledge examination part of the assessment of competence, is for all FI and is subdivided into two parts:				
(1)	The applicant is required to give a lecture under test conditions to other ‘student(s)’, one of whom will be the examiner. The test lecture is to be selected from items of section 1. The amount of time for preparation of the test lecture is agreed upon beforehand with the examiner. Appropriate literature may be used by the applicant. The test lecture should not exceed 45 minutes;				
(2)	The applicant is tested orally by an examiner for knowledge of items of section 1 and the ‘core instructor competencies: teaching and learning’ content given in the instructor courses.				
(c)	Sections 2, 3 and 5 are for all FIs. These sections comprise exercises to demonstrate the ability to be an FI (for example instructor demonstration exercises) chosen by the examiner from the flight syllabus of the FI training courses. The applicant is required to demonstrate FI abilities, including briefing, flight instruction and de-briefing.				
(d)	Section 4 comprises additional instructor demonstration exercises for an FI for ME aircraft. This section, if applicable, is done in an ME aircraft, or an FFS or FNPT II simulating an ME aircraft. This section is completed in addition to sections 2, 3 and 5.				

*These exercises are to be demonstrated at the assessment of competence for FI for ME aircraft.

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	AMC4 FCL.935 Assessment of competence				
	CONTENT OF THE ASSESSMENT FOR THE SFI				
	The assessment should consist of at least 3 hours of flight instruction related to the duties of an SFI on the applicable FFS or FTD 2/3.				
	AMC5 FCL.935 Assessment of competence				
	REPORT FORMS FOR THE INSTRUCTOR CERTIFICATES – Refer to CAR FCL				
	FCL.940 Validity of instructor certificates.				
	With the exception of the MI, and without prejudice to points FCL.900 (b)(1) and FCL.915 (e)(2), instructor certificates shall be valid for a period of 3 years.				
	FCL.945 Obligations for instructors.				
	Upon completion of the training flight for the revalidation of an SEP or TMG class rating in accordance with FCL. 740.A (b)(1) and only in the event of fulfilment of all the other revalidation criteria required by FCL. 740.A (b)(1) the instructor shall endorse the applicant's license with the new expiry date of the rating or certificate, if specifically authorized for that purpose by the CAA.				

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

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 2 Specific requirements for the flight instructor - FI.					
FCL.905.FI FI - Privileges and conditions. The privileges of FIs are to conduct flight instruction for the issue, revalidation or renewal of:					
(a)	a PPL and LAPL in the appropriate aircraft category;				
(b)	class and type ratings for single-pilot aircraft, except for single-pilot high-performance complex airplanes;				
(c)	class and type ratings for single-pilot airplanes, except for single-pilot high-performance complex airplanes, in multi-pilot operations, provided that FIs meet any of the following conditions:				
(1)	hold or have held a TRI certificate for multi-pilot airplanes;				
(2)	have completed all of the following:				
(i)	at least 500 hours as pilots in multi-pilot operations on airplanes;				
(ii)	the training course for an MCCI in accordance with point FCL. 930.MCCI;				
(d)	type ratings for single or multi-pilot airships;				
(e)	a CPL in the appropriate aircraft category, provided that FIs have completed at least 200 hours of flight instruction in that aircraft category;				
(f)	the night rating, provided that FIs meet all of the following conditions:				
(1)	are qualified to fly at night in the appropriate aircraft category;				
(2)	have demonstrated the ability to instruct at night to an FI qualified in accordance with point (j);				
(3)	comply with the night experience requirement laid down in point FCL.060(b)(2);				
(g)	a towing or aerobatic rating, provided that such privileges are held and the FI has demonstrated the ability to instruct for that rating to an FI who is qualified in accordance with point (j);				
(h)	a BIR or an IR in the appropriate aircraft category, provided that FI meets the following conditions:				
(1)	they have completed as student pilots the IRI training course and have passed an assessment of competence for the IRI certificate;				
(2)	they comply with points FCL.915.CRI(a), FCL.930.CRI and FCL.935 in the case of multi-engine airplanes and with points FCL.910.TRI(c)(1) and FCL.915.TRI(d)(2) in the case of multiengine helicopters;				
(3)	if during an approved training course at an ATO, the FI is providing training in FSTDs or supervising SPIC training flights that take place under IFR, the FI shall have completed at least 50 hours of flight time under IFR after the issuance of the BIR or the IR, of which a maximum of 10 hours may be instrument ground time in an FFS, an FTD 2/3 or an FNPT II;				
(4)	if the FI is providing training in an aircraft, the FI shall have completed at least 200 hours of flight time under IFR, of which up to 50 hours may be instrument ground time in an FFS, an FTD 2/3 or an FNPT II;				
(i)	single-pilot multi-engine class or type ratings, except for single-pilot high-performance complex airplanes, provided that they meet the following conditions:				
(1)	in the case of airplanes, comply with points FCL.915.CRI(a), FCL.930.CRI and FCL.935;				
(2)	in the case of helicopters, comply with points FCL.910.TRI(c)(1) and FCL.915.TRI(d)(2);				
(j)	an FI, an IRI, a CRI or an STI certificate provided that they meet all of the following conditions:				
(1)	they have completed at least 500 hours of flight instruction in the appropriate aircraft category;				
(2)	they have passed an assessment of competence in accordance with point FCL.935 in the appropriate aircraft category to demonstrate to a flight instructor examiner (FIE) the ability to instruct for the relevant certificate;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(k)	an MPL, provided that the FIs meet all of the following conditions:				
(1)	for the core flying phase of the training, have completed at least 500 hours of flight time as a pilot of airplanes, including at least 200 hours of flight instruction;				
(2)	for the basic phase of the training:				
(i)	hold a multi-engine airplane IR and the privilege to instruct for an IR;				
(ii)	have completed at least 1 500 hours of flight time in multi-crew operations;				
(3)	in the case of FIs already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement in point (2)(ii) may be replaced by the completion of a structured course of training consisting of:				
(i)	MCC qualification;				
(ii)	observation of five sessions of flight instruction in Phase 3 of an MPL course;				
(iii)	observation of five sessions of flight instruction in Phase 4 of an MPL course;				
(iv)	observation of five operator recurrent line-oriented flight training sessions;				
(v)	the content of the MCCI course.				
	In this case, FIs shall conduct their first five instructor sessions under the supervision of a TRI(A), an MCCI(A) or an SFI(A) qualified for MPL flight instruction.				
GM1 FCL.905.FI(h)(2) Privileges and conditions					
FCL.910.FI FI - Restricted privileges					
(a)	An FI shall have his or her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the ATO for this purpose, in the following cases:				
(1)	for the issue of the PPL and LAPL;				
(2)	in all integrated courses at PPL level, in case of airplanes and helicopters;				
(3)	for class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high-performance complex aero				
(4)	for the night, towing or aerobatic ratings.				
(b)	While conducting training under supervision, in accordance with (a), the FI shall not have the privilege to authorize student pilots to conduct first solo flights and first solo cross-country flights.				
(c)	The limitations in (a) and (b) shall be removed from the FI certificate when the FI has completed at least:				
(1)	for the FI(A), 100 hours of flight instruction in airplanes or TMGs and, in addition has supervised at least 25 student solo flights;				
(2)	for the FI(H) 100 hours of flight instruction in helicopters and, in addition has supervised at least 25 student solo flight air exercises;				
(3)	for the FI(As), 15 hours or 50 take-offs of flight instruction covering the full training syllabus for the issue of a PPL(As).				
FCL.915.FI FI - Prerequisites.:					
An applicant for an FI certificate shall					
(a)	in the case of the FI(A) and FI(H):				
(1)	have received at least 10 hours of instrument flight instruction on the appropriate aircraft category, of which not more than 5 hours may be instrument ground time in an FSTD;				
(2)	have completed 20 hours of VFR cross-country flight on the appropriate aircraft category as PIC; and				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	additionally, for the FI(A):				
(1)	hold at least a CPL(A); or				
(2)	hold at least a PPL(A) and have:				
(i)	except for an FI(A) providing training for the LAPL(A) only, passed the CPL theoretical knowledge examination, which may be taken without completing a CPL theoretical knowledge training course and which shall not be valid for the issue of a CPL; and				
(ii)	completed at least 200 hours of flight time on airplanes or TMGs, of which 150 hours as PIC;				
(3)	have completed at least 30 hours on single-engine piston powered airplanes of which at least 5 hours shall have been completed during the 6 months preceding the pre-entry flight test set out in FCL.930.FI(a);				
(4)	have completed a VFR cross-country flight as PIC, including a flight of at least 540 km (300 NM) in the course of which full stop landings at 2 different aerodromes shall be made;				
(c)	additionally, for the FI(H), have completed 250 hours total flight time as pilot on helicopters of which:				
(1)	at least 100 hours shall be as PIC, if the applicant holds at least a CPL(H); or				
(2)	at least 200 hours as PIC if the applicant holds at least a PPL(H) and has passed the CPL theoretical knowledge examination, which may be taken without completing a CPL theoretical knowledge training course and which shall not be valid for the issue of a CPL;				
(d)	for an FI(As), have completed 500 hours of flight time on airships as PIC, of which 400 hours shall be as PIC holding a CPL(As);				
FCL.930.FI FI - Training course					
(a)	Applicants for the FI certificate shall have passed a specific pre-entry flight test with an FI qualified in accordance with FCL.905.FI(i) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class and type ratings as set out in Appendix 9 to this Regulation.				
(b)	The FI training course shall include:				
(1)	25 hours of teaching and learning;				
(2)	at least 100 hours of theoretical knowledge instruction, including progress tests;				
(3)	(i) in the case of an FI(A) and (H), at least 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3;				
	(ii) in the case of an FI(As), at least 20 hours of flight instruction, of which 15 hours shall be dual flight instruction;				
(4)	Applicants for an FI certificate in another category of aircraft who are holding or have held an FI(A), (H) or (As) shall be credited with 55 hours towards the requirement in point (b)(2).				
(c)	Applicants for the FI certificate who hold or have held any other instructor certificate issued in accordance with this Regulation shall be deemed to meet the requirements in point (b)(1).				
AMC1 FCL.930.FI FI Training course					
FI(A), FI(H) AND FI(AS) TRAINING COURSE					
GENERAL					
(a)	The aim of the FI training course is to train aircraft license holders to the level of competence defined in FCL.920.				
(b)	The training course should develop safety awareness throughout by teaching the knowledge, skills and attitudes relevant to the FI task including at least the following:				
(1)	refresh the technical knowledge of the student instructor;				
(2)	train the student instructor to teach the ground subjects and air exercises;				
(3)	ensure that the student instructor's flying is of a sufficiently high standard;				
(4)	teach the student instructor the principles of basic instruction and to apply them at the PPL level.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
FLIGHT INSTRUCTION					
(c)	The remaining 5 hours in FCL.930.FI(b)(3) may be mutual flying (that is, two applicants flying together to practice flight demonstrations).				
(d)	The assessment of competence is additional to the course training time.				
CONTENT					
(e)	The training course consists of two parts:				
(1)	Part 1, theoretical knowledge, including the teaching and learning instruction that should comply with AMC1 FCL.920;				
(2)	Part 2, flight instruction.				
Part 1					
TEACHING AND LEARNING					
(a)	The course should include at least 125 hours of theoretical knowledge instruction, including at least 25 hours teaching and learning instruction.				
CONTENT OF THE TEACHING AND LEARNING INSTRUCTIONS (INSTRUCTIONAL TECHNIQUES):					
(b)	The learning process: (1) motivation; (2) perception and understanding (3) memory and its application; (4) habits and transfer; (5) obstacles to learning; (6) incentives to learning; (7) learning methods; (8) rates of learning.				
(c)	The teaching process: (1) elements of effective teaching; (2) planning of instructional activity; (3) teaching methods; (4) teaching from the ‘known’ to the ‘unknown’; (5) use of ‘lesson plans.				
(d)	Training philosophies: (1) value of a structured (approved) course of training; (2) importance of a planned syllabus; (3) integration of theoretical knowledge and flight instruction.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(e)	Techniques of applied instruction: (1) theoretical knowledge: classroom instruction techniques: (i) use of training aids; (ii) group lectures; (iii) individual briefings; (iv) student participation or discussion. (2) flight: airborne instruction techniques: (i) the flight or cockpit environment; (ii) techniques of applied instruction; (iii) post-flight and in-flight judgement and decision making.				
(f)	Student evaluation and testing: (1) assessment of student performance: (i) the function of progress tests; (ii) recall of knowledge; (iii) translation of knowledge into understanding; (iv) development of understanding into actions; (v) the need to evaluate rate of progress. (2) analysis of student errors: (i) establish the reason for errors; (ii) tackle major faults first, minor faults second; (iii) avoidance of over criticism; (iv) the need for clear concise communication.				
(g)	Training program development: (1) lesson planning; (2) preparation; (3) explanation and demonstration; (4) student participation and practice; (5) evaluation.				
(h)	Human performance and limitations relevant to flight instruction: (1) physiological factors: (i) psychological factors; (ii) human information processing; (iii) behavioral attitudes; (iv) development of judgement and decision making. (2) threat and error management. (i) Specific hazards involved in simulating systems failures and malfunctions in the aircraft during flight: (i) importance of ‘touch drills’; (ii) situational awareness; (iii) adherence to correct procedures.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(i)	Training administration: (1) flight or theoretical knowledge instruction records; (2) pilot's personal flying logbook; (3) the flight or ground curriculum; (4) study material; (5) official forms; (6) flight manual or equivalent document (for example owner's manual or pilot's operating handbook); (7) flight authorization papers; (8) aircraft documents; (9) the private pilot's license regulations.				
A. Airplanes					
Part 2					
AIR EXERCISES					
(a)	The air exercises are similar to those used for the training of PPL(A) but with additional items designed to cover the needs of an FI.				
(b)	The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide: therefore, the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors: (1) the applicant's progress and ability; (2) the weather conditions affecting the flight; (3) the flight time available; (4) instructional technique considerations; (5) the local operating environment.				
(c)	It follows that student instructors will eventually be faced with similar interrelated factors. They should be shown and taught how to construct flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.				
GENERAL					
(d)	The briefing normally includes a statement of the aim and a brief allusion to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practiced by the student during the flight. It should include information on how the flight will be conducted, who is to fly the airplane and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.				
(e)	The four basic components of the briefing will be: (1) the aim; (2) principles of flight (briefest reference only); (3) the air exercise(s) (what, and how and by whom); (4) airmanship (weather, flight safety etc.).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
PLANNING OF FLIGHT LESSONS					
(f)	The preparation of lesson plans is an essential prerequisite of good instruction and the student instructor is to be given supervised practice in the planning and practical application of flight lesson plans.				
GENERAL CONSIDERATIONS					
(g)	The student instructor should complete flight training to practice the principles of basic instruction at the PPL(A) level.				
(h)	During this training, except when acting as a student pilot for mutual flights, the student instructor occupies the seat normally occupied by the FI(A).				
(i)	It is to be noted that airmanship and look-out is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at all times.				
(j)	If the privileges of the FI(A) certificate are to include instruction for night flying, exercises 19 and 20 of the flight instruction syllabuses should be undertaken at night in addition to by day either as part of the course or subsequent to certification issue.				
(k)	The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasized at all times.				
SYLLABUS OF FLIGHT INSTRUCTION CONTENTS					
LONG BRIEFINGS AND AIR EXERCISES Note: though exercise 11b is not required for the PPL(A) course, it is a requirement for the FI course.					
EXERCISE 1: FAMILIARISATION WITH THE AEROPLANE					
(a)	Long briefing objectives: (1) introduction to the airplane; (2) explanation of the cockpit layout; (3) airplane and engine systems; (4) checklists, drills and controls; (5) propeller safety; (i) precautions general; (ii) precautions before and during hand turning; (iii) hand swinging technique for starting (if applicable to type). (6) differences when occupying the instructor's seat; (7) emergency drills: (i) action if fire in the air and on the ground: engine, cock or cabin and electrical fire; (ii) system failure as applicable to type; (iii) escape drills: location and use of emergency equipment and exits.				
(b)	Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 2: PREPARATION FOR AND ACTION AFTER FLIGHT					
(a)	Long briefing objectives: (1) flight authorization and airplane acceptance, including technical log (if applicable) and certificate of maintenance; (2) equipment required for flight (maps, etc.); (3) external checks; (4) internal checks; (5) student comfort, harness, seat or rudder pedal adjustment; (6) starting and warming up checks; (7) power checks; (8) running down, system checks and switching off the engine; (9) leaving the airplane, parking, security and picketing (10) completion of authorization sheet and airplane serviceability documents.				
(b)	Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				
EXERCISE 3: AIR EXPERIENCE					
(a)	Long briefing objectives: Note: there is no requirement for a long briefing for this exercise.				
(b)	Air exercise: (1) air experience; (2) cockpit layout, ergonomics and controls; (3) cockpit procedures: stability and control.				
EXERCISE 4: EFFECTS OF CONTROLS					
(a)	Long briefing objectives: (1) function of primary flying controls: when laterally level and banked; (2) further effect of ailerons and rudder; (3) effect of inertia; (4) effect of air speed; (5) effect of slipstream; (6) effect of power; (7) effect of trimming controls; (8) effect of flaps; (9) operation of mixture control; (10) operation of carburetor heat control; (11) operation of cabin heat or ventilation systems;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) primary effects of flying controls: when laterally level and banked; (2) further effects of ailerons and rudder; (3) effect of air speed; (4) effect of slipstream; (5) effect of power; (6) effect of trimming controls; (7) effect of flaps; (8) operation of mixture control; (9) operation of carburetor heat control; (10) operation of cabin heat or ventilation systems; (11) effect of other controls as applicable.				
EXERCISE 5: TAXIING					
(a)	Long briefing objectives: (1) pre-taxiing checks; (2) starting, control of speed and stopping; (3) engine handling; (4) control of direction and turning (including maneuvering in confined spaces); (5) parking area procedures and precautions; (6) effect of wind and use of flying controls; (7) effect of ground surface; (8) freedom of Rudder movement; (9) marshalling signals; (10) instrument checks; (11) ATC procedures; (12) emergencies: steering failure and brake failure.				
(b)	Air exercise: (1) pre-taxiing checks; (2) starting, control of speed and stopping; (3) engine handling; (4) control of direction and turning; (5) turning in confined spaces; (6) parking area procedures and precautions; (7) effect of wind and use of flying control; (8) effect of ground surface; (9) freedom of Rudder movement; (10) marshalling signals; (11) instrument checks; (12) ATC procedures; (13) emergencies: steering failure and brake failure.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 6: STRAIGHT AND LEVEL FLIGHT					
(a)	Long briefing objectives: (1) the forces; (2) longitudinal stability and control in pitch; (3) relationship of CG to control in pitch; (4) lateral and directional stability (control of lateral level and balance); (5) attitude and balance control; (6) trimming; (7) power settings and air speeds; (8) drag and power curves; (9) range and endurance.				
(b)	Air exercise: (1) at normal cruising power; (2) attaining and maintaining straight and level flight; (3) demonstration of inherent stability; (4) control in pitch, including use of elevator trim control; (5) lateral level, direction and balance, use of rudder trim controls as applicable at selected air speeds (use of power): (i) effect of drag and use of power (two air speeds for one power setting); (ii) straight and level in different airplane configurations (flaps and landing gear); (iii) use of instruments to achieve precision flight.				
EXERCISE 7: CLIMBING					
(a)	Long briefing objectives: (1) the forces; (2) relationship between power or air speed and rate of climb (power curves maximum rate of climb (vy)); (3) effect of mass; (4) effect of flaps; (5) engine considerations; (6) effect of density altitude; (7) the cruise climb; (8) maximum angle of climb (vx).				
(b)	Air exercise: (1) entry and maintaining the normal maximum rate climb; (2) levelling off; (3) levelling off at selected altitudes; (4) climbing with flaps down; (5) recovery to normal climb; (6) en-route climb (cruise climb); (7) maximum angle of climb; (8) use of instruments to achieve precision flight.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 8: DESCENDING					
(a)	Long briefing objectives: (1) the forces; (2) glide descent: angle, air speed and rate of descent; (3) effect of flaps; (4) effect of wind; (5) effect of mass; (6) engine considerations; (7) power assisted descent: power or air speed and rate of descent; (8) cruise descent; (9) sideslip.				
(b)	Air exercise: (1) entry and maintaining the glide; (2) levelling off; (3) levelling off at selected altitudes; (4) descending with flaps down; (5) powered descent: cruise descent (including effect of power and air speed); (6) side-slipping (on suitable types); (7) use of instrument to achieve precision flight.				
EXERCISE 9: TURNING					
(a)	Long briefing objectives: (1) the forces; (2) use of controls; (3) use of power; (4) maintenance of attitude and balance; (5) medium level turns; (6) climbing and descending turns; (7) slipping turns; (8) turning onto selected headings: use of gyro heading indicator and magnetic compass.				
(b)	Air exercise: (1) entry and maintaining medium level turns; (2) resuming straight flight; (3) faults in the turn (incorrect pitch, bank and balance); (4) climbing turns; (5) descending turns; (6) slipping turns (on suitable types); (7) turns to selected headings: use of gyro heading indicator and magnetic compass (8) use of instruments to achieve precision flight; Note: stall or spin awareness and avoidance training consists of exercises 10a, 10b and 11a.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 10a: SLOW FLIGHT					
(a)	Long briefing objectives: (1) airplane handling characteristics during slow flight at: (i) vs1 & vso + 10 knots; (ii) vs1 & vso + 5 knots. (2) slow flight during instructor induced distractions; (3) effect of overshooting in configurations where application of engine power causes a strong 'nose-up' trim change.				
(b)	Air exercise: (1) safety checks; (2) introduction to slow flight; (3) controlled slow flight in the clean configuration at: (i) vs1 + 10 knots and with flaps down; (ii) vso + 10 knots; (iii) straight and level flight; (iv) level turns; (v) climbing and descending; (vi) climbing and descending turns. (4) controlled slow flight in the clean configuration at: (i) vs1 + 5 knots and with flaps down; (ii) vso + 5 knots; (iii) straight and level flight; (iv) level turns; (v) climbing and descending; (vi) climbing and descending turns; (vii) descending 'unbalanced' turns at low air speed: the need to maintain balanced flight. (5) 'instructor induced distractions' during flight at low air speed: the need to maintain balanced flight and a safe air speed; (6) effect of going around in configurations where application of engine power causes a strong 'nose up' trim change.				
EXERCISE 10b: STALLING					
(a)	Long briefing objectives: (1) characteristics of the stall; (2) angle of attack; (3) effectiveness of the controls at the stall; (4) factors affecting the stalling speed: (i) effect of flaps, slats and slots; (ii) effect of power, mass, CG and load factor. (5) effects of unbalance at the stall; (6) symptoms of the stall;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(7) stall recognition and recovery; (8) stalling and recovery: (i) without power; (ii) with power on; (iii) with flaps down; (iv) maximum power climb (straight and turning flight to the point of stall with uncompensated yaw); (v) stalling and recovery during maneuvers involving more than 1 G (accelerated stalls, including secondary stalls and recoveries); (vi) recovering from incipient stalls in the landing and other configurations and conditions; (vii) recovering at the incipient stage during change of configuration; (viii) stalling and recovery at the incipient stage with 'instructor induced' distractions. Note: consideration is to be given to maneuver limitations and references to the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) in relation to mass and balance limitations. The safety checks should take into account the minimum safe altitude for initiating such exercises in order to ensure an adequate margin of safety for the recovery. If specific procedures for stalling or spinning exercises and for the recovery techniques are provided by the flight manual or equivalent document (for example owner's manual or pilot's operating handbook), they have to be taken into consideration. These factors are also covered in the next exercise spinning.				
(b)	Air exercise: (1) safety checks; (2) symptoms of the stall; (3) stall recognition and recovery: (i) without power; (ii) with power on; (iii) recovery when a wing drops at the stall; (iv) stalling with power 'on' and recovery; (v) stalling with flap 'down' and recovery; (vi) maximum power climb (straight and turning flight) to the point of stall with uncompensated yaw: effect of unbalance at the stall when climbing power is being used; (vii) stalling and recovery during maneuvers involving more than 1 G (accelerated stalls, including secondary stalls and recoveries); (viii) recoveries from incipient stalls in the landing and other configurations and conditions; (ix) recoveries at the incipient stage during change of configuration; (x) instructor induced distractions during stalling. Note: consideration of maneuver limitations and the need to refer to the airplane manual and weight (mass) and balance calculations. The safety checks should take into account the minimum safe altitude for initiating such exercises in order to ensure an adequate margin of safety for the recovery. If specific procedures for stalling or spinning exercises and for the recovery techniques are provided by the flight manual or equivalent document (for example owner's manual or pilot's operating handbook), they have to be taken into consideration. These factors are to be covered in the next exercise: spinning.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 11a: SPIN RECOVERY AT THE INCIPIENT STAGE					
(a)	Long briefing objectives: (1) causes, stages, autorotation and characteristics of the spin; (2) recognition and recovery at the incipient stage: entered from various flight attitudes; (3) airplane limitations.				
(b)	Air exercise: (1) airplane limitations; (2) safety checks; (3) recognition at the incipient stage of a spin; (4) recoveries from incipient spins entered from various attitudes with the airplane in the clean configuration, including instructor induced distractions.				
EXERCISE 11b: SPIN RECOVERY AT THE DEVELOPED STAGE					
(a)	Long briefing objectives: (1) spin entry; (2) recognition and identification of spin direction; (3) spin recovery; (4) use of controls; (5) effects of power or flaps (flap restriction applicable to type); (6) effect of the CG upon spinning characteristics; (7) spinning from various flight attitudes; (8) airplane limitation; (9) safety checks.				
(b)	Air exercise: (1) airplane limitations; (2) safety checks; (3) spin entry; (4) recognition and identification of the spin direction; (5) spin recovery (reference to flight manual); (6) use of controls; (7) effects of power or flaps (restrictions applicable to airplane type); (8) spinning and recovery from various flight attitudes.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 12: TAKE-OFF AND CLIMB TO DOWNWIND POSITION					
(a)	Long briefing objectives: (1) handling: factors affecting the length of take-off run and initial climb; (2) correct lift off speed, use of elevators (safeguarding the nose wheel), rudder and power; (3) effect of wind (including crosswind component); (4) effect of flaps (including the decision to use and the amount permitted); (5) effect of ground surface and gradient upon the take-off run; (6) effect of mass, altitude and temperature on take-off and climb performance; (7) pre-take-off checks; (8) ATC procedure before take-off; (9) drills, during and after take-off; (10) noise abatement procedures; (11) tail wheel considerations (as applicable); (12) short or soft field take-off considerations or procedures; (13) emergencies: (i) aborted take-off; (ii) engine failure after take-off. (14) ATC procedures.				
(b)	Air exercise: (1) take-off and climb to downwind position; (2) pre-take-off checks; (3) into wind take-off; (4) safeguarding the nose wheel; (5) crosswind take-off; (6) drills during and after take-off; (7) short take-off and soft field procedure or techniques (including performance calculations); (8) noise abatement procedures.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 13: CIRCUIT, APPROACH AND LANDING					
(a)	Long briefing objectives: (1) downwind leg, base leg and approach: position and drills; (2) factors affecting the final approach and the landing run; (3) effect of mass; (4) effects of altitude and temperature; (5) effect of wind; (6) effect of flap; (7) landing; (8) effect of ground surface and gradient upon the landing run; (9) types of approach and landing: (i) powered; (ii) crosswind; (iii) flapless (at an appropriate stage of the course); (iv) glide; (v) short field; (vi) soft field. (10) tail wheel airplane considerations (as applicable); (11) missed approach; (12) engine handling; (13) wake turbulence awareness; (14) wind-shear awareness; (15) ATC procedures; (16) mis landing and go-around; (17) special emphasis on look-out.				
(b)	Air exercise: (1) circuit approach and landing; (2) circuit procedures: downwind and base leg; (3) powered approach and landing; (4) safeguarding the nose wheel; (5) effect of wind on approach and touchdown speeds and use of flaps; (6) crosswind approach and landing; (7) glide approach and landing; (8) flapless approach and landing (short and soft field); (9) short field and soft field procedures; (10) wheel landing (tail wheel aircraft); (11) missed approach and go-around; (12) mis landing and go-around; (13) noise abatement procedures.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 14: FIRST SOLO AND CONSOLIDATION					
Note: a summary of points to be covered before sending the student on first solo.					
(a)	Long briefing objectives: During the flights immediately following the solo circuit consolidation period the following should be covered: (1) procedures for leaving and re-joining the circuit; (2) local area (restrictions, controlled airspace, etc.); (3) compass turns; (4) QDM meaning and use.				
(b)	Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				
EXERCISE 15: ADVANCED TURNING					
(a)	Long briefing objectives: (1) the forces; (2) use of power; (3) effect of load factor: (i) structural considerations (ii) increased stalling speed. (4) physiological effects; (5) rate and radius of turn; (6) steep, level, descending and climbing turns; (7) stalling in the turn and how to avoid it; (8) spinning from the turn: recovery at the incipient stage; (9) spiral dive; (10) unusual attitudes and recoveries. Note: considerations are to be given to maneuver limitations and reference to the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) in relation to mass and balance, and any other restrictions for practice entries to the spin.				
(b)	Air exercise: (1) level, descending and climbing steep turns; (2) stalling in the turn; (3) spiral dive; (4) spinning from the turn; (5) recovery from unusual attitudes; (6) maximum rate turns.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 16: FORCED LANDING WITHOUT POWER					
(a)	Long briefing objectives: (1) selection of forced landing areas; (2) provision for change of plan; (3) gliding distance: consideration; (4) planning the descent; (5) key positions; (6) engine failure checks; (7) use of radio: R/T 'distress' procedure; (8) base leg; (9) final approach; (10) go-around; (11) landing considerations; (12) actions after landing: airplane security; (13) causes of engine failure.				
(b)	Air exercise: (1) forced landing procedures; (2) selection of landing area: (i) provision for change of plan; (ii) gliding distance considerations. (3) planning the descent; (4) key positions; (5) engine failure checks; (6) engine cooling precautions; (7) use of radio; (8) base leg; (9) final approach; (10) landing; (11) actions after landing: when the exercise is conducted at an aerodrome; (12) airplane security.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 17: PRECAUTIONARY LANDING					
(a)	Long briefing objectives: (1) occasions when necessary (in-flight conditions); (2) landing area selection and communication (R/T procedure); (3) overhead inspection; (4) simulated approach; (5) climb away; (6) landing area selection: (i) normal aerodrome; (ii) disused aerodrome; (iii) ordinary field; (7) circuit and approach; (8) actions after landing; airplane security.				
(b)	Air exercise: (1) occasions when necessary (in-flight conditions): (2) landing area selection (3) overhead inspection (4) simulated approach (5) climb away (6) landing area selection: (i) normal aerodrome; (ii) disused aerodrome; (iii) ordinary field; (7) circuit and approach; (8) actions after landing; airplane security;				
EXERCISE 18a: NAVIGATION					
(a)	Long briefing objectives:				
(1)	flight planning; (i) weather forecast and actual(s); (ii) map selection, orientation, preparation and use: (A) choice of route; (B) regulated or controlled airspace; (C) danger, prohibited and restricted areas; (D) safety altitude. (iii) calculations: (A) magnetic heading(s) and time(s) en-route; (B) fuel consumption; (C) mass and balance; (D) mass and performance.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 18a: NAVIGATION					
	(iv) flight information: (A) NOTAMs etc.; (B) noting of required radio frequencies; (C) selection of alternate aerodrome(s). (v) airplane documentation. (vi) notification of the flight: (A) pre-flight administration procedures; (B) flight plan form (where appropriate).				
(2)	departure; (i) organization of cockpit workload; (ii) departure procedures: (A) altimeter settings; (B) setting heading procedures; (C) noting of ETA(s). (iii) en-route map reading: identification of ground features; (iv) maintenance of altitudes and headings; (v) revisions to ETA and heading, wind effect, drift angle and groundspeed checks; (vi) log keeping; (vii) use of radio (including VDF if applicable); (viii) minimum weather conditions for continuance of flight; (ix) 'in-flight' decisions; (x) diversion procedures; (xi) operations in regulated or controlled airspace; (xii) procedures for entry, transit and departure; (xiii) navigation at minimum level; (xiv) uncertainty of position procedure, including R/T procedure; (xv) lost procedure; (xvi) use of radio NAVAIDs.				
(3)	arrival procedures and aerodrome circuit joining procedures: (i) ATC liaison, R/T procedure, etc.; (ii) altimeter setting, (iii) entering the traffic pattern (controlled or uncontrolled aerodromes); (iv) circuit procedures; (v) parking procedures; (vi) security of aircraft; (vii) refueling; (viii) booking in.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise:				
(1)	flight planning: (i) weather forecast and actual(s); (ii) map selection and preparation: (A) choice of route; (B) regulated or controlled airspace; (C) danger, prohibited and restricted areas; (D) safety altitude. (iii) calculations: (A) magnetic heading(s) and time(s) en-route; (B) fuel consumption; (C) mass and balance; (D) mass and performance. (iv) flight information: (A) NOTAMs etc.; (B) noting of required radio frequencies; (C) selection of alternate aerodromes. (v) aircraft documentation; (vi) notification of the flight: (A) flight clearance procedures (as applicable); (B) flight plans.				
(2)	(2) aerodrome departure; (i) organization of cockpit workload; (ii) departure procedures: (A) altimeter settings; (B) en-route; (C) noting of ETA(s). (iii) wind effect, drift angle and ground speed checks; (iv) maintenance of altitudes and headings; (v) revisions to ETA and heading; (vi) log keeping; (vii) use of radio (including VDF if applicable); (viii) minimum weather conditions for continuance of flight; (ix) ‘in-flight’ decisions; (x) diversion procedure; (xi) operations in regulated or controlled airspace; (xii) procedures for entry, transit and departure; (xiii) uncertainty of position procedure;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(xiv) lost procedure; (xv) use of radio NAVAIDs.				
(3)	arrival procedures and aerodrome joining procedures: (i) ATC liaison, R/T procedure etc.; (ii) altimeter setting, (iii) entering the traffic pattern; (iv) circuit procedures; (v) parking procedures (vi) security of aircraft; (vii) refueling;				
EXERCISE 18b: NAVIGATION AT LOWER LEVELS AND IN REDUCED VISIBILITY					
(a)	Long briefing objectives:				
(1)	general considerations: (i) planning requirements before flight in entry or exit lanes; (ii) ATC rules, pilot qualifications and aircraft equipment; (iii) entry or exit lanes and areas where specific local rules apply.				
(2)	low level familiarization: (i) actions before descending; (ii) visual impressions and height keeping at low altitude; (iii) effects of speed and inertia during turns; (iv) effects of wind and turbulence;				
(3)	low level operation: (i) weather considerations; (ii) low cloud and good visibility; (iii) low cloud and poor visibility; (iv) avoidance of moderate to heavy rain showers; (v) effects of precipitation; (vi) joining a circuit; (vii) bad weather circuit, approach and landing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise:				
(1)	general considerations: entry or exit lanes and areas where specific local rules apply;				
(2)	low level familiarization: (i) actions before descending; (ii) visual impressions and height keeping at low altitude; (iii) effects of speed and inertia during turns; (iv) effects of wind and turbulence; (v) hazards of operating at low levels;				
(3)	low level operation: (i) weather considerations; (ii) low cloud and good visibility; (iii) low cloud and poor visibility; (iv) avoidance of moderate to heavy rain showers; (v) effects of precipitation (forward visibility); vi) joining a circuit; (vii) bad weather circuit, approach and landing.				
EXERCISE 18c: USE OF RADIO NAVIGATION AIDS UNDER VFR					
(a)	Long briefing objectives:				
(1)	use of VOR: (i) availability, AIP and frequencies; (ii) signal reception range; (iii) selection and identification; (iv) radials and method of numbering; (v) use of OBS; (vi) to or from indication and station passage; (vii) selection, interception and maintaining a radial; (viii) use of two stations to determine position.				
(2)	use of ADF equipment: (i) availability of NDB stations, AIP and frequencies; (ii) signal reception range; (iii) selection and identification; (iv) orientation in relation to NDP; (v) homing to an NDP.				
(3)	use of VHF/DF: (i) availability. AIP and frequencies; (ii) R/T procedures; (iii) obtaining QDMs and QTEs.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(4)	use of radar facilities: (i) availability and provision of service and AIS; (ii) types of service; (iii) R/T procedures and use of transponder: (A) mode selection; (B) emergency codes.				
(5)	use of distance DME: (i) availability and AIP; (ii) operating modes; (iii) slant range.				
(6)	use of GNSS (RNAV – SATNAV): (i) availability; (ii) operating modes; (iii) limitations.				
(b)	Air exercise:				
(1)	use of VOR: (i) availability, AIP and frequencies; (ii) selection and identification; (iii) use of OBS; (iv) to or from indications: orientation; (v) use of CDI; (vi) determination of radial; (vii) intercepting and maintaining a radial; (viii) VOR passage; (ix) obtaining a fix from two VORs.				
(2)	use of ADF equipment; (i) availability of NDB stations, AIP and frequencies; (ii) selection and identification; (iii) orientation relative to the beacon; (iv) homing.				
(3)	use of VHF/DF: (i) availability, AIP and frequencies; (ii) R/T procedures and ATC liaison; (iii) obtaining a QDM and homing.				
(4)	use of en-route or terminal radar: (i) availability and AIP; (ii) procedures and ATC liaison; (iii) pilot's responsibilities;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(iv) secondary surveillance radar; (v) transponders; (vi) code selection; (vii) interrogation and reply.				
(5)	use of DME: (i) station selection and identification; (ii) modes of operation.				
(6)	use of GNSS (RNAV – SATNAV): (i) setting up; (ii) operation; (iii) interpretation.				
EXERCISE 19: BASIC INSTRUMENT FLIGHT					
(a)	Long briefing objectives:				
(1)	flight instruments; (i) physiological sensations; (ii) instrument appreciation; (iii) attitude instrument flight; (iv) pitch indications; (v) bank indications; (vi) different dial presentations; (vii) introduction to the use of the attitude indicator; (viii) pitch attitude; (ix) bank attitude; (x) maintenance of heading and balanced flight; (xi) instrument limitations (inclusive system failures).				
(2)	attitude, power and performance; (i) attitude instrument flight: (ii) control instruments; (iii) performance instruments; (iv) effect of changing power and configuration; (v) cross-checking the instrument indications; (vi) instrument interpretation; (vii) direct and indirect indications (performance instruments); (viii) instrument lag; (ix) selective radial scan;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(3)	basic flight maneuvers (full panel); (i) straight and level flight at various air speeds and airplane configurations; (ii) climbing; (iii) descending; (iv) standard rate turns onto pre-selected headings: (A) level; (B) climbing; (C) Descending				
(b)	Air exercise:				
(1)	Introduction to instrument flying (i) flight instruments; (ii) physiological sensations; (iii) instrument appreciation; (iv) attitude instrument flight; (v) pitch attitude; (vi) bank attitude; (vii) maintenance of heading and balanced flight;				
(2)	attitude, power and performance; (i) attitude instrument flight; (ii) effect of changing power and configuration; (iii) cross-checking the instruments; (iv) selective radial scan;				
(3)	basic flight maneuvers (full panel); (i) straight and level flight at various air speeds and airplane configurations; (ii) climbing; (iii) descending; (iv) standard rate turns onto pre-selected headings: (A) level; (B) climbing; (C)Descending				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 20: NIGHT FLYING (if night instructional qualification required)					
(a)	Long briefing objectives:				
(1)	startup procedures;				
(2)	local procedures: including ATC liaison;				
(3)	taxiing: (i) parking area and taxiway lighting; (ii) judgement of speed and distances; (iii) use of taxiway lights; (iv) avoidance of hazards: obstruction lighting; (v) instrument checks; (vi) holding point: lighting procedure; vii) initial familiarization at night; (viii) local area orientation; (ix) significance of lights on other aircraft; (x) ground obstruction lights; (xi) division of piloting effort: external or instrument reference; (xii) rejoining procedure; (xiii) aerodrome lighting: approach and runway lighting (including VASI and PAPI): (A) threshold lights; (B) approach lighting; (C) visual approach slope indicator systems.				
(4)	night circuits; (i) take-off and climb: (A) line up; (B) visual references during the take-off run; (C) transfer to instruments; (D) establishing the initial climb; (E) use of flight instruments; (F) instrument climb and initial turn. (ii) circuit: (A) airplane positioning: reference to runway lighting; (B) the traffic pattern and look-out; (C) initial approach and runway lighting demonstration; (D) airplane positioning; (E) changing aspect of runway lights and VASI (or PAPI); (F) intercepting the correct approach path; (G) the climb away.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(iii) approach and landing: (A) positioning, base leg and final approach; (B) diurnal wind effect; (C) use of landing lights; (D) the flare and touchdown; (E) the roll out; (F) turning off the runway: control of speed. (iv) missed approach: (A) use of instruments; (B) re-positioning in the circuit pattern;				
(5)	night navigation: (i) particular emphasis on flight planning; (ii) selection of ground features visible at night: (A) air light beacons; (B) effect of cockpit lighting on map colors; (C) use of radio aids; (D) effect of moonlight upon visibility at night; (iii) emphasis on maintaining a 'minimum safe altitude'; (iv) alternate aerodromes: restricted availability; (v) restricted recognition of weather deterioration; (vi) lost procedures;				
(6)	night emergencies; (i) radio failure; (ii) failure of runway lighting; (iii) failure of airplane landing lights; (iv) failure of airplane internal lighting; (v) failure of airplane navigation lights; (vi) total electrical failure; (vii) abandoned take-off; (viii) engine failure; (ix) obstructed runway procedure.				
(b)	Air exercise: during the air exercise all long briefing objectives mentioned above should also be trained on site and the student instructor should demonstrate the following items:				
(1)	how to plan and to perform a flight at night;				
(2)	how to advise the student pilot to plan and prepare a flight at night;				
(3)	how to advise the student pilot to perform a flight at night;				
(4)	how to analyze and correct errors as necessary.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
B. Helicopters					
GROUND INSTRUCTION					
Note:	During ground instruction the student instructor should pay specific attention to the teaching of enhanced ground instruction in weather interpretation, planning and route assessment, decision making on encountering DVE including reversing course or conduction a precautionary landing.				
Part 2					
AIR EXERCISES					
(a)	The air exercises are similar to those used for the training of PPL(H) but with additional items designed to cover the needs of an FI.				
(b)	The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide: therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors: (1) the applicant's progress and ability; (2) the weather conditions affecting the flight; (3) the flight time available; (4) instructional technique considerations; (5) the local operating environment; (6) applicability of the exercises to the helicopter type.				
(c)	It follows that student instructors will eventually be faced with similar interrelated factors. They should be shown and taught how to construct flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.				
GENERAL					
(d)	The briefing normally includes a statement of the objectives and a brief reference to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practiced by the student during the flight. It should include how the flight will be conducted about who is to fly the helicopter and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.				
(e)	The four basic components of the briefing will be: (1) the aim; (2) principles of flight (briefest reference only); (3) the air exercise(s) (what, and how and by whom); (4) airmanship (weather, flight safety etc.).				
PLANNING OF FLIGHT LESSONS					
(f)	The preparation of lesson plans is an essential prerequisite of good instruction and the student instructor is to be given supervised practice in the planning and practical application of flight lesson plans.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
GENERAL CONSIDERATIONS					
(g)	The student instructor should complete flight training to practice the principles of basic instruction at the PPL(H) level.				
(h)	During this training, except when acting as a student pilot for mutual flights, the student instructor occupies the seat normally occupied by the FI(H).				
(i)	It is to be noted that airmanship and look-out is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at all times.				
(j)	If the privileges of the FI(H) certificate are to include instruction for night flying, exercise 28 should be undertaken either as part of the course or subsequent to certificate issue.				
(k)	The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasized at all times.				
(l)	The student instructor should be trained to keep in mind that wherever possible, flight simulation should be used to demonstrate to student pilots the effects of flight into DVE and to enhance their understanding and need for avoidance of this potentially fatal flight regime.				
SYLLABUS OF FLIGHT INSTRUCTION CONTENTS					
LONG BRIEFINGS AND AIR EXERCISES					
EXERCISE 1: FAMILIARISATION WITH THE HELICOPTER					
(a)	Long briefing objectives: (1) introduction to the helicopter; (2) explanation of the cockpit layout; (3) helicopter and engine systems; (4) checklist(s) and procedures; (5) familiarization with the helicopter controls; (6) differences when occupying the instructor's seat; (7) emergency drills: (i) action if fire in the air and on the ground: engine, cockpit or cabin and electrical fire; (ii) system failure drills as applicable to type; (iii) escape drills: location and use of emergency equipment and exits.				
(b)	Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				
EXERCISE 2: PREPARATION FOR AND ACTION AFTER FLIGHT					
(a)	Long briefing objectives: (1) flight authorization and helicopter acceptance, including technical log (if applicable) and certificate of maintenance: (2) equipment required for flight (maps, etc.); (3) external checks; (4) internal checks; (5) student comfort, harness, seat and rudder pedal adjustment; (6) starting and after starting checks; (7) system, power or serviceability checks (as applicable); (8) closing down or shutting down the helicopter (including system checks). (9) parking and leaving the helicopter (including safety or security as applicable); (10) completion of authorization sheet and helicopter serviceability documents.				
(b)	Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 3: AIR EXPERIENCE					
(a)	Long briefing objectives: Note: there is no requirement for a long briefing for this exercise.				
(b)	Air exercise: (1) air experience; (2) cockpit layout, ergonomics and controls; (3) cockpit procedures: stability and control.				
EXERCISE 4: EFFECTS OF CONTROLS					
(a)	Long briefing objectives: (1) function of the flying controls (primary and secondary effect); (2) effect of air speed; (3) effect of power changes (torque); (4) effect of yaw (sideslip); (5) effect of disc loading (bank and flare); (6) effect on controls of selecting hydraulics on/off; (7) effect of control friction; (8) use of instruments; (9) operation of carburetor heat or anti-icing control				
(b)	Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				
EXERCISE 5: POWER AND ATTITUDE CHANGES					
(a)	Long briefing objectives: (1) relationship between cyclic control position, disc attitude, fuselage attitude and air speed flap back; (2) power required diagram in relation to air speed; (3) power and air speed changes in level flight; (4) use of the instruments for precision; (5) engine and air speed limitations;				
(b)	Air exercise: (1) relationship between cyclic control position, disc attitude, fuselage attitude and air speed flap back; (2) power and air speed changes in level flight; (3) use of instruments for precision (including instrument scan and lookout).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 6: LEVEL FLIGHT, CLIMBING, DESCENDING AND TURNING					
Note: for ease of training this exercise is divided into four separate parts in the PPL(H) syllabus but may be taught complete or in convenient parts.					
(a)	Long briefing objectives: (1) basic factors involved in level flight; (2) normal power settings; (3) use of control friction or trim; (4) importance of maintaining direction and balance; (5) power required or power available diagram; (6) optimum climb and descent speeds, angles or rates; (7) importance of balance, attitude and co-ordination in the turn; (8) effects of turning on rate of climb or descent; (9) use of the gyro direction or heading indicator and compass; (10) use of instruments for precision.				
(b)	Air exercises: (1) maintaining straight and level flight at normal cruise power; (2) control in pitch, including use of control friction or trim; (3) use of the ball or yaw string to maintain direction and balance; (4) setting and use of power for selected air speeds and speed changes; (5) entry to climb; (6) normal and maximum rate of climb; (7) levelling off from climb at selected altitudes or heights; (8) entry to descent; (9) effect of power and air speed on rate of descent; (10) levelling off from descent at selected altitudes or heights; (11) entry to medium rate turns; (12) importance of balance, attitude and co-ordination to maintain level turn; (13) resuming straight and level flight; (14) turns onto selected headings, use of direction indicator and compass; (15) turns whilst climbing and descending; (16) effect of turn on rate of climb or descent; (17) use of instruments for precision (including instrument scan and lookout).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 7: AUTOROTATION					
(a)	Long briefing objectives: (1) characteristics of autorotation; (2) safety checks (including look-out and verbal warning); (3) entry and development of autorotation; (4) effect of AUM, IAS, disc loading, G forces and density altitude on RRPM and rate of descent; (5) rotor and engine limitations; (6) control of air speed and RRPM; (7) recovery to powered flight; (8) throttle override and control of ERPM or RRPM during re-engagement (as applicable); (9) danger of vortex condition during recovery.				
(b)	Air exercise: (1) safety checks (including verbal warning and look-out); (2) entry to and establishing in autorotation; (3) effect of IAS and disc loading on RRPM and rate of descent; (4) control of air speed and RRPM; (5) recovery to powered flight; (6) medium turns in autorotation; (7) simulated engine off landing (as appropriate).				
EXERCISE 8: HOVERING AND HOVER TAXIING					
(a)	Long briefing objectives: (1) ground effect and power required; (2) effect of wind, attitude and surface; (3) stability in hover and effects of over controlling; (4) effect of control in hover; (5) control and co-ordination during spot turns; (6) requirement for slow hover speed to maintain ground effect; (7) effect of hydraulic failure in hover; (8) specific hazards, for example snow, dust, etc.				
(b)	Air exercise: (1) ground effect and power or height relationship; (2) effect of wind, attitude and surface; (3) stability in hover and effects of over controlling; (4) effect of control and hover technique; (5) gentle forward running touchdown; (6) control and co-ordination during spot (90 ° clearing) turns; (7) control and co-ordination during hover taxi; (8) dangers of mishandling and over pitching; (9) (where applicable) effect of hydraulics failure in hover; (10) simulated engine failure in the hover and hover taxi.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 9: TAKE-OFF AND LANDING					
(a)	Long briefing objectives: (1) pre-take-off checks or drills; (2) importance of good look-out; (3) technique for lifting to hover; (4) after take-off checks; (5) danger of horizontal movement near ground; (6) dangers of mishandling and over pitching; (7) technique for landing; (8) after landing checks; (9) take-off and landing crosswind and downwind.				
(b)	Air exercise: (1) pre-take-off checks or drills: (2) pre-take-off look-out technique; (3) lifting to hover; (4) after take-off checks; (5) landing; (6) after landing checks or drills; (7) take-off and landing crosswind and downwind.				
EXERCISE 10: TRANSITIONS FROM HOVER TO CLIMB AND APPROACH TO HOVER					
(a)	Long briefing objectives: (1) revision of ground effect; (2) translational lift and its effects; (3) inflow roll and its effects; (4) revision of flap back and its effects; (5) avoidance of curve diagram and associated dangers; (6) effect or dangers of wind speed and direction during transitions; (7) transition to climb technique; (8) constant angle approach; (9) transition to hover technique.				
(b)	Air exercise: (1) revision of take-off and landing; (2) transition from hover to climb; (3) effect of translational lift, inflow roll and flap back; (4) constant angle approach; (5) technique for transition from descent to hover; (6) a variable flare simulated engine off landing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 11: CIRCUIT, APPROACH AND LANDING					
(a)	Long briefing objectives: (1) circuit and associated procedures; (2) take-off and climb (including checks or speeds); (3) crosswind leg (including checks, speeds or angles of bank in turns); (4) downwind leg (including pre-landing checks); (5) base leg (including checks, speeds or angles of bank in turns); (6) final approach (including checks or speeds); (7) effect of wind on approach and hover IGE; (8) crosswind approach and landing technique; (9) missed approach and go-around technique (as applicable); (10) steep approach technique (including danger of high sink rate); (11) limited power approach technique (including danger of high speed at touchdown); (12) use of the ground effect; (13) abandoned take-off technique; (14) hydraulic failure drills and hydraulics off landing technique (where applicable); (15) drills or technique for tail rotor control or tail rotor drive failure; (16) engine failure drills in the circuit to include; (17) engine failure (18) on take-off: (i) crosswind; (ii) downwind; (iii) base leg; (iv) on final approach. (19) noise abatement procedures (as applicable).				
(b)	Air exercise: (1) revision of transitions and constant angle approach; (2) basic training circuit, including checks; (3) crosswind approach and landing technique; (4) missed approach and go-around technique (as applicable); (5) steep approach technique; (6) basic limited power approach or run on technique; (7) use of ground effect; (8) hydraulic failure and approach to touchdown with hydraulics off and to recover at safe height (as applicable); (9) simulated engine failure on take-off, crosswind, downwind, base leg and finals; (10) variable flare simulated engine off landing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 12: FIRST SOLO					
(a)	Long briefing objectives: (1) warning of change of attitude due to reduced and laterally displaced weight; (2) low tail, low skid or wheel during hover or landing; (3) dangers of loss of RRPM and over pitching; (4) pre-take-off checks; (5) into wind take-off; (6) drills during and after take-off; (7) normal circuit, approach and landing; (8) action if an emergency.				
(b)	Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				
EXERCISE 13: SIDEWAYS AND BACKWARDS HOVER MANOEUVRING					
(a)	Long briefing objectives: (1) revision of hovering; (2) directional stability and weather cocking effect; (3) danger of pitching nose down on recovery from backwards maneuvering; (4) helicopter limitations for sideways and backwards maneuvering; (5) effect of CG position.				
(b)	Air exercise: (1) revision of hovering and 90 ° clearing turns; (2) maneuvering sideways heading into wind; (3) maneuvering backwards heading into wind; (4) maneuvering sideways and backwards heading out of wind; (5) maneuvering backwards too fast and recovery action.				
EXERCISE 14: SPOT TURNS					
(a)	Long briefing objectives: (1) revision of ground effect and effect of wind; (2) weather cocking and control actions; (3) control of RRPM; (4) torque effect; (5) cyclic limiting stops due to CG position (where applicable); (6) rate of turn limitations; (7) spot turnabout pilot position; (8) spot turnabout tail rotor position; (9) spot turnabout helicopter geometric Centre; (10) square (safe visibility) and clearing turn.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) weather cocking, torque effect and control actions; (2) rate of turn; (3) spot turnabout pilot position; (4) spot turnabout tail rotor position; (5) spot turnabout helicopter geometric Centre; (6) square and clearing turn.				
EXERCISE 15: HOVER OUT OF GROUND EFFECT AND VORTEX RING					
(a)	Long briefing objectives: (1) revision of ground effect and power required diagram; (2) drift, height and power control, look-out or scan; (3) vortex ring, (including dangers, recognition and recovery actions); (4) loss of tail rotor effectiveness.				
(b)	Air exercise: (1) to demonstrate hover OGE; (2) drift, height, power control and look-out, and instrument scan technique; (3) recognition of incipient stage of vortex ring and settling with power; (4) recovery action from incipient stage of vortex ring; (5) recognition of loss of tail rotor effectiveness and recovery actions.				
EXERCISE 16: SIMULATED ENGINE OFF LANDINGS					
(a)	Long briefing objectives: (1) revision of basic autorotation; (2) effect of AUM, disc loading, density altitude and RRPM decay; (3) use of cyclic and collective to control speed or RRPM; (4) torque effect; (5) use of flare or turn to restore RRPM; (6) technique for variable flare simulated EOL; (7) technique for constant attitude simulated EOL; (8) revision of technique for hover or hover taxi simulated EOL; (9) emergency technique for engine failure during transition; (10) technique for low level simulated EOL.				
(b)	Air exercise (1) revision of entry to and control in autorotation; (2) variable flare simulated EOL (3) constant attitude simulated EOL; (4) hover simulated EOL; (5) hover taxi simulated EOL; (6) low level simulated EOL.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 17: ADVANCED AUTOROTATIONS					
(a)	Long briefing objectives: (1) effect of air speed or AUM on angles or rates of descent (2) effect of RRPM setting on angle or rate of descent; (3) reason and technique for range autorotation; (4) reason and technique for constant attitude autorotation; (5) reason and technique for low speed and 'S' turns in autorotation; (6) speed or bank limitations in turns in autorotation; (7) revision of re-engagement or go-around procedures.				
(b)	Air exercise: (1) selection of ground marker and standard datum height to determine distance covered during various autorotation techniques; (2) revision of basic autorotation; (3) technique for range autorotation; (4) technique for constant attitude autorotation; (5) technique for low speed autorotation, including need for timely speed recovery; (6) technique for 'S' turn in autorotation; (7) 180 and 360 ° turns in autorotation; (8) revision of re-engagement and go-around technique.				
EXERCISE 18: PRACTICE FORCED LANDINGS					
(a)	Long briefing objectives: (1) types of terrain or surface options for choice of best landing area; (2) practice forced landing procedure; (3) forced landing checks and crash actions; (4) rules or height for recovery and go-around.				
(b)	Air exercise: (1) recognition of types of terrain from normal cruise height or altitude; (2) practice forced landing technique; (3) revision of recovery or go-around technique.				
EXERCISE 19: STEEP TURNS					
(a)	Long briefing objectives: (1) air speed or angle of bank limitations; (2) technique for co-ordination to hold bank or attitude; (3) revision of speed or bank limitations in autorotation including RRPM control; (4) significance of disc loading, vibration and control feedback; (5) effect of wind in turns at low level.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) technique for turning at 30 ° of bank; (2) technique for turning at 45 ° of bank (where possible); (3) steep autorotative turns; (4) explanation of faults in the turn: balance, attitude, bank and coordination; (5) effect of wind at low level.				
EXERCISE 20: TRANSITIONS					
(a)	Long briefing objectives: (1) revision of effect of ground cushion, translational lift and flap back; (2) training requirement for precision exercise; (3) technique for transition to forward flight and back to hover as precision exercise; (4) effect of wind.				
(b)	Air exercise: (1) transition from hover to minimum 50 knots IAS and back to hover; Note: select constant height (20 - 30 ft) and maintain. (2) effect of wind.				
EXERCISE 21: QUICK STOPS					
(a)	Long briefing objectives: (1) power control co-ordination; (2) revision of effect of wind; (3) technique for quick stop into wind; (4) technique for quick stop from crosswind; (5) revision of air speed and angles of bank limitations; (6) technique for emergency turn from downwind; (7) technique for quick stop from downwind from high speed: flare and turn; (8) technique for quick stop from downwind from low speed: turn and flare; Note: use reasonable datum speed for example high speed, low speed. (9) danger of holding flare when downwind, (vortex ring) - (minimum speed 70 knots); (10) to revise danger of high disc loading.				
(b)	Air exercise: (1) technique for quick stop into wind; (2) technique for quick stop from crosswind; (3) danger of vortex ring and disc loading; (4) technique for quick stop from downwind with low speed; (5) technique for quick stop from downwind with high speed; (6) emergency turns from downwind.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 22: NAVIGATION					
(a)	Long briefing objectives: (Note: to be broken down into manageable parts at discretion of instructor).				
(1)	flight planning: (i) weather forecasts and actuals; (ii) map selection, orientation, preparation and use: (A) choice of route; (B) regulated or controlled airspace; (C) danger, prohibited and restricted areas; (D) safety altitude. (iii) calculations: (A) magnetic heading(s), time(s) en route; (B) fuel consumption; (C) mass and balance. (iv) flight information: (A) NOTAMs etc; (B) noting of required radio frequencies; (C) selection of alternate landing sites. (v) helicopter documentation; (vi) notification of the flight: (A) pre-flight administration procedures; (B) flight plan form (where appropriate).				
(2)	departure: (i) organization of cockpit workload; (ii) departure procedures: (A) altimeter settings; (B) ATC liaison in controlled or regulated airspace; (C) setting heading procedure; (D) noting of ETA(s); (E) maintenance of height or altitude and heading. (iii) procedure for revisions of ETA and headings to include: (A) 10° line, double track, track error and closing angle; (B) 1 in 60 rule; (iv) amending an ETA; (v) log keeping; (vi) use of radio; (vii) use of NAVAIDs; (viii) weather monitoring and minimum weather conditions for continuation of flight; (ix) significance of in-flight decision making;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(x) technique for transiting controlled or regulated airspace; (xi) uncertainty of position procedure; (xii) lost procedure.				
(3)	arrival: (i) aerodrome joining procedure, in particular ATC liaison in controlled or regulated airspace: (A) altimeter setting; (B) entering traffic pattern; (C) circuit procedures. (ii) parking procedures, in particular: (A) security of helicopter; (B) refueling; (C) closing of flight plan, (if appropriate); (D) post flight administrative procedures.				
(4)	navigation problems at low heights and reduced visibility: (i) actions before descending; (ii) significance of hazards, (for example obstacles and other traffic); (iii) difficulties of map reading; (iv) effects of wind and turbulence; (v) significance of avoiding noise sensitive areas; (vi) procedures for joining a circuit from low level; (vii) procedures for a bad weather circuit and landing; (viii) actions in the event of encountering DVE; (ix) appropriate procedures and choice of landing area for precautionary landings; (x) decision to divert or conduct precautionary landing; (xi) precautionary landing.				
(5)	radio navigation: (i) use of VOR: (A) availability, AIP and frequencies; (B) selection and identification; (C) use of OBS; (D) to or from indications: orientation; (E) use of CDI; (F) determination of radial; (G) intercepting and maintaining a radial; (H) VOR passage; (I) obtaining a fix from two VORs. (ii) use of ADF equipment: (A) availability of NDB stations, AIP and frequencies; (B) selection and identification;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(C) orientation relative to beacon; (D) homing. (iii) use of VHF/DF (A) availability, AIP and frequencies; (B) R/T procedures and ATC liaison; (C) obtaining a QDM and homing. (iv) use of en-route or terminal radar: (A) availability and AIP; (B) procedures and ATC liaison; (C) pilots' responsibilities; (D) secondary surveillance radar: (a) transponders; (b) code selection; (E) interrogation and reply. (v) use of DME: (A) station selection and identification; (B) modes of operation: distance, groundspeed and time to run. (vi) use of GNSS: (A) selection of waypoints; (B) to or from indications and orientation; (C) error messages; (D) hazards of over-reliance in the continuation of flight in DVE.				
(b)	Air exercise: (1) navigation procedures as necessary; (2) to advise student and correct errors as necessary; (3) map reading techniques; (4) the significance of calculations; (5) revision of headings and ETA's; (6) use of radio; (7) use of NAVAIDs: ADF/NDB, VOR, VHF/DF, DME and transponder; (8) cross-country flying by using visual reference, DR, GNNS and, where available, radio navigation aids; simulation of deteriorating weather conditions and actions to divert or conduct precautionary landing; (8) log keeping; (9) importance of decision making; (10) procedure to deal with uncertainty of position; (11) lost procedure; (12) appropriate procedures and choice of landing area for precautionary landings; (13) aerodrome joining procedure; (14) parking and shut-down procedures; (15) post-flight administration procedures.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 23: ADVANCED TAKE-OFF, LANDINGS AND TRANSITIONS					
(a)	Long briefing objectives: (1) revision of landing and take-off out of wind (performance reduction); (2) revision of wind limitations; (3) revision of directional stability variation when out of wind; (4) revision of power required diagram; (5) technique for downwind transitions; (6) technique for vertical take-off over obstacles; (7) reconnaissance technique for landing site; (8) power checks; (9) technique for running landing; (10) technique for zero speed landing; (11) technique for crosswind and downwind landings; (12) steep approach, including dangers; (13) revision of go-around procedures.				
(b)	Air exercise (1) technique for downwind transition; (2) technique for vertical take-off over obstacles; (3) reconnaissance technique for landing site; (4) power check and assessment; (5) technique for running landing; (6) technique for zero speed landing; (7) technique for crosswind and downwind landings; (8) technique for steep approach; (9) go-around procedures.				
EXERCISE 24: SLOPING GROUND					
(a)	Long briefing objectives: (1) limitations; (2) wind and slope relationship, including blade and control stops; (3) effect of CG when on slope; (4) ground effect and power required when on slope; (5) landing technique when on slope, left, right and nose-up; (6) avoidance of dynamic rollover, dangers of soft ground and sideways movement; (7) dangers of over controlling near ground on slope; (8) danger of striking main or tail rotor on up slope.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise (1) technique for assessing slope angle; (2) technique for landing and take-off left skid up slope; (3) technique for landing and take-off right skid up slope; (4) technique for landing nose up slope; (5) dangers of over controlling near ground.				
EXERCISE 25: LIMITED POWER					
(a)	Long briefing objectives: (1) use of appropriate helicopter performance graphs; (2) selection of technique according to available power; (3) effect of wind on available power.				
(b)	Air exercise: to revise and refine techniques demonstrated in exercise 23.				
EXERCISE 26: CONFINED AREAS					
(a)	Long briefing objectives: (1) revision of use of helicopter performance graphs; (2) procedure for locating landing site and selecting site marker; (3) procedures for assessing wind speed and direction; (4) landing site reconnaissance techniques; (5) reason for selecting landing markers; (6) procedure for selecting direction and type of approach; (7) dangers of out of wind approach; (8) circuit procedures; (9) reason for approach to committal point and go-around, (practice approach); (10) approach technique; (11) revision of clearing turn and landing (sloping ground technique); (12) hover power check or performance assessment IGE and OGE (if necessary); (13) take-off procedures.				
(b)	Air exercise (1) procedures for locating landing site and selecting site marker; (2) procedures for assessing wind speed and direction; (3) landing site reconnaissance techniques; (4) selecting landing markers, direction and type of approach; (5) circuit procedure; (6) practice approach, go-around and approach technique; (7) revision of clearing turn and landing (sloping ground technique); (8) hover power check or performance assessment IGE and OGE (if necessary); (9) take-off procedures.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 27: BASIC INSTRUMENT FLIGHT					
(a)	Long briefing objectives: (1) physiological sensations; (2) instrument appreciation; (3) attitude instrument flight; (4) instrument scan; (5) instrument limitations; (6) basic maneuvers by sole reference to instruments: (i) straight and level flight at various air speeds and configurations; (ii) climbing and descending; (iii) standard rate turns, climbing and descending, onto selected headings; (iv) recoveries from climbing and descending turns (unusual attitudes).				
(b)	Air exercise: (1) attitude instrument flight and instrument scan; (2) basic maneuvers by sole reference to instruments: (i) straight and level flight at various air speeds and configurations; (ii) climbing and descending; (iii) standard rate turns, climbing and descending, onto selected headings; (iv) recoveries from climbing and descending turns (unusual attitudes).				
EXERCISE 28: NIGHT FLYING (if night instructional qualification required)					
(a)	Long briefing objectives: (1) medical or physiological aspects of night vision; (2) requirement for torch to be carried (pre-flight inspection, etc.); (3) use of the landing light; (4) take-off and hover taxi procedures at night; (5) night take-off procedure; (6) cockpit procedures at night; (7) approach techniques; (8) night landing techniques; (9) night autorotation techniques (power recovery at safe height); (10) technique for practice forced landing at night (using appropriate illumination); (11) emergency procedures at night; (12) navigation principles at night; (13) map marking for night use (highlighting built up or lit areas with thicker lines, etc.).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) use of torch for pre-flight inspection; (2) use of landing light; (3) night take-off to hover (no sideways or backwards movement); (4) night hover taxi (higher and slower than by day); (5) night transition procedure; (6) night circuit; (7) night approach and landing (including use of landing light); (8) night autorotation (power recovery at safe height); (9) practice forced landing at night (using appropriate illumination); (10) night emergency procedures; (11) night cross country techniques, as appropriate.				
C. Airships					
Part 2					
AIR EXERCISES					
(a)	The air exercises are similar to those used for the training of PPL(As) but with additional items designed to cover the needs of an FI.				
(b)	The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide: therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors: (1) the applicant's progress and ability; (2) the weather conditions affecting the flight; (3) the flight time available; (4) instructional technique considerations; (5) the local operating environment.				
(c)	It follows that student instructors will eventually be faced with similar interrelated factors. They should be shown and taught how to construct flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.				
GENERAL					
(d)	The briefing normally includes a statement of the aim and a brief allusion to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practiced by the student during the flight. It should include how the flight will be conducted about who is to fly the airship and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.				
(e)	The four basic components of the briefing will be: (1) the aim; (2) principles of flight (briefest reference only); (3) the air exercise(s) (what, and how and by whom); (4) airmanship (weather, flight safety etc.).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
PLANNING OF FLIGHT LESSONS					
(f)	The preparation of lesson plans is an essential prerequisite of good instruction and the student instructor is to be given supervised practice in the planning and practical application of flight lesson plans.				
GENERAL CONSIDERATIONS					
(g)	The student instructor should complete flight training to practice the principles of basic instruction at the PPL(As) level.				
(h)	During this training, except when acting as a student pilot for mutual flights, the student instructor occupies the seat normally occupied by the FI(As).				
(i)	It is to be noted that airmanship and look-out is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at all times.				
(j)	The exercises 15 and 16 of the flight instruction syllabus should be undertaken at night in addition to by day as part of the course.				
(k)	The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.				
SYLLABUS OF FLIGHT INSTRUCTION CONTENTS					
LONG BRIEFINGS AND AIR EXERCISES					
Note: although exercise 16 is not required for the PPL(As) course it is a requirement for the FI(As) course.					
EXERCISE 1: FAMILIARISATION WITH THE AIRSHIP					
(a)	Long briefing objectives: (1) introduction to the airship; (2) characteristics of the airship; (3) cockpit layout; (4) airship and engine systems; (5) use of the checklist(s) and procedures; (6) to familiarize the student with the airship controls; (7) differences when occupying the instructor's seat; (8) emergency drills: (i) action if fire in the air or on the ground: engine, cockpit or cabin and electrical fire; (ii) system failure drills as applicable to type; (iii) escape drills: location and use of emergency equipment and exits.				
(b)	Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				
EXERCISE 2: PREPARATION FOR AND ACTION AFTER FLIGHT					
(a)	Long briefing objectives: (1) flight authorization and airship acceptance including tech log (if applicable) and certificate of maintenance; (2) equipment required for flight (maps, etc.); (3) external checks; (4) internal checks; (5) student comfort, harness, seat and rudder pedal adjustment;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(6) starting and after starting checks; (7) system, power or serviceability checks (as applicable); (8) closing down or shutting down the airship (including system checks); (9) parking, masting and unmasting, leaving the airship (including safety or security as applicable); (10) completion of the authorization sheet and airship serviceability documents;				
(b)	Air exercise: all long briefing objectives mentioned above should also be trained on site during the air exercise.				
EXERCISE 3: AIR EXPERIENCE					
(a)	Long briefing objectives: Note: there is no requirement for a long briefing for this exercise.				
(b)	Air exercise: (1) air experience; (2) cockpit layout, ergonomics and controls; (3) cockpit procedures: stability and control.				
EXERCISE 4: EFFECTS OF CONTROLS					
(a)	Long briefing objectives: (1) function of the flying controls (primary and secondary effect); (2) effect of air speed; (3) effect of power changes; (4) effect of trimming and other controls; (5) use of instruments; (6) use of carburetor heat.				
(b)	Air exercise: (1) function of the flying controls; (2) effect of air speed; (3) effect of power changes; (4) effect of trimming and other controls; (5) use of instruments (including instrument scan); (6) use of carburetor heat.				
EXERCISE 5: GROUND MANOEUVERING					
(a)	Long briefing objectives: (1) pre-taxi checks; (2) starting, control of speed and stopping; (3) engine handling; (4) masting procedures; (5) control of direction and turning;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(6) effects of wind; (7) effects of ground surface; (8) marshalling signals; (9) instrument checks; (10) ATC procedures; (11) emergencies.				
(b)	Air exercise: (1) starting, control of speed and stopping; (2) engine handling; (3) masting procedures; (4) control of direction and turning; (5) effect of wind.				
EXERCISE 6: TAKE-OFF PROCEDURES					
(a)	Long briefing objectives: (1) pre-take-off checks; (2) take-off with different static heaviness; (3) drills during and after take-off; (4) noise abatement procedures.				
(b)	Air exercise: (1) take-off with different static heaviness; (2) drills during and after take-off.				
EXERCISE 6e: EMERGENCIES					
(a)	Long briefing objectives: (1) abandoned take-off; (2) engine failures and actions after take-off; (3) malfunctions of thrust vector control; (4) aerodynamic control failures; (5) electrical and system failures.				
(b)	Air exercise: (1) how to abandon a take-off; (2) engine failure and suitable action; (3) malfunctions of thrust vector control; (4) aerodynamic control failures.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 7: CLIMBING					
(a)	Long briefing objectives: (1) entry and how to maintain the normal and max rate of climb; (2) levelling off procedure; (3) how to level off at selected altitudes; (4) maximum angle of climb; (5) maximum rate of climb.				
(b)	Air exercise: (1) how to level off at selected altitudes; (2) maximum angle of climb.				
EXERCISE 8: STRAIGHT AND LEVEL FLIGHT					
(a)	Long briefing objectives: (1) how to attain and maintain straight and level flight; (2) flight at or close to pressure height; (3) control in pitch, including use of trim; (4) at selected air speeds (use of power); (5) during speed changes; (6) use of instruments for precision.				
(b)	Air exercise: (1) how to attain and maintain straight and level flight; (2) flight at or close to pressure height; (3) control in pitch, including use of trim; (4) at selected air speeds (use of power); (5) during speed changes.				
EXERCISE 9: DESCENDING					
(a)	Long briefing objectives: (1) entry, maintaining and levelling off techniques; (2) levelling off at selected altitudes; (3) maximum rate of descent; (4) maximum angle of descent; (5) use of instruments for precision flight.				
(b)	Air exercise: (1) levelling off at selected altitudes; (2) maximum rate of descent; (3) maximum angle of descent.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 10: TURNING					
(a)	Long briefing objectives: (1) entry and maintaining level turns; (2) resuming straight flight; (3) faults in the turn; (4) climbing turns; (5) descending turns; (6) turns to selected headings: use of gyro heading indicator and compass; (7) use of instruments for precision.				
(b)	Air exercise (1) faults in the turn and correction techniques; (2) climbing turns; (3) descending turns				
EXERCISE 11: HOVERING					
(a)	Long briefing objectives: hovering maneuvers (as applicable).				
(b)	Air exercise: hovering maneuvers (as applicable).				
EXERCISE 12: APPROACH AND LANDING					
(a)	Long briefing objectives: (1) effect of wind on approach and touchdown speeds; (2) landing with different static heaviness; (3) missed approach and go-around procedures; (4) noise abatement procedures.				
(b)	Air exercise (1) a landing with different static heaviness; (2) missed approach and go-around procedures.				
EXERCISE 12e: EMERGENCIES					
(a)	Long briefing objectives: (1) aborted approach or go-around; (2) malfunction of thrust vector control; (3) envelope emergencies; (4) fire emergencies; (5) aerodynamic control failures; (6) electrical and system failures.				
(b)	Air exercise: emergency drills and actions.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 13: PRECAUTIONARY LANDING					
(a)	Long briefing objectives: (1) occasions necessitating a precautionary landing; (2) in-flight conditions; (3) landing area selection; (4) circuit and approach.				
(b)	Air exercise: (1) how to perform the landing area selection; (2) circuit and approach.				
EXERCISE 14a: NAVIGATION					
(a)	Long briefing objectives: (1) how to do the flight planning; (2) departure for a navigation flight; (3) in-flight navigational techniques; (4) arrival and aerodrome joining procedures;				
(b)	Air exercise: (1) complete flight planning of a navigation flight; (2) departure for a navigation flight; (3) in-flight navigational techniques; (4) arrival and aerodrome joining procedures.				
EXERCISE 14b: NAVIGATION AT LOWER LEVELS AND IN REDUCED VISIBILITY					
(a)	Long briefing objectives: (1) actions before descending; (2) possible hazards (for example obstacles and terrain) and actions; (3) student difficulties of map reading; (4) effects of winds, turbulence and precipitation; (5) vertical situational awareness; (6) avoidance of noise sensitive areas; (7) joining the circuit; (8) bad weather circuit and landing.				
(b)	Air exercise: (1) actions before descending; (2) map reading techniques; (3) vertical situational awareness; (4) avoidance of noise sensitive areas; (5) joining the circuit; (6) bad weather circuit and landing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 14c: RADIO NAVIGATION					
(a)	Long briefing objectives: (1) use of VOR; (2) use of ADF equipment; (3) use of NDB stations; (4) use of VHF/DF; (5) use of en-route or terminal radar; (6) use of DME equipment.				
(b)	Air exercise (1) use of NAVAIDs; (2) procedure to deal with uncertainty of position.				
EXERCISE 15: BASIC INSTRUMENT FLIGHT					
(a)	Long briefing objectives: (1) physiological sensations; (2) instrument appreciation; (3) attitude instrument flight; (4) instrument scan; (5) instrument limitations; (6) basic maneuvers by sole reference to the instruments: (i) straight and level; (ii) climbing and descending; (iii) turns, climbing and descending, onto selected headings; (iv) recoveries from climbing and descending turns.				
(b)	Air exercise: (1) attitude instrument flight and instrument scan; (2) the basic maneuvers: (i) straight and level; (ii) climbing and descending; (iii) turns, climbing and descending, onto selected headings; (iv) recoveries from climbing and descending turns.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 16: NIGHT FLYING (if night instructional qualification required)					
(a)	Long briefing objectives: (1) medical and physiological aspects of night vision; (2) requirement for torch to be carried (pre-flight inspection, etc.); (3) use of the landing light; (4) ground maneuvering procedures at night; (5) night take-off procedure; (6) cockpit procedures at night; (7) approach techniques; (8) night landing techniques (9) emergency procedures at night; (10) navigation principles at night.				
(b)	Air exercise: (1) use of landing light; (2) night ground maneuvering; (3) night take-off, circuit or approach and landing (including use of landing light).				
FCL.940.FI FI - Revalidation and renewal					
(a)	Revalidation				
(1)	To revalidate an FI certificate, holders shall fulfil at least two out of the three following requirements before the expiry date of the FI certificate:				
(i)	they have completed:				
(A)	in the case of an FI(A) and an FI(H), at least 50 hours of flight instruction in the appropriate aircraft category as FIs, TRIs, CRIs, IRIs MIs or examiners. If the privileges to instruct for the BIR and the IR are to be revalidated, 10 of those 50 hours shall be flight instruction for a BIR or an IR and shall have been completed within the last 12 months immediately preceding the expiry date of the FI certificate;				
(B)	in the case of an FI(As), at least 20 hours of flight instruction in airships as FIs, IRIs or as examiners. If the privileges to instruct for the IR are to be revalidated, 10 of those hours shall be flight instruction for an IR and shall have been completed in the period of 12 months immediately preceding the expiry date of the FI certificate;				
(ii)	they have completed instructor refresher training as an FI at an ATO or at the CAA.				
(iii)	they have passed an assessment of competence in accordance with point FCL.935 in the period of 12 months immediately preceding the expiry date of the FI certificate.				
(2)	For at least each alternate revalidation, in the case of FI(A) or FI(H), or each third revalidation, in the case of FI(As), holders of the relevant FI certificate shall pass an assessment of competence in accordance with point FCL.935.				
(b)	Renewal. If the FI certificate has expired, applicants shall, within a period of 12 months before the application date for the renewal complete instructor refresher training as an FI at an ATO or at the CAA and complete an assessment of competence in accordance with point FCL.935.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
AMC1 FCL.940.FI; FCL.940.IRI Revalidation and renewal					
(a)	The instructor refresher training for the revalidation of the FI and IRI certificates should be provided as a seminar by either an ATO, or CAA.				
(1)	FI or IRI refresher seminars made available in the Sultanate of Oman should have due regard to geographical location, numbers attending, and periodicity throughout the territory of the Oman.				
(2)	Such seminars should run for at least 2 days (1 day = 6 hours), and attendance from participants will be required for the whole duration of the seminar including breakout groups and workshops. Different aspects, such as inclusion of participants holding certificates in other categories of aircraft, should be considered.				
(3)	Appropriately experienced FIs or IRIs currently involved with flying training and with a practical understanding of the revalidation requirements and current instructional techniques should be included as speakers at these seminars.				
(4)	The attendance form will be completed and signed by the organizer of the seminar as approved by the CAA, following attendance and satisfactory participation by the FI or IRI.				
(5)	The content of the FI or IRI refresher seminar should be selected from the following: (i) new or current rules or regulations, with emphasis on knowledge of CAR-FCL and operational requirements; (ii) teaching and learning; (iii) instructional techniques; (iv) the role of the instructor; (v) national regulations (as applicable); (vi) human factors; (vii) flight safety, incident and accident prevention; (viii) airmanship; (ix) legal aspects and enforcement procedures; (x) navigational skills including new or current radio navigation aids; (xi) teaching instrument flying; (xii) weather-related topics including methods of distribution; (xiii) any additional topic selected by the CAA.				
(6)	Formal sessions should allow time for presentations and related questions. The use of visual aids is recommended, with interactive videos and other teaching aids (where available) for breakout groups and workshops.				
(b)	If the instructor certificate lapsed, the ATO, or the CAA, should consider all the above as well as the following, when assessing the refresher training program: (1) the ATO, or CAA should determine on a case-by-case basis the amount of refresher training needed, following an assessment of the candidate taking into account the following factors: (i) the experience of the applicant; (ii) the amount of time elapsed since the expiry of the FI or IRI certificate; and (iii) the technical elements of the FI or IRI training course, as determined by the assessment of the candidate by the ATO, or the CAA; and (2) the individual training program should be based on the content of the FI or IRI training course and focus on the aspects where the applicant showed the greatest needs.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(c)	After successful completion of the seminar or refresher training, as applicable, the ATO, or CAA should:				
(1)	in case of a seminar, in accordance with point (a), issue the applicant with a seminar completion certificate or another document specified by the CAA, which describes the content of the seminar as in point (a), as well as a statement that the seminar was successfully completed; and				
(2)	in case of refresher training, in accordance with point (b), issue the applicant with a training completion certificate or another document specified by the CAA, which describes the evaluation of the factors listed in point (b)(1) and the training received, as well as a statement that the training was successfully completed; the training completion certificate should be presented to the examiner prior to the assessment of competence. Upon successful completion of the refresher seminar or refresher training, as applicable, the ATO should submit the seminar or training completion certificate, or the other document specified by the CAA, to the CAA.				
(d)	Taking into account the factors listed in point (b)(1), the ATO, or the CAA, as applicable, may also decide that it is sufficient for the candidate to complete a seminar in accordance with point (a). In such a case, the completion certificate or the other document that is referred to in point (c) should contain a related statement with sufficient reasoning.				

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

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 3 Specific requirements for the type rating instructor - TRI					
FCL.905.TRI TRI – Privileges and conditions					
(a)	The revalidation and renewal of an IR, provided the TRI holds a valid IR;				
(b)	The privileges of a TRI include privileges to conduct EBT practical assessment at an EBT operator, provided that the instructor complies with the requirements of CAR-OPS.				
GM1 FCL.905.TRI(b) Privileges and conditions					
FCL.910.TRI TRI - Restricted privileges					
(a)	General. If the TRI training is carried out in FSTDs only, the privileges of TRIs shall be restricted to training in FSTDs. This restriction shall however include the following privileges for conducting, in the aircraft:				
(1)	LIFUS, provided that the TRI training course has included the training specified in point FCL.930.TRI(a)(4)(i);				
(2)	landing training, provided that the TRI training course has included the training specified in point FCL.930.TRI(a)(4)(ii); or				
(3)	the training flight specified in point FCL.060(c)(2), provided that the TRI training course has included the training referred to in points (a)(1) or (a)(2).				
	The restriction to FSTD shall be removed if TRIs have completed an assessment of competence in the aircraft.				
(b)	TRIs for airplanes and for powered-lift aircraft — TRI(A) and TRI(PL). The privileges of TRIs are restricted to the type of airplane or powered-lift aircraft in which the training and the assessment of competence were conducted. Unless otherwise determined in the OSD, to extend the privileges of TRIs to further types, TRIs shall have:				
(1)	completed within the 12 months preceding the application, at least 15 route sectors, including take-offs and landings on the applicable aircraft type, of which of maximum of 7 sectors may be completed in an FSTD;				
(2)	completed the relevant parts of the technical training and the flight instruction parts of the applicable TRI course;				
(3)	passed the relevant sections of the assessment of competence in accordance with point FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K to this Regulation their ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.				
	The privileges of TRIs shall be extended to further variants in accordance with the OSD if TRIs have completed the relevant parts of the technical training and flight instruction parts of the applicable TRI course.				
(c)	TRIs for helicopters — TRI(H).				
(1)	The privileges of TRIs(H) are restricted to the type of helicopter in which the assessment of competence for the issue of the TRI certificate was taken. Unless otherwise determined in the OSD, the privileges of the TRIs shall be extended to further types if TRIs have:				
(i)	completed the relevant parts of the technical training and flight instruction parts of the TRI course;				
(ii)	completed within the 12 months preceding the date of application, at least 10 hours on the applicable helicopter type, of which a maximum of 5 hours may be completed in an FFS or FTD 2/3; and				
(iii)	passed the relevant sections of the assessment of competence in accordance with point FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K of this Regulation their ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.				
	The privileges of TRIs shall be extended to further variants in accordance with the OSD or manufacturer documents, where applicable, if TRIs have competed the relevant parts of the technical training and flight instruction parts of the applicable TRI course.				
(2)	Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have completed at least 100 hours of multiplot operations on this type.				
GM1 FCL.910.TRI TRI Restricted privileges					

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
GM1 FCL.910.TRI(b)(2) TRI training for type extension					
FCL.915.TRI TRI - Prerequisites. An applicant for a TRI certificate shall:					
(a)	hold a CPL, MPL or ATPL pilot license on the applicable aircraft category;				
(b)	for a TRI (MPA) certificate:				
(1)	have completed 1 500 hours flight time as a pilot on multi-pilot airplanes; and				
(2)	have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable airplane type, of which 15 sectors may be completed in an FFS representing that type;				
(c)	for a TRI (SPA) certificate:				
(1)	have completed, within the 12 months preceding the date of the application, at least 30 route sectors, including take-offs and landings, as PIC on the applicable airplane type, of which a maximum of 15 sectors may be completed in an FSTD representing that type; and				
(2)	(i) have competed at least 500 hours flight time as pilot on airplanes, including 30 hours as PIC on the applicable type of airplane; or				
	(ii) hold or have held an FI certificate for multi-engine airplanes with IR(A) privileges;				
(d)	for TRI(H):				
(1)	for a TRI(H) certificate for single-pilot single-engine helicopters, have completed 250 hours as a pilot on helicopters;				
(2)	for a TRI(H) certificate for single-pilot multi-engine helicopters, have completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;				
(3)	for a TRI(H) certificate for multi-pilot helicopters, have completed 1 000 hours of flight time as a pilot on helicopters, including:				
(i)	350 hours as a pilot on multi-pilot helicopters; or				
(ii)	for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters, 100 hours as pilot of that type in multi-pilot operations.				
(4)	Holders of an FI(H) certificate shall be fully credited towards the requirements of (1) and (2) in the relevant single-pilot helicopter;				
(e)	for TRI(PL):				
(1)	have completed 1 500 hours flight time as a pilot on multi-pilot airplanes, powered-lift, or multi-pilot helicopters; and				
(2)	have completed, within the 12 months preceding the application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable powered-lift type, of which 15 sectors may be completed in an FFS representing that type.				
FCL.930.TRI TRI - Training course					
(a)	The TRI training course shall be conducted in the aircraft only if no FSTD is available and accessible and shall include:				
(1)	25 hours of teaching and learning;				
(2)	10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/ simulator instructional skills;				
(3)	5 hours of flight instruction on the appropriate aircraft or an FSTD representing that aircraft for single-pilot aircraft and 10 hours for multi-pilot aircraft or an FSTD representing that aircraft;				
(4)	the following training, as applicable:				
(i)	additional specific training before conducting LIFUS;				
(ii)	additional specific training before conducting landing training. That training in the FSTD shall include training for emergency procedures related to the aircraft.				
(b)	Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).				
(c)	An applicant for a TRI certificate who holds an SFI certificate for the relevant type shall be fully credited towards the requirements of this paragraph for the issue of a TRI certificate restricted to flight instruction in simulators.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
AMC1 FCL.930.TRI TRI Training course					
TRI TRAINING COURSE - AEROPLANES					
General					
(a)	The training course should develop safety awareness throughout by imparting knowledge, skills, and attitudes relevant to the TRI task, and should be designed to adequately train the candidate instructor in theoretical-knowledge instruction, flight instruction, and FSTD instruction to enable the candidate instructor to instruct others on an airplane type rating for which the candidate instructor is qualified.				
(b)	The TRI(A) training course should place particular emphasis on the role of the individual, human factors in the man–machine environment, and CRM				
(c)	Special attention should be given to the candidate instructor's maturity and judgment including their understanding of adults, behavioral attitudes, and variable levels of learning ability. During the training course, the candidate instructor should be made aware of their own attitude towards the importance of flight safety.				
(d)	For a TRI(A), the amount of time for flight training should vary depending on the complexity of the airplane type. A similar number of hours should be allotted to the instruction on, and practice of, both pre-flight and post-flight briefing for each exercise.				
(e)	The flight instruction should ensure that the candidate instructor is able to teach the air exercises safely and efficiently and should be related to the type of airplane on which the candidate instructor wishes to instruct. The content of the training program should cover training exercises applicable to the airplane type, which are set out in the applicable type rating training courses.				
(f)	Airmanship is a vital element of all flight operations. Therefore, in the following exercises, the relevant aspects of airmanship should be stressed at the appropriate times during each flight.				
(g)	The candidate instructor should learn how to identify common errors and how to correct them properly, which should be emphasized at all times.				
Content.					
The training course consists of three parts:					
(a)	Part 1: teaching and learning instruction in accordance with AMC1 FCL.920;				
(b)	Part 2: technical theoretical-knowledge instruction (technical training); and				
(c)	Part 3: flight instruction				
Part 1					
Teaching and learning					
The content of the teaching and learning part of the FI training course as described in AMC1 FCL.930.FI should be used as guidance to develop the course syllabus					

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
Part 2					
Technical theoretical-knowledge instruction syllabus					
(a)	If a TRI(A) certificate for MP airplanes is sought, particular attention should be given to MCC. If a TRI(A) certificate for SP airplanes is sought, particular attention should be given to the duties in SP operations.				
(b)	The technical theoretical-knowledge instruction should comprise at least 10 hours of training to refresh CAR-1 theoretical topics, as necessary, and aircraft technical knowledge. It should include preparation of lesson plans and development of briefing-room instructional skills. A proportion of the allotted 10 hours could be integrated into the practical flight instruction lessons of Part 3, using expanded preflight and post-flight briefing sessions. Consequently, for practical purposes, Part 2 and Part 3 could be considered complementary to each other.				
(c)	The type rating theoretical syllabus should be used to develop the TRI(A)'s teaching skills in relation to the type technical course syllabus. The course instructor should deliver example lectures from the applicable type technical syllabus and the candidate instructor should prepare and deliver lectures on topics that are selected by the course instructor from the type rating course.				
Part 3					
Flight instruction					
General					
(a)	The course should be related to the type of airplane on which the applicant wishes to instruct. It should consist of at least 5 hours of flight instruction for SP airplanes that are operated in SP operations, and at least 10 hours for MP airplanes or SP-certified airplanes that are operated in MP operations, per candidate instructor.				
(b)	TEM, CRM, and the appropriate use of behavioral markers should be integrated throughout.				
(c)	Training courses should be developed to help the candidate instructor gain experience in the training of a variety of exercises, covering both normal and abnormal operations.				
(d)	The syllabus should be tailored and appropriate to the airplane type, and the exercises used should be more demanding for each individual student.				
(e)	The course should cover the whole range of instructor skills to enable the candidate instructor to plan sessions, brief, train and debrief using all relevant training techniques that are appropriate to pilot training				
Use of FSTDs					
(a)	The applicant for a TRI(A) certificate should be instructed in using the device and made familiar with its limitations, capabilities, and safety features, including emergency evacuation.				
(b)	The applicant for a TRI(A) certificate should be instructed in providing and evaluating training from the instructor station and from all pilot operating positions, including demonstrations of handling exercises.				
(c)	The syllabus should include engine-out handling and engine-out operations in addition to representative exercises from the type rating course.				
(d)	Where no FSTD exists for the type of airplane for which the certificate is sought, or if the FSTD is not suitable to complete all the elements of the training program for the TRI certificate, the entire course or a part of it should be conducted in the applicable airplane type, and the synthetic device elements should be replaced with appropriate exercises in the airplane.				
(e)	The assessment of competence should be performed: - when no FSTD exists, in the airplane; and - when not all elements of the training are completed in the FSTD, in both the airplane and the FSTD; this combined use of airplane and FSTD in the assessment of competence should reflect and be similar to the combined use of airplane and FSTD during the training course.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(f)	In general, TRI training is designed to develop the competencies of a pilot to become an instructor. From this perspective, the training may be provided in several arrangements: - the candidate instructor is seating in either pilot seat; - the candidate instructor is seating at the IOS; or - the candidate instructor is observing (seating as an observer).				
(g)	The combination of the above-mentioned training arrangements and the allocation of time to each one of them depends on an analysis of several elements, including but not limited to the following: - previous experience and curriculum of each candidate (e.g. previous instructor experience, experience on airplane type, total flight experience, etc.) in isolation and as part of the course group(s); - specific requirements for airplane type and related training exercises; - overall maturity and experience of the ATO in providing TRI training courses; and - type, fidelity level, and reliability of the available devices.				
(h)	Subject to particular training arrangements that are determined by the ATO and approved by the CAA, a TRI may instruct in parallel two TRI candidate instructors under the following scenarios: - one candidate is sitting at the controls (supported by a suitable pilot), while the second candidate is sitting at the IOS; this scenario may be used for demonstration of flight maneuvers or engine out exercises; or - both candidates receive instruction (general introduction and handling) at the IOS. In this way, both candidates can independently develop specific competencies.				
(i)	Additional TRI candidate instructors may be present as observers during such an instruction given in parallel, with no credit of hours for their TRI training.				
(j)	For an initial TRI training course, such 'in parallel' instruction should be given only for a reasonable part of the overall TRI training course duration. For a TRI type extension, the amount of hours required for such an instruction may be increased.				
(k)	In any case, the way of instruction largely depends on the experience of the TRI trainer in the various training arrangements and on the general experience of the candidate instructor.				
SP MET airplane training for asymmetric power flight.					
During this part of the training, particular emphasis should be placed on:					
(a)	the circumstances under which the actual feathering and unfeathering is practiced, e.g. safe altitude, compliance with regulations regarding minimum altitude or height for feathering, weather conditions, distance from the nearest available aerodrome;				
(b)	the procedure that should be used for cooperation between instructor and student, e.g. the correct use of touch drills and the prevention of misunderstandings, especially during feathering and unfeathering and when zero thrust is used for asymmetric circuits; this procedure should include appositive agreement on which engine should be shut down or restarted or set at zero thrust, as well as on identifying each control and the engine it will affect;				
(c)	avoiding overworking the operating engine and preventing degraded performance when operating the airplane in asymmetric flight; and				
(d)	the need to use the specific checklist for the given airplane type.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
Long briefings on SP MET airplanes					
	Long briefings provide an essential link between academic principles and air exercises. They introduce aeronautical theory and the practical application of aeronautical principles to the student. The instructor should ensure that the candidate instructor is able to teach all the following subjects:				
(a)	**Asymmetric power flight**:				
(1)	introduction to asymmetric flight;				
(2)	feathering the propeller: method of operation;				
(3)	effects on airplane handling at cruising speed;				
(4)	introduction to the effects upon airplane performance;				
(5)	identification of the foot load to maintain a constant heading (no rudder trim);				
(6)	feathering the propeller: regaining normal flight;				
(7)	finding the zero-thrust setting: comparison of foot load when the propeller is feathered and thrust is set to zero;				
(8)	effects and recognition of engine failure in level flight;				
(9)	forces and effects of yaw;				
(10)	types of failure:				
(11)	sudden or gradual, and				
(12)	complete or partial;				
(13)	yaw direction and further effects of yaw;				
(14)	flight instrument indications;				
(15)	identification of failed engine;				
(16)	couples and residual out-of-balance forces: resultant flight attitude;				
(17)	use of rudder to counteract yaw;				
(18)	use of aileron: dangers of misuse;				
(19)	use of elevator to maintain level flight;				
(20)	use of power to maintain safe airspeed and altitude;				
(21)	supplementary recovery to straight and level flight: simultaneous increase in speed and reduction in power;				
(22)	identification of failed engine: idle engine;				
(23)	use of engine instruments for identification:				
(24)	fuel pressure or flow;				
(25)	RPM gauge response effect of constant speed unit (CSU) action at lower and higher airspeed; and				
(26)	engine temperature gauges;				
(27)	confirmation of identification: closing the throttle of the identified failed engine;				
(28)	effects and recognition of engine failure in turns;				
(29)	identification and control; and				
(30)	side forces and effects of yaw				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	**Turning flight:**				
(1)	effect of 'inside' engine failure: sudden and pronounced effect;				
(2)	effect of 'outside' engine failure: less sudden and pronounced effect;				
(3)	possible confusion in identification (particularly at low power): - correct use of rudder; and - possible need to return to lateral level flight to confirm correct identification;				
(4)	visual and flight instrument indications;				
(5)	effect of varying speed and power;				
(6)	speed and thrust relationship;				
(7)	at normal cruising speed and cruising power: engine failure clearly recognized;				
(8)	at low safe speed and climb power: engine failure most likely recognized; and				
(9)	at high-speed descent and low power: asymmetry (engine failure) possibly not recognized.				
(c)	**Minimum control speeds:**				
(1)	Air speed indicator (ASI) color coding: red radial line. Note: this exercise is intended to explore the ultimate boundaries of controllability of the airplane aircraft in an asymmetric state in various conditions with a steady power setting. A steady power setting is achieved by using a fixed power setting and adjusting the aircraft attitude to obtain a gradual speed reduction. The failure exercise should not be performed as a sudden and complete failure at the VMCA given in the AFM. The purpose of the exercise is to continue the gradual introduction of a student to the control of an airplane in asymmetric power flight in extreme or critical situations, and not to demonstrate VMCA.				
(2)	Techniques for assessing critical speeds at wings level, and recovery from those speeds; dangers involved when minimum control speed and stalling speed are very close: use of safe single-engine speed (Vsse).				
(3)	(3) Establishing a minimum control speed for each asymmetrically disposed engine: establishing the critical engine (if applicable).				

(4)	Effects on minimum control speeds of:
	- bank;
	- zero-thrust setting; and
	- take-off configuration:
	  - landing gear down and take-off flap set; and
	  - landing gear up and take-off flap set.
	Note: the use of 5 ° of bank towards the operating engine results in a better climb performance than that obtained with wings level held. Manufacturers may use these conditions when determining the asymmetric climb performance of the aircraft.
	Thus, the VMCA quoted in the AFM may be different from the speeds that are determined during this exercise.				

(d)	**Feathering and unfeathering**:				
(1)	minimum heights for practicing feathering and unfeathering drills; and				
(2)	engine-handling precautions (overheating, icing conditions, priming, warm-up, method of simulating an engine failure: refer to the aircraft engine manual, service instructions, and bulletins).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(e)	**Engine failure procedure:**				
(1)	once control is maintained, the phase of operation and the aircraft type determine in which order the procedures should be followed; and				
(2)	the flight phase should be: - in cruising flight; or - a critical phase, e.g. immediately after take-off or during approach to landing or during a go-around.				
(f)	**Aircraft type:** Variations in the order of certain drills and checks inevitably occur due to differences between airplane types and perhaps between models of the same airplane type. The AFM should be consulted to establish the exact order of the related procedures. For example, one AFM may call for the raising of flaps and landing gear before feathering, whereas another AFM may recommend feathering as a first step. The reason for this latter procedure may be that some engines cannot be feathered if RPM drop below a certain figure. However, in some airplanes, the raising of the landing gear may create more drag during retraction due to the transient position of the landing gear doors, and as a result, retraction should be avoided until feathering is completed and propeller drag reduced. Therefore, the order in which the drills and checks are presented under immediate and subsequent actions in this syllabus should be considered as general guidance only; the exact order of precedence is determined by reference to the AFM for the specific airplane type used in the course.				
(g)	**In-flight engine failure during cruising or other flight phase not including take-off or landing:**				
(1)	immediate actions: - control of the aircraft; - recognition of asymmetric condition; - identification and confirmation of failed engine: - idle leg = idle engine; and - closing of throttle or pulling back of power lever, as appropriate, for confirmation; - identification of failure cause and fire check: - typical reasons for failure; and - methods of rectification; and - feathering decision and procedure: - reduction of other drag; - need for speed but not haste; and - use of rudder trim;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(2)	subsequent actions: - operating engine: - temperature, pressure, and power; - remaining services; - electrical load: assess and reduce, as necessary; - effect on power source for air-driven instruments; - landing gear; and - flaps and other services; - re-planning of the flight: - ATC and weather; - terrain clearance, SE cruising speed; and - decision to divert or continue; - fuel management: best use of remaining fuel; - dangers of restarting damaged engine; - action if unable to maintain altitude: effect of altitude on available power; - effects on performance; - effects on available power and required power; - effects on various airframe configurations and propeller settings; - use of AFM: - cruising; - climbing: ASI color coding (blue line); - descending; and - turning; - limitations and handling of operating engine; and - control and performance of take-off and approach.				
(h)	**Significant factors:**				
(1)	significance of take-off safety speed: - effect on airplane performance of landing gear, flap, feathering, take-off, trim setting, and systems for operating landing gear and flaps; and - effect on airplane performance of mass, altitude, and temperature;				
(2)	significance of best SE climb speed (Vyse): - accelerating to Vyse and establishing a positive climb; - relationship between Vyse and normal climb speed; and - action, if unable to climb; and				
(3)	significance of asymmetric committal height and speed: action, if baulked below asymmetric committal height.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(i)	**Engine failure during take-off:**				
(1)	below VMCA or unstick speed: - use AFM data, if available; and - accelerate or stop distance considerations;				
(2)	above VMCA or unstick speed and below safety speed;				
(3)	immediate re-landing or use of remaining power for forced landing; and				
(4)	considerations: - degree of engine failure; - speed at the time; - mass, altitude, temperature performance; - configuration; - length of remaining runway; and - position of any obstacles ahead.				
(j)	**Engine failure after take-off:**				
(1)	(1) simulated at a safe height and at or above take-off safety speed;				
(2)	considerations: - need to maintain control; - use of bank technique towards operating engine; - use of available power to reach Vyse; - mass, altitude, temperature performance; and - effect of prevailing conditions and circumstances;				
(3)	immediate actions: - maintaining control, including airspeed and use of power; - recognition of asymmetric condition; - identification and confirmation of failed engine; - feathering and removal of drag (procedure for specific type); and - reaching and maintaining Vyse; and				
(4)	subsequent actions, whilst carrying out an asymmetric power climb to the downwind position at Vyse: - identification of failure and fire check; - handling considerations for operating engine; - remaining services; - liaison with ATC; and - fuel management. Note: these procedures are dependent upon the airplane type concerned and actual flight situation.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(k)	**Asymmetric committal height**				
(1)	Asymmetric committal height is the minimum height needed to put the aircraft into a positive climb, whilst maintaining an adequate speed to control the aircraft and reduce drag during an approach to landing.				
(2)	Due to the significantly reduced performance of many CS-23 airplanes when operating with one engine, a minimum height should be considered from which it would be safe to attempt a go-around procedure during an approach when the airplane must change from descent to climb in a high-drag configuration.				
(3)	Due to the height loss that occurs when the operating engine is turned to full power, with landing gear and flap retracted, and the airplane is put into a climb at Vyse, a minimum height (often referred to as 'asymmetric committal height') should be selected below which the pilot should not attempt to fly another circuit. This height should be compatible with the airplane type, all-up weight, altitude of the aerodrome used, air temperature, wind, height of obstructions along the climb-out path, and the pilot's competence.				
(4)	Circuit approach and landing with asymmetric power: - definition and use of asymmetric committal height; - use of standard pattern and normal procedures; - action, if unable to maintain circuit height; - speed and power settings required; and - decision to land or execute a go-around at asymmetric committal height: factors to be considered.				
(5)	Undershooting: importance of maintaining an appropriate airspeed.				
(l)	**Speed and heading control:**				
(1)	relationship between height, speed, and power: need for minimum possible drag; and				
(2)	reaching a positive climb at Vyse: - effect of availability of systems, and power for the flap and landing gear; and - operation and rapid clean-up.				
	Note 1: the airspeed at which the decision is made to make a landing or execute a go-around should normally be Vyse and not lower than the safety speed. Note 2: instrument approach 'decision height' and its associated procedures should not be confused with the selection of minimum height for initiating a go-around in asymmetric power flight.				
(m)	**Engine failure during an all-engine approach or missed approach:**				
(1)	(use of asymmetric committal height, and speed considerations; and				
(2)	speed and heading control: decision to attempt a landing, go-around or forced landing depending on circumstances. Note: at least one demonstration and practice of engine failure in this situation should be performed during the course.				
(n)	**Instrument flying with asymmetric power:**				
(1)	considerations relating to aircraft performance during: - straight and level flight; - climb and descent; - standard rate turns; and - level, climbing, and descending turns including turns to preselected headings;				
(2)	availability of vacuum-operated instruments; and				
(3)	electrical power source.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
Specific trainings: LIFUS training and landing training.					
The applicant for a TRI(A) certificate should receive instruction in an FSTD in accordance with FCL.930.TRI(a)(4). (A) LIFUS training:					
LIFUS training					
(a)	Training in an FSTD:				
(1)	familiarization as PF on both seats, as applicable, which should include at least the following: - pre-flight preparation and use of checklists; - taxiing; - take-off; - rejected take-off - engine failure during take-off, after take-off decision speed (V1); - one-engine-inoperative approach and go-around; - one-engine-inoperative (critical, simulated) landing; - other emergency and abnormal operating procedures (as necessary); - emergency evacuations; and - task sharing and decision-making; and				
(2)	airplane training techniques:				
	(i) methods of providing appropriate commentary; and				
	(ii) intervention strategies developed from situations that are role-played by a TRI training course instructor, taken from but not limited to:				
	(A) take-off: - tail strike awareness and avoidance, - rejected take-off, - actual engine failure, - take-off configuration warning, and - over-controlling;				
	(B) approach and landing: - normal approach, - high flare, long float, no flare, - immediate go-around after touchdown, - baulked landing, - rejected landing, - crosswind, and - over-controlling; and				
	(C) flight management: - task sharing and handover of controls, - effect of ATC-delaying actions on endurance, - alternate management and diversion, and - traffic awareness when flying in pattern				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Training in airplane (in flight). This training should consist of at least one route sector where the candidate instructor:				
(1)	either observes a TRI(A) who conducts line flying under supervision, or				
(2)	conducts role play line flying under supervision for a TRI(A) who is qualified for line flying under supervision. Upon completion of the above-mentioned training, the candidate instructor should complete a route sector under the supervision and to the satisfaction of a TRI(A) who is nominated for that purpose by the ATO				
	Upon completion of the above-mentioned training, the candidate instructor should complete a route sector under the supervision and to the satisfaction of a TRI(A) who is nominated for that purpose by the ATO.				
Landing training: content					
(a)	Training in an FSTD**.** The training in an FSTD should be tailored and appropriate to the airplane type, and the exercises should be more demanding for each candidate instructor. In addition to the LIFUS training items in the FSTD (Specific trainings listed under (a)(1) and (a)(2) above), the landing training should comprise a variety of exercises that cover both normal and abnormal operations including the following:				
(1)	consideration of threats during touch-and-go: - operating at low altitude; - General Aviation (GA) traffic; - increased fuel consumption; - bird strikes; - decision to continue touch-and-go or make a full-stop landing; and - aspects of performance and associated risks;				
(2)	incorrect rudder inputs;				
(3)	failure of a critical engine;				
(4)	approach and full-stop landing in simulated engine-out flight; and				
(5)	go-around in simulated engine-out flight. The applicant needs to be additionally trained in other abnormal items during the training course, if required				
(b)	Training in an airplane.				
(1)	Upon completion of the FSTD training, the applicant should perform role-play flying for landing training under the supervision and to the satisfaction of a TRI(A) who is nominated for that purpose by the ATO. The training should cover at least the following elements: - take-off, - traffic pattern, - touch-and-go, - go-around, and - full-stop landing with different flap settings.				
(2)	In exceptional circumstances, it may be necessary to perform simulated engine-out handling and engine-out operations in an airplane in addition to representative exercises from the type rating course				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
UPRT.					
Instructors should have the specific competence to provide UPRT during the type rating training course, including the ability to demonstrate knowledge and understanding of the type-specific upset recovery procedures and of the recommendations that are developed by the original equipment manufacturers (OEMs). Therefore, during the TRI training course, the student instructor should:					
(a)	be able to apply the correct upset recovery techniques for the specific airplane type;				
(b)	understand the importance of applying type-specific OEM procedures for recovery maneuvers;				
(c)	be able to distinguish between the applicable SOPs and OEM recommendations (if available);				
(d)	understand the capabilities and limitations of the FSTDs that are used for UPRT;				
(e)	ensure that the training remains within the FSTD training envelope to avoid the risk of negative transfer of training;				
(f)	understand and be able to use the IOS of the FSTD in the context of providing effective UPRT;				
(g)	understand and be able to use the available FSTD instructor tools to provide accurate feedback on pilot performance;				
(h)	understand the importance of adhering to the FSTD UPRT scenarios that are validated by the training program developer; and				
(i)	understand the missing critical human factor aspects due to the limitations of the FSTD, and convey this to the student pilot(s) receiving the training				
AMC2 FCL.930.TRI TRI Training course					
HELICOPTERS					
GENERAL					
(a)	The aim of the TRI(H) course is to train helicopter license holders to the level of competence defined in FCL.920 and adequate for a TRI.				
(b)	The training course should develop safety awareness throughout by teaching the knowledge, skills and attitudes relevant to the TRI(H) task, and should be designed to give adequate training to the applicant in theoretical knowledge instruction, flight instruction and FSTD instruction to instruct for a helicopter type rating for which the applicant is qualified.				
(c)	The TRI(H) training course should give particular emphasis to the role of the individual in relation to the importance of human factors in the man-machine environment and the role of CRM.				
(d)	Special attention should be given to the applicant's maturity and judgment including an understanding of adults, their behavioral attitudes and variable levels of learning ability. During the training course the applicants should be made aware of their own attitudes to the importance of flight safety. It will be important during the course of training to aim at giving the applicant the knowledge, skills and attitudes relevant to the role of the TRI.				
(e)	For a TRI(H) certificate the amount of flight training will vary depending on the complexity of the helicopter type.				
(f)	A similar number of hours should be used for the instruction and practice of pre-flight and post flight briefing for each exercise. The flight instruction should aim to ensure that the applicant is able to teach the air exercises safely and efficiently and should be related to the type of helicopter on which the applicant wishes to instruct. The content of the training program should cover training exercises applicable to the helicopter type as set out in the applicable type rating course syllabus.				
(g)	A TRI(H) may instruct in a TRI(H) course once he or she has conducted a minimum of four type rating instruction courses.				
CONTENT					
(h)	The training course consists of three parts: (1) Part 1: teaching and learning, that should comply with AMC1 FCL.920; (2) Part 2: technical theoretical knowledge instruction (technical training); (3) Part 3: flight instruction.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
CONTENT					
(h)	The training course consists of three parts: (1) Part 1: teaching and learning, that should comply with AMC1 FCL.920; (2) Part 2: technical theoretical knowledge instruction (technical training); (3) Part 3: flight instruction.				
Part 1					
	The content of the teaching and learning part of the FI training course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the course syllabus.				
Part 2					
TECHNICAL THEORETICAL KNOWLEDGE INSTRUCTION SYLLABUS					
(a)	The technical theoretical knowledge instruction should comprise of not less than 10 hours training to include the revision of technical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the TRI(H) to instruct the technical theoretical knowledge syllabus.				
(b)	If a TRI(H) certificate for MP helicopters is sought, particular attention should be given to multicrew cooperation				
(c)	The type rating theoretical syllabus should be used to develop the TRI(H)'s teaching skills in relation to the type technical course syllabus. The course instructor should deliver example lectures from the applicable type technical syllabus and the candidate instructor should prepare and deliver lectures on topics selected by the course instructor from the subject list below: (1) helicopter structure, transmissions, rotor and equipment, normal and abnormal operation of systems: (i) dimensions; (ii) engine including aux. power unit, rotors and transmissions; (iii) fuel system; (iv) air-conditioning; (v) ice protection, windshield wipers and rain repellent; (vi) hydraulic system; (vii) landing gear; (viii) flight controls, stability augmentation and autopilot systems; (ix) electrical power supply; (x) flight instruments, communication, radar and navigation equipment; (xi) cockpit, cabin and cargo compartment; (xii) emergency equipment. (2) limitations: (i) general limitations, according to the helicopter flight manual; (ii) minimum equipment list. (3) performance, flight planning and monitoring: (i) performance; (ii) light planning. (4) load and balance and servicing: (i) load and balance; (ii) servicing on ground; (5) emergency procedures; (6) special requirements for helicopters with EFIS; (7) optional equipment.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
Part 3					
FLIGHT INSTRUCTION SYLLABUS					
(a)	The amount of flight training will vary depending on the complexity of the helicopter type. At least 5 hours flight instruction for a SP helicopter and at least 10 hours for a MP ME helicopter should be counted. A similar number of hours should be used for the instruction and practice of pre-flight and post flight briefing for each exercise. The flight instruction should aim to ensure that the applicant is able to teach the air exercises safely and efficiently and related to the type of helicopter on which the applicant wishes to instruct. The content of the training program should only cover training exercises applicable to the helicopter type as set out in Appendix 9 to CAR-FCL.				
(b)	If a TRI(H) certificate for MP helicopters is sought, particular attention should be given to MCC.				
(c)	If a TRI(H) certificate for revalidation of instrument ratings is sought, then the applicant should hold a valid instrument rating.				
FLIGHT OR FSTD TRAINING					
(d)	The training course should be related to the type of helicopter on which the applicant wishes to instruct.				
(e)	For MP helicopter type ratings MCC, CRM and the appropriate use of behavioral markers should be integrated throughout.				
(f)	The content of the training program should cover identified and significant exercises applicable to the helicopter type.				
FSTD TRAINING					
(g)	The applicant for a TRI(H) certificate should be taught and made familiar with the device, its limitations, capabilities and safety features, and the instructor station.				
(h)	The applicant for a TRI(H) certificate should be taught and made familiar with giving instruction from the instructor station seat as well as the pilot's seats, including demonstrations of appropriate handling exercises.				
(i)	Training courses should be developed to give the applicant experience in training a variety of exercises, covering both normal and abnormal operations. The syllabus should be tailored appropriate to the helicopter type, using exercises considered more demanding for the student. This should include engine-out handling and engine-out operations in addition to representative exercises from the type transition course.				
(j)	The applicant should be required to plan, brief, train and debrief sessions using all relevant training techniques.				
HELICOPTER TRAINING					
(k)	The applicant for a TRI(H) certificate should receive instruction in an FSTD to a satisfactory level in:				
(1)	Left hand seat familiarization, and in addition right hand seat familiarization where instruction is to be given to co-pilots operating in the left-hand seat, which should include at least the following as pilot flying: (i) pre-flight preparation and use of checklists; (ii) taxiing: ground and air; (iii) take-off and landings; (iv) engine failure during take-off, before DPATO; (v) engine failure during take-off, after DPATO; (vi) engine inoperative approach and go-around; (vii) one engine simulated inoperative landing; (viii) autorotation to landing or power recovery; (ix) other emergency and abnormal operating procedures (as necessary); (x) instrument departure, approach and go-around with one engine simulated inoperative should be covered where TRI(H) privileges include giving instrument instruction for the extension of an IR(H) to additional types.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(2)	Helicopter training techniques: (i) methods for giving appropriate commentary; (ii) instructor demonstrations of critical maneuvers with commentary; (iii) particularities and safety considerations associated with handling the helicopter in critical maneuvers such as one-engine-inoperative and autorotation exercises; (iv) where relevant, the conduct of instrument training with particular emphasis on weather restrictions, dangers of icing and limitations on the conduct of critical maneuvers in instrument meteorological conditions; (v) intervention strategies developed from situations role-played by a TRI(H) course instructor, taken from but not limited to: (A) incorrect helicopter configuration; (B) over controlling; (C) incorrect control inputs; (D) excessive flare close to the ground; (E) one-engine-inoperative take-off and landings; (F) incorrect handling of autorotation; (G) static or dynamic rollover on take-off or landing; (H) too high on approach with associated danger of vortex ring or settling with power; (I) incapacitation; (L) abnormal and emergency procedures and appropriate methods and minimum altitudes for simulating failures in the helicopter; (M) failure of the driving engine during OEI maneuvers.				
(l)	Upon successful completion of the training above, the applicant should receive sufficient training in an helicopter in-flight under the supervision of a TRI(H) to a level where the applicant is able to conduct the critical items of the type rating course to a safe standard. Of the minimum course requirements of 5 hours flight training for a SP helicopter or 10 hours for a MP helicopter, up to 3 hours of this may be conducted in an FSTD.				
TRAINING WHERE NO FSTD EXISTS					
(m)	Where no FSTD exists for the type for which the TRI(H) certificate is sought, a similar course of training should be conducted in the applicable helicopter type. This includes all elements listed under sub paragraphs (k)(1) and (2) of this AMC, the FSTD elements being replaced with appropriate exercises in a helicopter of the applicable type, subject to any restrictions placed on the conduct of critical exercises associated with helicopter flight manual limitations and safety considerations.				
FCL.935.TRI TRI - Assessment of competence					
(a)	The assessment of competence for a TRI for MPA and PL shall be conducted in an FFS. If no FFS is available or accessible, an aircraft shall be used.				
(b)	The assessment of competence for a TRI for single-pilot high-performance complex airplanes and helicopters shall be conducted in any of the following:				
(1)	an available and accessible FFS;				
(2)	if no FFS is available or accessible, in a combination of FSTD(s) and an aircraft;				
(3)	if no FSTD is available or accessible, in an aircraft.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
FCL.940.TRI TRI - Revalidation and renewal					
(a)	**Revalidation**				
(1)	Airplanes. To revalidate a TRI(A) certificate, applicants shall, within the 12 months immediately preceding the expiry date of the certificate fulfil at least two out of the three following requirements:				
(i)	conduct one of the following parts of a complete type rating or recurrent training course: simulator session of at least 3 hours or one air exercise of at least 1 hour comprising a minimum of two take-offs and landings;				
(ii)	complete instructor refresher training as a TRI(A) at an ATO;				
(iii)	pass the assessment of competence in accordance with point FCL.935. Applicants who have complied with point FCL.910.TRI (b)(3) shall be deemed to comply with this requirement.				
(2)	Helicopters and powered lift. To revalidate a TRI(H) or TRI(PL) certificate, applicants shall, within the validity period of the TRI certificate fulfil at least two out of the three following requirements:				
(i)	completed at least 50 hours of flight instruction in each of the types of aircraft for which instructional privileges are held or in an FSTD representing those types, of which at least 15 hours shall be completed in the period of 12 months immediately preceding the expiry date of the TRI certificate. In the case of a TRI(PL), those hours shall be completed as a TRI or a type rating examiner (TRE), or as an SFI or a synthetic flight examiner (SFE). In the case of a TRI(H), the time flown as FIs, instrument rating instructors (IRIs), synthetic training instructors (STIs) or as any kind of examiners shall be accounted for this purpose;				
(ii)	complete instructor refresher training as a TRI(H) or TRI(PL), as relevant, at an ATO;				
(iii)	in the period of 12 months immediately preceding the expiry date of the certificate, passed an assessment of competence in accordance with points FCL.935, FCL.910.TRI(b)(3) or FCL.910.TRI(c)(3), as applicable.				
(3)	For at least each alternate revalidation of a TRI certificate, holders shall pass the assessment of competence in accordance with point FCL.935.				
(4)	If TRIs hold a certificate for more than one type of aircraft within the same category, the assessment of competence taken on one of those types of aircraft shall revalidate the TRI certificate for the other types held within the same category of aircraft, unless it is otherwise determined in the OSD				
(5)	Specific requirements for the revalidation of a TRI(H) certificate. TRIs(H) holding an FI(H) certificate in the relevant type shall be deemed to comply with the requirements in point (a). In that case, the TRI(H) certificate shall be valid until the expiry date of the FI(H) certificate.				
(b)	**Renewal**. To renew a TRI certificate, applicants shall, within the 12 months immediately preceding the date of the application, have passed the assessment of competence in accordance with point FCL.935 and shall have completed the following:				
(1)	for airplanes:				
(i)	at least 30 route sectors, including take-offs and landings on the applicable airplane type, of which maximum 15 sectors may be completed in an FFS;				
(ii)	instructor refresher training as a TRI at an ATO which shall cover the relevant elements of the TRI training course;				
(2)	for helicopters and powered lift:				
(i)	at least 10 hours of flight time, including take-offs and landings on the applicable aircraft type, of which maximum 5 hours may be completed in an FFS or FTD 2/3;				
(ii)	instructor refresher training as a TRI at an ATO, which shall cover the relevant elements of the TRI training course.				
(3)	If applicants held a certificate for more than one type of aircraft within the same category, the assessment of competence taken on one of those types of aircraft shall renew the TRI certificate for the other types held within the same category of aircraft, unless it is otherwise determined in the OSD.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
AMC1 FCL.940.TRI(a)(1)(ii), (a)(2)(ii), (b)(1)(ii), (b)(2)(ii); FCL.940.SFI(a)(2), (e)(1)					
(a)	The refresher training for revalidation of the TRI and SFI certificates should be provided as a seminar. The seminar should consist of 6 hours of learning and may be held in the form of either one or more of the following: e-learning, two-way online meetings, face-to-face seminars. The content of the refresher seminar for revalidation should be selected from the following items: (1) relevant changes to national regulations; (2) the role of the instructor; (3) teaching and learning styles; (4) observational skills; (5) instructional techniques; (6) briefing and debriefing skills; (7) TEM; (8) human performance and limitations; (9) flight safety, prevention of incidents and accidents, including those specific to the ATO; (10) significant changes in the content of the relevant part of the aviation system; (11) legal aspects and enforcement procedures; (12) developments in competency-based instruction; (13) report writing; and (14) any additional topics proposed by the CAA.				
(b)	For the refresher training for renewal of the TRI and SFI certificates: (1) the ATO should determine on a case-by-case basis the amount of refresher training needed, through an assessment of the candidate, taking into account the following factors: (i) the experience of the applicant; (ii) the amount of time elapsed since the expiry of the TRI or SFI certificate; and (iii) the technical elements of the TRI or SFI training course, as determined by the assessment of the candidate by the ATO; (2) the ATO should also consider the elements defined in point (a) above to determine the refresher training needed; and (3) once the ATO has determined the needs of the applicant, it should develop an individual training program that should be based on the content of the TRI or SFI training course and focus on the aspects where the applicant has the greatest needs. (c) After successful completion of the seminar or refresher training, as applicable, the ATO should: (1) in case of a seminar, in accordance with point (a), issue the applicant with a seminar completion certificate or another document specified by the CAA, which describes the content of the seminar as in point (a), as well as a statement that the seminar was successfully completed; and (2) in case of refresher training, in accordance with point (b), issue the applicant with a training completion certificate or another document specified by the CAA, which describes the evaluation of the factors listed in point (b)(1) and the training received, as well as a statement that the training was successfully completed; the training completion certificate should be presented to the examiner prior to the assessment of competence. (d) Upon successful completion of the seminar or refresher training, as applicable, the ATO should submit the seminar or training completion certificate, or the other document specified by the CAA, to the CAA.				

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

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 4 Specific requirements for the class rating instructor - CRI					
FCL.905.CRI CRI - Privileges and conditions					
(a)	The privileges of a CRI are to instruct for:				
(1)	the issue, revalidation or renewal of a class or type rating for single-pilot airplanes, except for single-pilot high-performance complex airplanes, when the privileges sought by the applicant are to fly in single-pilot operations;				
(2)	a towing or aerobatic rating for the airplane category, provided the CRI holds the relevant rating and has demonstrated the ability to instruct for that rating to an FI qualified in accordance with FCL.905.FI(i);				
(3)	extension of LAPL(A) privileges to another class or variant of airplane.				
(b)	The privileges of a CRI are restricted to the class or type of airplane in which the instructor assessment of competence was taken. The privileges of the CRI shall be extended to further classes or types when the CRI has completed, within the last 12 months:				
(1)	15 hours flight time as PIC on airplanes of the applicable class or type of airplane;				
(2)	one training flight from the right-hand seat under the supervision of another CRI or FI qualified for that class or type occupying the other pilot's seat.				
(c)	The privileges of CRIs are to instruct for class and type ratings for single-pilot airplanes, except for single-pilot high-performance complex airplanes, in multi-pilot operations, provided that CRIs meet any of the following conditions:				
(1)	hold or have held a TRI certificate for multi-pilot airplanes;				
(2)	have at least 500 hours on airplanes in multi-pilot operations and completed an MCCI training course in accordance with point FCL.930.MCCI.				
(d)	Applicants for a CRI for multi-engine airplanes holding a CRI certificate for single-engine airplanes shall have fulfilled the prerequisites for a CRI established in FCL.915.CRI(a) and the requirements of FCL.930.CRI(a)(3) and FCL.935.				
FCL.915.CRI CRI - Prerequisites.					
An applicant for a CRI certificate shall have completed at least:					
(a)	for multi-engine airplanes:				
(1)	500 hours flight time as a pilot on airplanes;				
(2)	30 hours as PIC on the applicable class or type of airplane;				
(b)	for single-engine airplanes:				
(1)	300 hours flight time as a pilot on airplanes;				
(2)	30 hours as PIC on the applicable class or type of airplane.				
FCL.930.CRI CRI - Training course					
(a)	The training course for the CRI shall include, at least:				
(1)	25 hours of teaching and learning instruction;				
(2)	10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/ simulator instructional skills;				
(3)	5 hours of flight instruction on multi-engine airplanes or an FSTD representing that class or type of airplane, including at least 3 hours on the airplane, or at least 3 hours of flight instruction on single-engine airplanes, given by an FI(A) qualified in accordance with point FCL.905.FI(j).				
(b)	Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
AMC1 FCL.930.CRI CRI Training course					
GENERAL					
(a)	The aim of the CRI training course is to train aircraft license holders to the level of competence defined in FCL.920 and adequate to a CRI.				
(b)	The training course should be designed to give adequate training to the applicant in theoretical knowledge instruction, flight instruction and FSTD instruction to instruct for any class or type rating, except for single-pilot high-performance complex airplanes, for which the applicant is qualified.				
(c)	The flight training should be aimed at ensuring that the applicant is able to teach the air exercises safely and efficiently to students undergoing a course of training for the issue of a class or type rating, except for single-pilot high-performance complex airplanes.				
(d)	It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at the appropriate times during each flight.				
(e)	The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasized at all times.				
CONTENT					
(f)	The training course consists of three parts: (1) Part 1: teaching and learning that should be in accordance with AMC1 FCL.920; (2) Part 2: technical theoretical knowledge instruction (technical training); (3) Part 3: flight instruction.				
Part 1					
The content of the teaching and learning part of the FI training course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the course syllabus.					
Part 2					
(a)	The technical theoretical-knowledge instruction should comprise at least 10 hours of training to include the revision of technical knowledge, preparation of lesson plans, and development of classroom instructional skills to enable the CRI to teach the technical theoretical-knowledge syllabus.				
(b)	The type or class rating theoretical syllabus should be used to develop the CRI teaching skills in relation to the type or class technical course syllabus. The course instructor should deliver example lectures from the applicable type or class technical syllabus. The candidate instructor should prepare and deliver lectures on topics that are selected by the course instructor from the type/class rating course and the generic topics listed further below.				
(c)	The 10 hours of technical theoretical-knowledge instruction should develop the applicant's ability to teach a student the knowledge and understanding that are required for the relevant air exercises for either SE or ME airplanes, depending on the privileges sought by the candidate.				
(d)	If CRI privileges for both SE and ME airplanes are sought, the applicant should complete 10 hours of technical theoretical-knowledge instruction related to SE and ME airplanes each.				
(e)	This following syllabus of general subjects' concerns training only on ME airplanes.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
GENERAL SUBJECTS					
(a)	Air legislation: (1) airplane performance group definitions; (2) methods of factoring gross performance.				
(b)	(b) Asymmetric power flight;				
(c)	(c) Principles of flight;				
(d)	The problems: (1) asymmetry; (2) control; (3) performance;				
(e)	The forces and couples: (1) offset thrust line; (2) asymmetric blade effect; (3) offset drag line; (4) failed engine propeller drags; (5) total drag increase; (6) asymmetry of lift; (7) uneven propeller slipstream effect; (8) effect of yaw in level and turning flight; (9) thrust and rudder side force couples; (10) effect on moment arms.				
(f)	Control in asymmetric power flight: (1) use, misuse and limits of: (i) rudder; (ii) aileron; (iii) elevators. (2) effect of bank or sideslip and balance; (3) decrease of aileron and rudder effectiveness; (4) fin stall possibility; (5) effect of IAS and thrust relationship; (6) effect of residual unbalanced forces; (7) foot loads and trimming.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(g)	Minimum control and safety speeds: (1) minimum control speed (vmc); (2) definition; (3) origin; (4) factors affecting (vmc): (i) thrust; (ii) mass and centre of gravity position; (iii) altitude; (iv) landing gear; (v) flaps; (vi) cowl flaps or cooling gills; (vii) turbulence or gusts; (viii) pilot reaction or competence; (ix) banking towards the operating engine; (x) drag; (xi) feathering; (xii) critical engine.				
	(5) take-off safety speed; (6) definition or origin of v2; (7) other relevant v codes;				
(h)	airplane performance: one engine inoperative: (1) effect on excess power available; (2) SE ceiling; (3) cruising, range and endurance; (4) acceleration and deceleration; (5) zero thrust, definition and purpose;				
(i)	Propellers: (1) variable pitch: general principles; (2) feathering and un-feathering mechanism and limitations (for example minimum RPM)				
(j)	Specific airplane type;				
(k)	airplane and engine systems: (1) operation normal; (2) operation abnormal; (3) emergency procedures.				
(l)	Limitations: airframe: (1) load factors; (2) landing gear and flap limiting speeds (vlo and vfe); (3) rough air speed (vra); (4) maximum speeds (vno and vne).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(m)	Limitations: engine: (1) RPM and manifold pressure; (2) oil temperature and pressure; (3) emergency procedures.				
(n)	Mass and balance: (to be covered in conjunction with the flight manual or equivalent document (for example owner's manual or pilot's operating handbook)) (1) mass and balance documentation for airplane type; (2) revision of basic principles; (3) calculations for specific airplane type.				
(o)	Mass and performance: (to be covered in conjunction with the flight manual or equivalent document (for example owner's manual or pilot's operating handbook)) (1) calculations for specific airplane type (all engines operating); (2) take-off run; (3) take-off distance; (4) accelerate and stop distance; (5) landing distance;				
	(6) landing run; (7) take-off or climb out flight path; (8) calculations for specific airplane type (one engine operating); (9) climb out flight path; (10) landing distance; (11) landing run.				
Part 3					
FLIGHT INSTRUCTION SYLLABUS: NORMAL FLIGHT					
(a)	This part is similar to the air exercise sections of the SE FI course, including 'Introduction to instrument flying' except that the objectives, airmanship considerations and common errors are related to the operation of an ME airplane.				
(b)	The purpose of this part is to acquaint the applicant with the teaching aspects of the operational procedures and handling of an ME airplane with all engines functioning.				
(c)	The following items should be covered: (1) airplane familiarization; (2) pre-flight preparation and airplane inspection; (3) engine starting procedures; (4) taxiing; (5) pre-take-off procedures; (6) the take-off and initial climb: (i) into wind; (ii) crosswind; (iii) short field.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(7) climbing; (8) straight and level flight; (9) descending (including emergency descent procedures); (10) turning; (11) slow flight; (12) stalling and recoveries; (13) instrument flight: basic; (14) emergency drills (not including engine failure); (15) circuit, approach and landing: (i) into wind; (ii) crosswind; (iii) short field; (16) mis landing and going round again; (17) actions after flight.				
AIR EXERCISES					
(d)	The syllabus for CRI SE and ME training courses should comprise air exercises 1 to 4 and should not last less than 3 hours. In addition, the syllabus for a CRI ME training course should also include air exercise 5 to address asymmetric power flight and should not last less than 2 hours.				
EXERCISE 1: FAMILIARISATION WITH THE AEROPLANE					
(a)	Long briefing objectives: (1) introduction to the airplane; (2) explanation of the cockpit layout; (3) systems and controls; (4) airplane power plant; (5) checklists and drills; (6) differences when occupying the instructor’s seat; (7) emergency drills: (i) action in event of fire in the air and on the ground; (ii) escape drills: location of exits and use of emergency equipment (for example fire extinguishers, etc.). (8) pre-flight preparation and airplane inspection: (i) airplane documentation; (ii) external checks; (iii) internal checks; (iv) harness, seat or rudder pedal adjustment; (9) engine starting procedures: (i) use of checklists; (ii) checks before starting; (iii) checks after starting.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) external features; (2) cockpit layout; (3) airplane systems; (4) checklists and drills; (5) action if fire in the air and on the ground; (i) engine; (ii) cabin; (iii) electrical. (6) systems failure (as applicable to type); (7) escape drills (location and use of emergency equipment and exits); (8) preparation for and action after flight: (i) flight authorization and airplane acceptance; (ii) technical log or certificate of maintenance release; (iii) mass and balance and performance considerations; (iv) external checks; (v) internal checks, adjustment of harness or rudder pedals; (vi) starting and warming up engines; (vii) checks after starting; (viii) radio navigation and communication checks; (ix) altimeter checks and setting procedures; (x) power checks; (xi) running down and switching off engines; (xii) completion of authorization sheet and airplane serviceability documents.				
EXERCISE 2: TAXIING					
(a)	Long briefing objectives: (1) pre-taxiing area precautions (greater mass: greater inertia); (2) effect of differential power; (3) precautions on narrow taxiways; (4) pre-take-off procedures: (i) use of checklist; (ii) engine power checks; (iii) pre-take-off checks; (iv) instructor’s briefing to cover the procedure to be followed should an emergency occur during take-off, for example engine failure. (5) the take-off and initial climb: (i) ATC considerations; (ii) factors affecting the length of the take-off run or distance; (iii) correct lift-off speed;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(iv) importance of safety speed; (v) crosswind take-off, considerations and procedures; (vi) short field take-off, considerations and procedures; (vii) engine handling after take-off: throttle, pitch and engine synchronization. (6) climbing: (i) pre-climbing checks; (ii) engine considerations (use of throttle or pitch controls); (iii) maximum rate of climb speed; (iv) maximum angle of climb speed; (v) synchronizing the engines.				
(b)	Air exercise (1) pre-taxing checks; (2) starting, control of speed and stopping; (3) control of direction and turning; (4) turning in confined spaces; (5) leaving the parking area; (6) freedom of rudder movement (importance of pilot ability to use full rudder travel); (7) instrument checks; (8) emergencies (brake or steering failure); (9) pre-take-off procedures: (i) use of checklist; (ii) engine power and system checks; (iii) pre-take-off checks; (iv) instructor's briefing if emergencies during take-off. (10) the take-off and initial climb: (i) ATC considerations; (ii) directional control and use of power; (iii) lift-off speed; (iv) crosswind effects and procedure; (v) short field take-off and procedure. (vi) procedures after take-off (at an appropriate stage of the course): (A) landing gear retraction; (B) flap retraction (as applicable); (C) selection of manifold pressure and RPM; (D) engine synchronization; (E) other procedures (as applicable). (11) climbing: (i) pre-climbing checks; (ii) power selection for normal and maximum rate climb;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(iii) engine and RPM limitations; (iv) effect of altitude on manifold pressure, full throttle; (v) levelling off: power selection; (vi) climbing with flaps down; (vii) recovery to normal climb; (viii) en-route climb (cruise climb); (ix) maximum angle of climb; (x) altimeter setting procedures; (xi) prolonged climb and use of cowl flaps or cooling gills; (xii) instrument appreciation.				
EXERCISE 3: STRAIGHT AND LEVEL FLIGHT					
(a)	Long briefing objectives: (1) selection of power: throttle or pitch controls; (2) engine synchronization; (3) fuel consumption aspects; (4) use of trimming controls: elevator and rudder (aileron as applicable); (5) operation of flaps: (i) effect on pitch attitude; (ii) effect on air speed. (6) operation of landing gear: (i) effect on pitch attitude; (ii) effect on air speed. (7) use of mixture controls; (8) use of alternate air or carburetor heat controls; (9) operation of cowl flaps or cooling gills; (10) use of cabin ventilation and heating systems; (11) operation and use of the other systems (as applicable to type); (12) descending: (i) pre-descent checks; (ii) normal descent; (iii) selection of throttle or pitch controls; (iv) engine cooling considerations; (v) emergency descent procedure. (13) turning: (i) medium turns; (ii) climbing and descending turns; (iii) steep turns (45 ° of bank or more).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) at normal cruising power: (i) selection of cruise power; (ii) manifold pressure or RPM; (iii) engine synchronization; (iv) use of trimming controls; (v) performance considerations: range or endurance. (2) instrument appreciation; (3) operation of flaps (in stages): (i) air speed below vfe; (ii) effect on pitch attitude; (iii) effect on air speed (4) operation of landing gear: (i) air speed below vlo / vle; (ii) effect on pitch attitude; (iii) effect on air speed. (5) use of mixture controls; (6) use of alternate air or carburetor control; (7) operation of cowl flaps or cooling gills; (8) operation of cabin ventilation or heating systems; (9) operation and use of other systems (as applicable to type); (10) descending; (i) pre-descent checks; (ii) power selection: manifold pressure or RPM; (iii) powered descent (cruise descent); (iv) engine cooling considerations: use of cowl flaps or cooling gills; (v) levelling off; (vi) descending with flaps down; (vii) descending with landing gear down; (viii) altimeter setting procedure; (ix) instrument appreciation; (x) emergency descent: (A) as applicable to type; (B) limitations in turbulence vno. (11) turning: (i) medium turns; (ii) climbing and descending turns; (iii) steep turns: 45 ° of ban; (iv) instrument appreciation.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 4: SLOW FLIGHT					
(a)	Long briefing objectives: (1) airplane handling characteristics during slow flight: flight at vs1 and vso +5 knots; (2) simulated go-around from slow flight: (i) at Vsse with flaps down; (ii) note pitch trim change. (3) stalling: (i) power selection; (ii) symptoms approaching the stall; (iii) full stall characteristics; (iv) recovery from the full stall; (v) recovery at the incipient stall; (vi) stalling and recovery in the landing configuration; (vii) recovery at the incipient stage in the landing configuration. (4) instrument flight (basic): (i) straight and level; (ii) climbing; (iii) turning; (iv) descending. (5) emergency drills (not including engine failure), as applicable to type; (6) circuit approach and landing: (i) downwind leg: (A) air speed below vfe; (B) use of flaps (as applicable); (C) pre-landing checks; (D) position to turn onto base leg. (ii) base leg: (A) selection of power (throttle or pitch), flaps and trimming controls; (B) maintenance of correct air speed. (iii) final approach: (A) power adjustments (early reaction to undershooting); (B) use of additional flaps (as required); (C) confirmation of landing gear down; (D) selection ‘touch down’ point; (E) air speed reduction to Vat; (F) maintenance of approach path. (iv) landing: (A) greater sink rate; (B) longer landing distance and run;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(C) crosswind approach and landing; (D) crosswind considerations; (E) short field approach and landing; (F) short field procedure: considerations.				
(b)	Air exercise (1) safety checks; (2) setting up and maintaining (flaps up); (i) vs1 + 5 knots; (ii) note airplane handling characteristics. (3) setting up and maintaining (flaps down): (i) vso + 5 knots; (ii) note airplane handling characteristics. (4) simulated go-around from a slow flight with flaps: (i) down and air speed not below Vsse, for example air speed at Vsse or vmca + 10 knots; (ii) increase to full power and enter a climb; (iii) note pitch change. (5) resume normal flight. (6) stalling; (i) selection of RPM; (ii) stall symptoms; (iii) full stall characteristics; (iv) recovery from the full stall: care in application of power; (v) recovery at the incipient stage; (vi) stalling and recovery in landing configuration; (vii) stall recovery at the incipient stage in the landing configuration. (7) instrument flight (basic): (i) straight and level; (ii) climbing; (iii) turning; (iv) descending. (8) emergency drills (not including engine failure), as applicable to type; (9) circuit, approach and landing: (i) downwind leg: (A) control of speed (below vfe); (B) flaps as applicable; (C) pre-landing checks; (D) control of speed and height; (E) base leg turn.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(ii) base leg: (A) power selection; (B) use of flap and trimming controls; (C) maintenance of correct air speed. (iii) final approach: (A) use of additional flap (as required); (B) confirmation of landing gear down; (C) selection of touchdown point; (D) air speed reduction to Vat; (E) maintaining correct approach path: use of power. (iv) landing: (A) control of sink rate during flare; (B) crosswind considerations; (C) longer landing roll; (D) short or soft field approach and landing; (E) considerations and precautions. (10) Asymmetric power flight. During this part, special emphasis is to be placed on the: (i) circumstances in which actual feathering and un-feathering practice will be done, for example safe altitude; compliance with regulations about minimum altitude or height for feathering practice, weather conditions, distance from nearest available aerodrome; (ii) procedure to use for instructor and student co-operation, for example the correct use of touch drills and the prevention of misunderstandings, especially during feathering and unfeathering practice and when zero thrust is being used for asymmetric circuits. This procedure is to include positive agreement as to which engine is being shut down or re-started or set at zero thrust and identifying each control and naming the engine it is going to affect; (iii) consideration to be given to avoid over-working the operating engine, and the degraded performance when operating the airplane during asymmetric flight; (iv) need to use the specific checklist for the airplane type.				
EXERCISE 5: FLIGHT ON ASYMMETRIC POWER					
(a)	Long briefing objectives: (1) introduction to asymmetric flight: (2) feathering the propeller: method of operation; (3) effects on airplane handling at cruising speed; (4) introduction to effects upon airplane performance; (5) note foot load to maintain a constant heading (no rudder trim); (6) un-feathering the propeller; (7) return to normal flight finding the zero-thrust setting; (8) comparison of foot load when feathered and with zero thrust set. (9) effects and recognition of engine failure in level flight; (10) forces and the effects of yaw;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(11) types of failure: (i) sudden or gradual; (ii) complete or partial. (12) yaw, direction and further effects of yaw; (13) flight instrument indications; (14) identification of failed engine; (15) the couples and residual out of balance forces: resultant flight attitude; (16) use of rudder to counteract yaw; (17) use of aileron: dangers of misuse; (18) use of elevator to maintain level flight; (19) use of power to maintain a safe air speed and altitude; (20) supplementary recovery to straight and level flight: simultaneous increase of speed and reduction in power; (21) identification of failed engine: idle leg = idle engine; (22) use of engine instruments for identification: (i) fuel pressure or flow; (ii) RPM gauge response effect of CSU action at lower and higher air speed; (iii) engine temperature gauges. (23) confirmation of identification: close the throttle of identified failed engine; (24) effects and recognition of engine failure in turns; (25) identification and control; (26) side forces and effects of yaw. (27) During turning flight: (i) effect of 'inside' engine failure: effect sudden and pronounced; (ii) effect of 'outside' engine failure: effect less sudden and pronounced; (iii) the possibility of confusion in identification (particularly at low power): (A) correct use of rudder; (B) possible need to return to lateral level flight to confirm correct identification. (iv) visual and flight instrument indications; (v) effect of varying speed and power; (vi) speed and thrust relationship; (vii) at normal cruising speed and cruising power: engine failure clearly recognized; (viii) at low safe speed and climb power: engine failure most positively recognized; (ix) high speed descent and low power: possible failure to notice asymmetry (engine failure). (28) Minimum control speeds: (i) ASI color coding: red radial line. Note: this exercise is concerned with the ultimate boundaries of controllability in various conditions that a student can reach in a steady asymmetric power state, approached by a gradual speed reduction. Sudden and complete failure should not be given at the Flight Manual vmca. The purpose of the exercise is to continue the gradual introduction of a student to control an airplane in asymmetric power flight during extreme or critical situations. It is not a demonstration of vmca. (ii) Techniques for assessing critical speeds with wings level and recovery: dangers involved when minimum control speed and the stalling speed are very close: use of Vsse; (iii) Establish a minimum control speed for each asymmetrically disposed engine to establish critical engine (if applicable);				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(iv) Effects on minimum control speeds of: (A) bank; (B) zero thrust setting; (C) take-off configuration: (a) landing gear down and take-off flap set; (b) landing gear up and take-off flap set. Note: it is important to appreciate that the use of 5 ° of bank towards the operating engine produces a lower vmca and also a better performance than that obtained with the wings held level. It is now normal for manufacturers to use 5 ° of bank in this manner when determining the vmca for the specific type. Thus, the vmca quoted in the aeroplane manual will have been obtained using the technique. (29) Feathering and un-feathering: (i) minimum heights for practicing feathering or un-feathering drills; (ii) engine handling: precautions (overheating, icing conditions, priming, warm-up, method of simulating engine failure: reference to aircraft engine manual and service instructions and bulletins). (30) Engine failure procedure: (i) once the maintenance of control has been achieved, the order in which the procedures are carried out will be determined by the phase of operation and the aircraft type. (ii) flight phase: (A) in cruising flight; (B) critical phase such as immediately after take-off or during the approach to landing or during a go-around. (31) Aircraft type: Variations will inevitably occur in the order of certain drills and checks due to differences between airplane types and perhaps between models of the same type, and the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) is to be consulted to establish the exact order of these procedures. For example, one flight manual or equivalent document (for example owner's manual or pilot's operating handbook) may call for the raising of flaps and landing gear before feathering, whilst another may recommend feathering as a first step. The reason for this latter procedure could be due to the fact that some engines cannot be feathered if the RPM drops below a certain figure. Again, in some airplanes, the raising of the landing gear may create more drag during retraction due to the transient position of the landing gear doors and as a result of this retraction would best be left until feathering has been accomplished and propeller drag reduced. Therefore, the order in which the drills and checks are shown in this syllabus under 'immediate actions' and 'subsequent actions' are to be used as a general guide only and the exact order of precedence is determined by reference to the flight manual or equivalent document (for example owner's manual or pilot's operating handbook) for the specific airplane type being used on the course. (32) In-flight engine failure in cruise or other flight phase not including take-off or landing: (i) immediate actions: (A) recognition of asymmetric condition and control of the aircraft; (B) identification and confirmation of failed engine: (a) idle leg = idle engine; (b) closing of throttle for confirmation. (C) cause and fire check: (a) typical reasons for failure; (b) methods of rectification.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(D) feathering decision and procedure: (a) reduction of other drag; (b) need for speed but not haste; (c) use of rudder trim. (ii) subsequent actions; (A) live engine: (a) temperature, pressures and power; (b) remaining services; (c) electrical load: assess and reduce as necessary; (d) effect on power source for air driven instruments; (e) landing gear; (f) flaps and other services. (B) re-plan flight: (a) ATC and weather; (b) terrain clearance, SE cruise speed; (c) decision to divert or continue. (C) fuel management: best use of remaining fuel; (D) dangers of re-starting damaged engine; (E) action if unable to maintain altitude: effect of altitude on power available; (F) effects on performance; (G) effects on power available and power required; (H) effects on various airframe configuration and propeller settings; (I) use of flight manual or equivalent document (for example owner's manual or pilot's operating handbook): (a) cruising; (b) climbing: ASI color coding (blue line); (c) descending; (d) turning. (J) 'live' engine limitations and handling; (K) take-off and approach: control and performance. (33) Significant factors: (i) significance of take-off safety speed: (A) effect of landing gear, flap, feathering, take-off, trim setting, systems for operating landing gear and flaps; (B) effect on mass, altitude and temperature (performance). (ii) significance of best SE climb speed (Vyse): (A) acceleration to best engine climb speed and establishing a positive climb; (B) relationship of SE climb speed to normal climb speed; (C) action if unable to climb.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(iii) significance of asymmetric committal height and speed: action if baulked below asymmetric committal height. (34) Engine failure during take-off: (i) below vmca or unstick speed: (A) accelerate or stop distance considerations; (B) prior use of flight manual data if available. (ii) above vmca or unstick speed and below safety speed; (iii) immediate re-landing or use of remaining power to achieve forced landing; (iv) considerations: (A) degree of engine failure; (B) speed at the time; (C) mass, altitude and temperature (performance); (D) configuration; (E) length of runway remaining; (F) position of any obstacles ahead. (35) Engine failure after take-off: (i) simulated at a safe height and at or above take-off safety speed; (ii) considerations: (A) need to maintain control; (B) use of bank towards operating engine; (C) use of available power achieving best SE climb speed; (D) mass, altitude, temperature (performance); (E) effect of prevailing conditions and circumstances. (36) Immediate actions: maintenance of control, including air speed and use of power: (i) recognition of asymmetric condition; (ii) identification and confirmation of failed engine; (iii) feathering and removal of drag (procedure for type); (iv) establishing best SE climb speed. (37) Subsequent actions: whilst carrying out an asymmetric power climb to the downwind position at SE best rate of climb speed: (i) cause and fire check; (ii) live engine, handling considerations; (iii) remaining services; (iv) ATC liaison; (v) fuel management. Note: these procedures are applicable to airplane type and flight situation. (38) Significance of asymmetric committal height: (i) Asymmetric committal height is the minimum height needed to establish a positive climb whilst maintaining adequate speed for control and removal of drag during an approach to a landing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	Because of the significantly reduced performance of many CS/JAR/FAR 23 airplanes when operating on one engine, consideration is to be given to a minimum height from which it would be safely possible to attempt a go-around procedure, during an approach when the flight path will have to be changed from a descent to a climb with the airplane in a high drag configuration. Due to the height loss which will occur during the time that the operating engine is brought up to full power, landing gear and flap retracted, and the airplane established in a climb at vyse a minimum height (often referred to as 'Asymmetric committal height') is to be selected, below which the pilot should not attempt to take the airplane round again for another circuit. This height will be compatible with the airplane type, all up weight, altitude of the aerodrome being used, air temperature, wind, the height of obstructions along the climb out path, and pilot competence. (ii) circuit approach and landing on asymmetric power: (A) definition and use of asymmetric committal height; (B) use of standard pattern and normal procedures; (C) action if unable to maintain circuit height; (D) speed and power settings required; (E) decision to land or go-around at asymmetric committal height: factors to be considered. (iii) undershooting importance of maintaining correct air speed (not below vyse). (39) Speed and heading control: (i) height, speed and power relationship: need for minimum possible drag; (ii) establishing positive climb at best SE rate of climb speed: (A) effect of availability of systems, power for flap and landing gear; (B) operation and rapid clean up. Note 1: The air speed at which the decision is made to commit the airplane to a landing or to go-around should normally be the best SE rate of climb speed and in any case not less than the safety speed. Note 2: On no account should instrument approach 'decision height' and its associated procedures be confused with the selection of minimum height for initiating a go-around in asymmetric power flight. (40) Engine failure during an all engines approach or missed approach: (i) use of asymmetric committal height and speed considerations; (ii) speed and heading control; (iii) decision to attempt a landing, go-around or force land as circumstances dictate. Note: at least one demonstration and practice of engine failure in this situation should be performed during the course. (41) Instrument flying on asymmetric power: (i) considerations relating to aircraft performance during: (A) straight and level flight; (B) climbing and descending; (C) standard rate turns; (D) level, climbing and descending turns including turns onto preselected headings. (ii) availability of vacuum operated instruments; (iii) availability of electrical power source.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	Air exercise This section covers the operation of a SP ME airplane when one engine has failed and it is applicable to all such light piston airplanes. Checklists should be used as applicable. (1) introduction to asymmetric flight: (2) close the throttle of one engine; (3) feather its propeller; (4) effects on airplane handling at cruising speed; (5) effects on airplane performance for example cruising speed and rate of climb; (6) note foot load to maintain a constant heading; (7) un-feather the propeller; (8) return to normal flight finding the zero thrust throttle setting; (9) comparison of foot load when feathered and with zero thrust set. (10) effects and recognition of engine failure in level flight with the airplane straight and level at cruise speed: (i) slowly close the throttle of one engine; (ii) note yaw, roll and spiral descent. (11) return to normal flight: (i) close throttle of other engine; (ii) note same effects in opposite direction. (12) methods of control and identification of failed engine close one throttle and maintain heading and level flight by use of: (i) rudder to control yaw; (ii) aileron to hold wings level; (iii) elevators to maintain level flight; (iv) power (as required) to maintain air speed and altitude. (13) alternative or supplementary method of control: (i) simultaneously; (ii) lower airplane nose to increase air speed; (iii) reduce power; (iv) loss of altitude: inevitable. (14) identification of failed engine: idle foot = idle engine; (15) use of instruments for identification: (i) fuel pressure or fuel flow; (ii) RPM gauge or CSU action may mask identification; (iii) engine temperature gauges. (16) confirmation of identification: close the throttle of the identified failed engine; (17) effects and recognition of engine failure in turns and effects of ‘inside’ engine failure: (i) more pronounced yaw; (ii) more pronounced roll; (iii) more pronounced pitch down.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(18) effects of 'outside' engine failure: (i) less pronounced yaw; (ii) less pronounced roll; (iii) less pronounced pitch down. (19) possibility of confusion in identification: (i) use of correct rudder application; (ii) return to lateral level flight if necessary. (20) flight instrument indications; (21) effect of varying speed and power; (22) failure of one engine at cruise speed and power: engine failure clearly recognized; (23) failure of one engine at low speed and high power (not below vsse): engine failure most positively recognized; (24) failure of one engine at higher speeds and low power: possible failure to recognize engine failure; (25) minimum control speeds; (26) establish the vyse: (i) select maximum permitted manifold pressure and RPM; (ii) close the throttle on one engine; (iii) raise the airplane nose and reduce the air speed; (iv) note the air speed when maximum rudder deflection is being applied and when directional control can no longer be maintained; (v) lower the airplane nose and reduce power until full directional control is regained; (vi) the lowest air speed achieved before the loss of directional control will be the Vmc for the flight condition; (vii) repeat the procedure closing the throttle of the other engine; (viii) the higher of these two air speeds will identify the most critical engine to fail. Note: warning - in the above situations the recovery is to be initiated immediately before directional control is lost with full rudder applied, or when a safe margin above the stall remains, for example when the stall warning device operates, for the particular airplane configuration and flight conditions. On no account should the airplane be allowed to decelerate to a lower air speed. (27) establish the effect of using 5° of bank at vmc: (i) close the throttle of one engine; (ii) increase to full power on the operating engine; (iii) using 5° of bank towards the operating engine reduce speed to the Vmc; (iv) note lower Vmc when 5 ° of bank is used. (28) 'in-flight' engine failure procedure; (29) in cruise and other flight circumstances not including take-off and landing. (30) Immediate actions: maintenance of control including air speed and use of power: (i) identification and confirmation of failed engine; (ii) failure cause and fire check; (iii) feathering decision and implementation; (iv) reduction of any other drag, for example flaps, cowl flaps etc.; (v) retrim and maintain altitude.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(31) Subsequent actions: (i) live engine: (A) oil temperature, pressure, fuel flow and power; (B) remaining services; (C) electrical load: assess and reduce as necessary; (D) effect on power source for air driven instruments; (E) landing gear; (F) flaps and other services. (ii) re-plan flight: (A) ATC and weather; (B) terrain clearance; (C) SE cruise speed; (D) decision to divert or continue; (iii) fuel management: best use of (iv) dangers of re-starting damaged engine; (v) action if unable to maintain altitude: (A) adopt Vyse; (B) effect of altitude on power available. (vi) effects on performance; (vii) effects on power available and power required; (viii) effects on various airframe configurations and propeller settings; (ix) use of flight manual or equivalent document (for example owner's manual or pilot's operating handbook): (A) cruising; (B) climbing: ASI color coding (blue line); (C) descending; (D) turning. (x) 'live' engine limitations and handling; (xi) take-off and approach: control and handling; Note: to be done at a safe height away from the circuit; (xii) take-off case with landing gear down and take-off flap set (if applicable); (xiii) significance of take-off at or above safety speed (at safety speed. The ability to maintain control and to accelerate to SE climb speed with airplane clean and zero thrust set. Thereafter to achieve a positive climb); (xiv) significance of flight below safety speed (below safety speed and above vmca. A greater difficulty to maintain control, a possible loss of height whilst maintaining speed, cleaning up, accelerating to SE climb speed and establishing a positive climb); (xv) significance of best SE climb speed (the ability to achieve the best rate of climb on one engine with minimum delay). (32) Significance of asymmetric committal height: (i) the ability to maintain or accelerate to the best SE rate of climb speed and to maintain heading whilst cleaning up with perhaps a slight height loss before climbing away; (ii) below this height, the airplane is committed to continue the approach to a landing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(33) Engine failure during take-off run and below safety speed briefing only; (34) Engine failure after take-off; Note: to be initiated at a safe height and at not less than take-off safety speed with due regard to the problems of a prolonged SE climb in the prevailing conditions. (i) immediate actions: (A) control of direction and use of bank; (B) control of air speed and use of power; (C) recognition of asymmetric condition; (D) identification and confirmation of failed engine feathering and reduction of drag (procedure for type); (E) re-trim; (ii) subsequent actions: whilst carrying out an asymmetric power climb to the downwind position at SE best rate of climb speed: (A) cause and fire check; (B) live engine, handling considerations; (C) drills and procedures applicable to airplane type and flight situation; (D) ATC liaison; (E) fuel management. (35) Asymmetric circuit, approach and landing; (i) downwind and base legs: (A) use of standard pattern; (B) normal procedures; (C) landing gear and flap lowering considerations; (D) position for base leg; (E) live engine handling; (F) air speed and power settings; (G) maintenance of height. (ii) final approach: (A) asymmetric committal height drill; (B) control of air speed and descent rate; (C) flap considerations. (iii) going around again on asymmetric power (missed approach): (A) not below asymmetric committal height; (B) speed and heading control; (C) reduction of drag, landing gear retraction; (D) maintaining Vyse; (E) establish positive rate of climb. (36) Engine failure during all engines approach or missed approach: Note: to be started at not less than asymmetric committal height and speed and not more than part flap set:				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	(i) speed and heading control; (ii) reduction of drag flap; (iii) decision to attempt landing or go-around; (iv) control of descent rate if approach is continued; (v) if go-around is initiated, maintain vyse, flaps and landing gear retracted and establish positive rate of climb. Note: at least one demonstration and practice of engine failure in this situation should be performed during the course. (37) Instrument flying on asymmetric power; (38) Flight instrument checks and services available: (i) straight and level flight; (ii) climbing and descending; (iii) standard rate turns; (iv) level, climbing and descending turns including turns onto preselected headings.				
EXERCISE 5: UPRT					
Instructors should have the specific competence to provide UPRT during the type rating course, including the ability to demonstrate knowledge and understanding of the type-specific upset recovery procedures and of the recommendations that are developed by the OEMs. Therefore, during the CRI training course, the student instructor should:					
(a)	be able to apply the correct upset recovery techniques for the specific airplane type;				
(b)	understand the importance of applying type-specific OEM procedures for recovery maneuvers;				
(c)	be able to distinguish between the applicable SOPs and OEM recommendations (if available);				
(d)	understand the capabilities and limitations of the FSTDs that are used for UPRT;				
(e)	ensure that the training remains within the FSTD training envelope to avoid the risk of negative transfer of training;				
(f)	understand and be able to use the IOS of the FSTD in the context of providing effective UPRT;				
(g)	understand and be able to use the available FSTD instructor tools to provide accurate feedback on pilot performance;				
(h)	understand the importance of adhering to the FSTD UPRT scenarios that are validated by the training program developer; and				
(i)	understand the missing critical human factor aspects due to the limitations of the FSTD, and convey this to the student pilot(s) receiving the training.				
FCL.940.CRI CRI - Revalidation and renewal					
(a)	To revalidate a CRI certificate, applicants shall fulfil, within the validity period of the CRI certificate, at least two out of the following three requirements:				
(1)	conduct at least 10 hours of flight instruction as a CRI. If applicants have CRI privileges on both single-engine and multi-engine airplanes, those hours of flight instruction shall be equally divided between single-engine and multi-engine airplanes;				
(2)	complete a refresher training as a CRI at an ATO or at the CAA;				
(3)	pass the assessment of competence in accordance with point FCL.935 for multi-engine or single-engine airplanes, as relevant.				
(b)	For at least each alternate revalidation of a CRI certificate, holders shall have complied with the requirement in point (a)(3).				
(c)	Renewal. If the CRI certificate has expired, it shall be renewed if the applicants in the period of 12 months before the application for the renewal:				
(1)	have completed a refresher training as a CRI at an ATO or at the CAA;				
(2)	have completed the assessment of competence as required by point FCL.935.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
AMC1 FCL.940.CRI CRI Revalidation and renewal					
REFRESHER TRAINING					
(a)	Paragraph (c)(1) of FCL.940.CRI determine that an applicant for renewal of a CRI certificate shall complete refresher training as a CRI at an ATO or CAA. Paragraph (a)(2) also establishes that an applicant for revalidation of the CRI certificate that has not completed a minimum amount of instruction hours (established in paragraph (a)(1)) during the validity period of the certificate shall undertake refresher training at an ATO or CAA for the revalidation of the certificate. The amount of refresher training needed should be determined on a case by case basis by the ATO or CAA, taking into account the following factors: (1) the experience of the applicant; (2) whether the training is for revalidation or renewal; (3) the amount of time elapsed since the last time the applicant has conducted training, in the case of revalidation, or since the certificate has lapsed, in the case of renewal. The amount of training needed to reach the desired level of competence should increase with the time elapsed.				
(b)	Once the ATO or CAA has determined the needs of the applicant, it should develop an individual training program that should be based on the CRI training course and focus on the aspects where the applicant has shown the greatest needs.				
(c)	After successful completion of the refresher training, as applicable, the ATO or CAA, should, in accordance with point (b), issue the applicant with a training completion certificate or another document specified by the CAA, which describes the evaluation of the factors listed in point (a)(1) (the experience of the applicant) and the training received, as well as a statement that the training was successfully completed. The training completion certificate should be presented to the examiner prior to the assessment of competence. Upon successful completion of the refresher training, as applicable, the ATO should submit the training completion certificate, or the other document specified by the CAA, to the CAA.				

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

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 5 Specific requirements for the instrument rating instructor - IRI					
FCL.905.IRI IRI - Privileges and conditions					
(a)	The privileges of IRIs are to instruct for the issue, revalidation and renewal of a BIR and an IR in the appropriate aircraft category.				
(b)	Specific requirements for the MPL course. To instruct for the basic phase of training on an MPL course, the IRI(A) shall:				
(1)	hold an IR for multi-engine airplanes; and				
(2)	have completed at least 1 500 hours of flight time in multi-crew operations.				
(3)	In the case of IRI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (b)(2) may be replaced by the completion of the course provided for in paragraph FCL.905.FI(j)(3).				
FCL.915.IRI IRI - Prerequisites.					
Applicants for an IRI certificate shall:					
(a)	in case of an IRI(A):				
(1)	to provide training in FSTDs during an approved training course at an ATO, have completed at least 200 hours of flight time under IFR after the issuance of the BIR or the IR, of which at least 50 hours shall be in airplanes;				
(2)	to provide training in an airplane, have completed at least 800 hours of flight time under IFR, of which at least 400 hours shall be in airplanes;				
(3)	to apply for an IRI(A) for multi-engine airplanes, meet the requirements of points FCL.915.CRI(a), FCL.930.CRI and FCL.935;				
(b)	for an IRI(H):				
(1)	to provide training in FSTDs during an approved training course at an ATO, have completed at least 125 hours of flight time under IFR after the issuance of the IR, of which at least 65 hours shall be instrument flight time in helicopters;				
(2)	to provide training in a helicopter, have completed at least 500 hours of flight time under IFR, of which at least 250 hours shall be instrument flight time in helicopters; and				
(3)	to apply for an IR(H) for multi-engine helicopters, meet the requirements of point FCL.905.FI(h)(2);				
(c)	Applicants for an IRI(As) certificate shall have completed at least 300 hours of flight time under IFR, of which at least 100 hours shall be instrument flight time in airships.				
FCL.930.IRI IRI — Training course					
(a)	The training course for the IRI shall include, at least:				
(1)	25 hours of teaching and learning instruction;				
(2)	10 hours of technical training, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills;				
(3)	(i) for the IRI(A), at least 10 hours of flight instruction on an airplane, FFS, FTD or FPNT II. In the case of applicants holding an FI(A) certificate, these hours are reduced to 5;				
	(ii) for the IRI(H), at least 10 hours of flight instruction on a helicopter, FFS, FTD 2/3 or FNPT II/III. In the case of applicants holding an FI(H) certificate, those hours are reduced to at least 5;				
	(iii) for the IRI(As), at least 10 hours of flight instruction on an airship, FFS, FTD 2/3 or FNPT II.				
(b)	Flight instruction shall be given by an FI qualified in accordance with FCL.905.FI(i).				
(c)	Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
AMC1 FCL.930.IRI IRI – Training course					
GENERAL					
(a)	The aim of the IRI training course is to train aircraft license holders to the level of competence defined in FCL.920, and adequate for an IRI.				
(b)	The IRI training course should give particular stress to the role of the individual in relation to the importance of human factors in the man-machine environment.				
(c)	Special attention should be paid to the applicant's levels of maturity and judgement including an understanding of adults, their behavioral attitudes and variable levels of education.				
(d)	With the exception of the section on 'teaching and learning', all the subject detail contained in the theoretical and flight training syllabus is complementary to the instrument rating pilot course syllabus which should already be known by the applicant. Therefore, the objective of the course is to: (1) refresh and bring up to date the technical knowledge of the student instructor; (2) train pilots in accordance with the requirements of the modular instrument flying training course; (3) enable the applicant to develop the necessary instructional techniques required for teaching of instrument flying, radio navigation and instrument procedures to the level required for the issue of an instrument rating; (4) ensure that the student instrument rating instructor's flying is of a sufficiently high standard.				
(e)	In part 3 some of the air exercises of the flight instruction syllabus of this AMC may be combined in the same flight.				
(f)	During the training course the applicants should be made aware of their own attitudes to the important aspects of flight safety. Improving safety awareness should be a fundamental objective throughout the training course. It will be of major importance for the training course to aim at giving applicants the knowledge, skills and attitudes relevant to an instructor's task. To achieve this, the course curriculum, in terms of objectives, should comprise at least the following areas.				
(g)	It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at the appropriate times during each flight.				
(h)	The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasized at all times.				
CONTENT					
(i)	The training course consists of three parts: (1) Part 1: teaching and learning that should follow the content of AMC1 FCL.920. (2) Part 2: instrument technical theoretical knowledge instruction (technical training). (3) Part 3: flight instruction.				
Part 1					
The content of the teaching and learning part of the FI training course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the course syllabus.					

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
Part 2					
THEORETICAL KNOWLEDGE INSTRUCTION SYLLABUS					
(a)	The instrument theoretical knowledge instruction should comprise not less than 10 hours training to include the revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the IRI to instruct the instrument theoretical knowledge syllabus.				
(b)	All the subject detail contained in the instrument theoretical knowledge instruction syllabus and flight instruction syllabus is complementary to the instrument rating pilot course syllabus which should already be known by the applicant. Therefore, the objective of the course is to: (1) refresh and bring up to date the technical knowledge of the student instructor; (2) train pilots in accordance with the requirements of the modular instrument flying training course; (3) enable the applicant to develop the necessary instructional techniques required for teaching of instrument flying, radio navigation and instrument procedures to the level required for the issue of an instrument rating; and (4) ensure that the student instrument rating instructor's flying is of a sufficiently high standard.				
(c)	The theoretical subjects covered below should be used to develop the instructor's teaching skills. The items selected should relate to the student's background and should be applied to training for an IR.				
GENERAL SUBJECTS					
(d)	Physiological and psychological factors: (1) the senses; (2) spatial disorientation; (3) sensory illusions; (4) stress.				
(e)	Flight instruments: (1) air speed indicator; (2) altimeter; (3) vertical speed indicator; (4) attitude indicator; (5) heading indicator; (6) turn and slip indicator; (7) magnetic compass; (8) in relation to the above instruments the following items should be covered: (i) principles of operation; (ii) errors and in-flight serviceability checks; (iii) system failures.				
(f)	(f) Radio navigation aids: (1) basic radio principles; (2) use of VHF RTF channels; (3) the Morse code; (4) basic principles of radio aids;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(5) use of VOR; (6) ground and airplane equipment; (7) use of NDB/ADF; (8) ground and airplane equipment; (9) use of VHF/DF; (10) radio detection and ranging (radar); (11) ground equipment; (12) primary radar; (13) secondary surveillance radar; (14) airplane equipment; (15) transponders; (16) precision approach system; (17) other navigational systems (as applicable) in current operational use; (18) ground and airplane equipment; (19) use of DME; (20) ground and airplane equipment; (21) marker beacons; (22) ground and airplane equipment; (23) pre-flight serviceability checks; (24) range, accuracy and limitations of equipment.				
(g)	Flight planning considerations;				
(h)	Aeronautical information publications: (1) the training course should cover the items listed below, but the applicant's aptitude and previous aviation experience should be taken into account when determining the amount of instructional time allotted. Although a number of items contained under this heading are complementary to those contained in the PPL/CPL/IR syllabi, the instructor should ensure that they have been covered during the applicant's training and due allowance should be made for the time needed to revise these items as necessary. (2) AIP (3) NOTAM class 1 and 2; (4) AIC; (5) information of an operational nature; (6) the rules of the air and ATS; (7) visual flight rules and instrument flight rules; (8) flight plans and ATS messages; (9) use of radar in ATS; (10) radio failure; (11) classification of airspace; (12) airspace restrictions and hazards; (13) holding and approach to land procedures; (14) precision approaches and non-precision approaches; (15) radar approach procedures; (16) missed approach procedures; (17) visual maneuvering after an instrument approach; (18) conflict hazards in uncontrolled airspace;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(19) communications; (20) types of services; (21) extraction of AIP data relating to radio aids; (22) charts available; (23) en-route; (24) departure and arrival; (25) instrument approach and landing; (26) amendments, corrections and revision service.				
(i)	flight planning general: (1) the objectives of flight planning; (2) factors affecting airplane and engine performance; (3) selection of alternate(s); (4) obtaining meteorological information; (5) services available; (6) meteorology briefing; (7) telephone or electronic data processing; (8) actual weather reports (TAFs, METARs and SIGMET messages); (9) the route forecast; (10) the operational significance of the meteorological information obtained (including icing, turbulence and visibility); (11) altimeter considerations; (12) definitions of: (i) transition altitude; (ii) transition level; (iii) flight level; (iv) QNH; (v) regional QNH; (vi) standard pressure setting; (vii) QFE. (13) altimeter setting procedures; (14) pre-flight altimeter checks; (15) take-off and climb; (16) en-route; (17) approach and landing; (18) missed approach; (19) terrain clearance; (20) selection of a minimum safe en-route altitude; (21) IFR; (22) preparation of charts; (23) choice of routes and flight levels;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(24) compilation of flight plan or log sheet; (25) log sheet entries; (26) navigation ground aids to be used; (27) frequencies and identification; (28) radials and bearings; (29) tracks and fixes; (30) safety altitude(s); (31) fuel calculations; (32) ATC frequencies (VHF); (33) tower, approach, en-route, radar, FIS, ATIS, and weather reports; (34) minimum sector altitudes at destination and alternate aerodromes; (35) determination of minimum safe descent heights or altitudes (decision heights) at destination and alternate aerodromes.				
(j)	The privileges of the instrument rating: (1) outside controlled airspace; (2) within controlled airspace; (3) period of validity and renewal procedures.				
Part 3					
FLIGHT INSTRUCTION SYLLABUS					
(a)	An approved IRI course should comprise of at least 10 hours of flight instruction, of which a maximum of 8 hours may be conducted in an FSTD. A similar number of hours should be used for the instruction and practice of pre-flight and post-flight briefing for each exercise.				
(b)	The flight instruction should aim to ensure that the applicant is able to teach the air exercises safely and efficiently.				
A	**AEROPLANES**				
LONG BRIEFINGS AND AIR EXERCISES					
EXERCISE 1: INTRUMENT FLYING (Basic)					
(for revision, as deemed necessary by the instructor)					
(a)	Long briefing objectives: (1) flight instruments; (2) physiological considerations; (3) instrument appreciation: (i) attitude instrument flight; (ii) pitch indications; (iii) bank indications; (iv) different instrument presentations;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(v) introduction to the use of the attitude indicator; (vi) pitch attitude; (vii) bank attitude; (viii) maintenance of heading and balanced flight; (ix) instrument limitations (inclusive system failures). (4) attitude, power and performance: (i) attitude instrument flight; (ii) control instruments; (iii) performance instruments; (iii) effect of changing power and configuration; (iv) cross-checking the instrument indications; (v) instrument interpretation; (vi) direct and indirect indications (performance instruments); (vii) instrument lag; (viii) selective radial scan. (5) the basic flight maneuvers (full panel): (i) straight and level flight at various air speeds and airplane configurations; (ii) climbing; (iii) descending; (iv) standard rate turns; (v) level, climbing and descending on to pre-selected headings.				
(b)	Air exercise: (1) instrument flying (basic); (i) physiological sensations; (ii) instrument appreciation; (iii) attitude instrument flight; (iv) pitch attitude; (v) bank attitude; (vi) maintenance of heading and balanced flight; (vii) attitude instrument flight; (viii) effect of changing power and configuration; (ix) cross-checking the instruments; (x) selective radial scan; (2) the basic flight maneuvers (full panel): (i) straight and level flight at various air speeds and airplane configurations; (ii) climbing; (iii) descending; (iv) standard rate turns; (v) level, climbing and descending on to pre-selected headings.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 2: INTRUMENT FLYING (Advanced)					
(a)	Long briefing objectives: (1) full panel; (2) 30 ° level turns; (3) unusual attitudes: recoveries; (4) transference to instruments after take-off; (5) limited panel; (6) basic flight maneuvers; (7) unusual attitudes: recoveries.				
(b)	Air exercise: (1) full panel; (2) 30 ° level turns; (3) unusual attitudes: recoveries; (4) limited panel; (5) repeat of the above exercises.				
EXERCISE 3: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VOR					
(a)	Long briefing objectives: (1) availability of VOR stations en-route; (2) station frequencies and identification; (3) signal reception range; (4) effect of altitude; (5) VOR radials; (6) use of OBS; (7) to or from indicator; (8) orientation; (9) selecting radials; (10) intercepting a pre-selected radial; (11) assessment of distance to interception; (12) effects of wind; (13) maintaining a radial; (14) tracking to and from a VOR station; (15) procedure turns; (16) station passage; (17) use of two stations for obtaining a fix; (18) pre-selecting fixes along a track; (19) assessment of ground speed and timing; (20) holding procedures; (21) various entries; (22) communication (R/T procedures and ATC liaison).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) station selection and identification; (2) orientation; (3) intercepting a pre-selected radial; (4) R/T procedures and ATC liaison; (5) maintaining a radial inbound; (6) recognition of station passage; (7) maintaining a radial outbound; (8) procedure turn; (9) use of two stations to obtain a fix along the track; (10) assessment of ground speed and timing; (11) holding procedures and entries; (12) holding at a pre-selected fix; (13) holding at a VOR station.				
EXERCISE 4: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF NDB					
(a)	Long briefing objectives: (1) availability of an NDB facilities en-route; (2) location, frequencies, tuning (as applicable) and identification codes; (3) signal reception range; (4) static interference; (5) night effect; (6) station interference; (7) mountain effect; (8) coastal refraction; (9) orientation in relation to an NDB; (10) homing; (11) intercepting a pre-selected magnetic bearing and tracking inbound; (12) station passage; (13) tracking outbound; (14) time and distance checks; (15) use of two NDBs to obtain a fix or alternatively use of one NDB and one other NAVAID; (16) holding procedures and various approved entries; (17) communication (R/T procedures and ATC liaison).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) selecting, tuning and identifying an NDB; (2) ADF orientation; (3) communication (R/T procedures and ATC liaison); (4) homing; (5) tracking inbound; (6) station passage; (7) tracking outbound; (8) time and distance checks; (9) intercepting a pre-selected magnetic bearing; (10) determining the airplane's position from two NDBs or alternatively from one NDB and one other NAVAID; (11) ADF holding procedures and various approved entries.				
EXERCISE 5: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VHF/DF					
(a)	Long briefing objectives: (1) availability of VHF/DF facilities en-route; (2) location, frequencies, station call signs and hours of operation; (3) signal and reception range; (4) effect of altitude; (5) communication (R/T procedures and ATC liaison); (6) obtaining and using types of bearings, for example QTE, QDM and QDR; (7) homing to a station; (8) effect of wind; (9) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID); (10) assessment of groundspeed and timing.				
(b)	Air exercise: (1) establishing contact with a VHF/DF station; (2) R/T Procedures and ATC liaison; (3) obtaining and using a QDR and QTE; (4) homing to a station; (5) effect of wind; (6) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID); (7) assessment of groundspeed and timing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 6: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF DME					
(a)	Long briefing objectives: (1) availability of DME facilities; (2) location, frequencies and identification codes; (3) signal reception range; (4) slant range; (5) use of DME to obtain distance, groundspeed and timing; (6) use of DME to obtain a fix.				
(b)	Air exercise: (1) station selection and identification; (2) use of equipment functions; (3) distance; (4) groundspeed; (5) timing; (6) DME arc approach; (7) DME holding.				
EXERCISE 7: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF TRANSPONDERS (SSR)					
(a)	Long briefing objectives: (1) operation of transponders; (2) code selection procedure; (3) emergency codes; (4) precautions when using airborne equipment.				
(b)	Air exercise: (1) operation of transponders; (2) types of transponders; (3) code selection procedure; (4) emergency codes; (5) precautions when selecting the required code.				
EXERCISE 8: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF ENROUTE RADAR					
(a)	Long briefing objectives: (1) availability of radar services; (2) location, station frequencies, call signs and hours of operation; (3) AIP and NOTAMs; (4) provision of service; (5) communication (R/T, procedures and ATC liaison); (6) airspace radar advisory service; (7) emergency service; (8) aircraft separation standards.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) communication (R/T procedures and ATC liaison); (2) establishing the service required and position reporting; (3) method of reporting conflicting traffic; (4) terrain clearance.				
EXERCISE 9: PRE-FLIGHT AND AERODROME DEPARTURE AND ARRIVAL PROCEDURES					
(a)	Long briefing objectives: (1) determining the serviceability of the airplane radio; (2) navigation equipment; (3) obtaining the departure clearance; (4) setting up radio NAVAIDs before take-off for example VOR frequencies, required radials, etc.; (5) aerodrome departure procedures, frequency changes; (6) altitude and position reporting as required; (7) SID procedures; (8) obstacle clearance considerations.				
(b)	Air exercise: (1) radio equipment serviceability checks; (2) departure clearance; (3) NAVAID selection; (4) frequencies, radials, etc.; (5) aerodrome departure checks, frequency changes, altitude and position reports; (6) SID procedures.				
EXERCISE 10: INSTRUMENT APPORACH: ILS APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURE					
(a)	Long briefing objectives: (1) precision approach charts; (2) approach to the initial approach fix and minimum sector altitude; (3) NAVAID requirements, for example radar, ADF, etc.; (4) communication (ATC liaison and R/T phraseology); (5) holding procedure; (6) the final approach track; (7) forming a mental picture of the approach; (8) completion of aerodrome approach checks; (9) initial approach procedure; (10) selection of the ILS frequency and identification; (11) obstacle clearance altitude or height; (12) operating minima; (13) achieving the horizontal and vertical patterns; (14) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(15) use of DME (as applicable); (16) go-around and missed approach procedure; (17) review of the published instructions; (18) transition from instrument to visual flight (sensory illusions); (19) visual maneuvering after an instrument approach: (i) circling approach; (ii) visual approach to landing.				
(b)	Air exercise: (1) initial approach to the ILS; (2) completion of approach planning; (3) holding procedure; (4) frequency selection and identification of ILS; (5) review of the published procedure and minimum sector altitude; (6) communication (ATC liaison and R/T phraseology); (7) determination of operating minima and altimeter setting; (8) weather consideration, for example cloud base and visibility; (9) availability of runway lighting; (10) ILS entry methods; (11) radar vectors; (12) procedural method; (13) assessment of approach time from the final approach fix to the aerodrome; (14) determination of: (i) the descent rate on final approach; (ii) the wind velocity at the surface and the length of the landing runway; (iii) the obstruction heights to be borne in mind during visual maneuvering after an instrument approach; (15) circling approach; (16) the approach: (i) at the final approach fix; (ii) use of DME (as applicable); (iii) ATC liaison; (iv) note time and establish air speed and descent rate; (v) maintaining the localizer and glide path; (vi) anticipation in change of wind velocity and its effect on drift; (vii) decision height; (17) runway direction; (18) overshoot and missed approach procedure; (19) transition from instrument to visual flight; (20) circling approach; (21) visual approach to landing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 11: INSTRUMENTS APPROACH: NDB APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURES					
(a)	Long briefing objectives: (1) non-precision approach charts; (2) initial approach to the initial approach fix and minimum sector altitude; (3) ATC liaison; (4) communication (ATC procedures and R/T phraseology); (5) approach planning; (6) holding procedure; (7) the approach track; (8) forming a mental picture of the approach; (9) initial approach procedure; (10) operating minima; (11) completion of approach planning; (12) achieving the horizontal and vertical patterns; (13) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome; (14) use of DME (as applicable); (15) go-around and missed approach procedure; (16) review of the published instructions; (17) transition from instrument to visual flight (sensory illusions); (18) visual maneuvering after an instrument approach; (19) circling approach (20) visual approach to landing.				
(b)	Air exercise: (1) completion of approach planning including determination of: (i) descent rate from the final approach fix; (ii) the wind velocity at the surface and length of the landing runway; (iii) the obstruction heights to be borne in mind during visual maneuvering after an instrument approach; (2) circling approach; (3) go-around and missed approach procedure; (4) initial approach; (5) frequency selection and identification; (6) review of the published procedure and minimum safe sector altitude; (7) ATC liaison and R/T phraseology; (8) determination of decision height and altimeter setting; (9) weather considerations, for example cloud base and visibility; (10) availability of runway lighting; (11) determination of inbound track; (12) assessment of time from final approach fix to the missed approach point; (13) ATC liaison;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(14) the outbound procedure (inclusive completion of pre-landing checks); (15) the inbound procedure; (16) re-check of identification code; (17) altimeter setting re-checked; (18) the final approach; (19) note time and establish air speed and descent rate (20) maintaining the final approach track; (21) anticipation of change in wind velocity and its effect on the drift; (22) minimum descent altitude or height; (23) runway direction; (24) go-around and missed approach procedure; (25) transition from instrument to visual flight (sensory illusions); (26) visual approach.				
EXERCISE 12: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF GNSS (to be developed)					
(a)	Long briefing objectives: use of GNSS.				
(b)	Air exercise: use of GNSS.				
B	**HELICOPTERS**				
LONG BRIEFINGS AND AIR EXERCISES					
(for revision as deemed necessary by the instructor)					
(a)	Long briefing objectives: (1) flight instruments; (2) physiological considerations; (3) instrument appreciation: (i) attitude instrument flight; (ii) pitch indications; (iii) bank indications; (iv) different instrument presentations; (v) introduction to the use of the attitude indicator; (vi) pitch attitude; (vii) bank attitude; (viii) maintenance of heading and balanced flight; (ix) instrument limitations (inc. system failures);				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 1: INSTRUMENT FLYING (Basic)					
	(4) attitude, power and performance: (i) attitude instrument flight; (ii) control instruments; (iii) performance instruments; (iv) effect of changing power; (v) cross-checking the instrument indications; (vi) instrument interpretation; (vii) direct and indirect indications (performance instruments); (viii) instrument lag; (ix) selective radial scan; (5) the basic flight maneuvers (full panel): (i) straight and level flight at various air speeds; (ii) climbing; (iii) descending; (iv) standard rate turns; (v) level, climbing and descending on to pre-selected headings.				
(b)	Air exercise: (1) physiological sensations; (2) instrument appreciation; (3) attitude instrument flight; (4) pitch attitude; (5) bank attitude; (6) maintenance of heading and balanced flight; (7) attitude instrument flight; (8) effect of changing power; (9) cross-checking the instruments; (10) selective radial scan; (11) the basic flight maneuvers (full panel): (i) straight and level flight at various air speeds and helicopter configurations; (ii) climbing; (iii) descending; (iv) standard rate turns; (v) level, climbing and descending on to pre-selected headings; (vi) maneuvering at minimum and maximum IMC speed.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 2: INSTRUMENT FLYING (Advanced)					
(a)	Long briefing objectives: (1) full panel; (2) 30° level turns; (3) unusual attitudes: recoveries; (4) transition to instruments after take-off; (5) limited panel; (6) basic flight maneuvers; (7) unusual attitudes: recoveries.				
(b)	Air exercise: (1) full panel; (2) 30° level turns; (3) unusual attitudes: recoveries; (4) identification and recovery from low pitch steep bank and high pitch steep bank attitudes (at low and high power settings); (5) limited panel; (6) repeat of the above exercises.				
EXERCISE 3: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VOR					
(a)	Long briefing objectives: (1) availability of VOR stations en-route; (2) station frequencies and identification; (3) signal reception range; (4) effect of altitude; (5) VOR radials; (6) use of OBS; (7) to and from indicator; (8) orientation; (9) selecting radials; (10) intercepting a pre-selected radial; (11) assessment of distance to interception; (12) effects of wind; (13) maintaining a radial; (14) tracking to and from a VOR station; (15) procedure turns; (16) station passage; (17) use of two stations for obtaining a fix; (18) pre-selecting fixes along a track; (19) assessment of ground speed and timing;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(20) holding procedures; (21) various entries; (22) communication (R/T procedures and ATC liaison).				
(b)	Air exercise: (1) station selection and identification; (2) orientation; (3) intercepting a pre-selected radial; (4) R/T procedures and ATC liaison; (5) maintaining a radial inbound; (6) recognition of station passage; (7) maintaining a radial outbound; (8) procedure turns; (9) use of two stations to obtain a fix along the track; (10) assessment of ground speed and timing; (11) holding procedures and entries; (12) holding at a pre-selected fix; (13) holding at a VOR station.				
EXERCISE 4: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF NDB					
(a)	Long briefing objectives: (1) availability of NDB facilities en-route; (2) location, frequencies, tuning (as applicable) and identification codes; (3) signal reception range; (4) static interference; (5) night effect; (6) station interference; (7) mountain effect; (8) coastal refraction; (9) orientation in relation to an NDB; (10) homing; (11) intercepting a pre-selected magnetic bearing and tracking inbound; (12) station passage; (13) tracking outbound; (14) time and distance checks; (15) use of two NDBs to obtain a fix or alternatively use of one NDB and one other NAVAID; (16) holding procedures; (17) communication (R/T procedures and ATC liaison).				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) selecting, tuning and identifying an NDB; (2) ADF orientation; (3) communication (R/T procedures and ATC liaison); (4) homing; (5) tracking inbound; (6) station passage; (7) tracking outbound; (8) time and distance checks; (9) intercepting a pre-selected magnetic bearing; (10) determining the helicopter's position from two NDBs or alternatively from one NDB and one other NAVAID; (11) ADF holding procedures.				
(a)	Long briefing objectives: (1) availability of VHF/DF facilities en-route; (2) location, frequencies, station call signs and hours of operation; (3) signal and reception range; (4) effect of altitude; (5) communication (R/T procedures and ATC liaison); (6) obtaining and using types of bearings, for example QTE, QDM, QDR; (7) homing to a station; (8) effect of wind; (9) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID); (10) assessment of groundspeed and timing.				
(b)	Air exercise: (1) establishing contact with a VHF/DF station; (2) R/T procedures and ATC liaison; (3) obtaining and using a QDR and QTE; (4) homing to a station; (5) effect of wind; (6) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID); (7) assessment of groundspeed and timing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 5: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VHF/DF					
EXERCISE 6: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF DME					
(a)	Long briefing objectives: (1) availability of DME facilities; (2) location, frequencies and identification codes; (3) signal reception range; (4) slant range; (5) use of DME to obtain distance, groundspeed and timing; (6) use of DME to obtain a fix;				
(b)	Air exercise: (1) station selection and identification; (2) use of equipment functions; (3) distance; (4) groundspeed; (5) timing; (6) DME arc approach; (7) DME holding.				
EXERCISE 7: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF TRANSPONDERS					
(a)	Long briefing objectives: (1) operation of transponders; (2) code selection procedure; (3) emergency codes; (4) precautions when using airborne equipment.				
(b)	Air exercise: (1) operation of transponders; (2) types of transponders; (3) code selection procedure; (4) emergency codes; (5) precautions when selecting the required code.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 8: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF ENROUTE RADAR SERVICES					
(a)	Long briefing objectives: (1) availability of radar services; (2) location, station frequencies, call signs and hours of operation; (3) AIP and NOTAMS; (4) provision of service; (5) communication (R/T procedures and ATC liaison); (6) airspace radar advisory service; (7) emergency service (8) aircraft separation standards.				
(b)	Air exercise: (1) communication (R/T procedures and ATC liaison); (2) establishing the service required and position reporting; (3) method of reporting conflicting traffic; (4) terrain clearance.				
EXERCISE 9: PRE-FLIGHT AND AERODROME DEPARTURE AND ARRIVAL POOCEDURES					
(a)	Long briefing objectives: (1) determining the serviceability of the radio equipment; (2) navigation equipment; (3) obtaining the departure clearance; (4) setting up radio NAVAIDs before take-off for example VOR frequencies, required radials, etc.; (5) aerodrome departure procedures, frequency changes; (6) altitude and position reporting as required; (7) SID procedures; (8) obstacle clearance considerations.				
(b)	Air exercise: (1) radio equipment serviceability checks; (2) departure clearance; (3) NAVAID selection; (4) frequencies, radials, etc.; (5) aerodrome departure checks, frequency changes, altitude and position reports; (6) SID procedures.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 10: INSTRUMENT APPROACH: PRECISION APPROACH AID TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURES					
(a)	Long briefing objectives: (1) precision approach charts; (2) approach to the initial approach fix and minimum sector altitude; (3) NAVAID requirements, for example radar, ADF, etc.; (4) communication (ATC liaison and R/T phraseology); (5) holding procedure; (6) the final approach track; (7) forming a mental picture of the approach; (8) completion of aerodrome approach checks; (9) initial approach procedure; (10) selection of the ILS frequency and identification; (11) obstacle clearance altitude or height; (12) operating minima; (13) achieving the horizontal and vertical patterns; (14) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome; (15) use of DME (as applicable); (16) go-around and missed approach procedure; (17) review of the published instructions; (18) transition from instrument to visual flight (sensory illusions); (19) visual maneuvering after an instrument approach; (i) circling approach; (ii) visual approach to landing.				
(b)	Air exercise: (1) initial approach to the ILS; (2) completion of approach planning; (3) holding procedure; (4) frequency selection and identification of ILS; (5) review of the published procedure and minimum sector altitude; (6) communication (ATC liaison and R/T phraseology); (7) determination of operating minima and altimeter setting; (8) weather consideration, for example cloud base and visibility; (9) availability of landing site lighting; (10) ILS entry methods; (11) radar vectors; (12) procedural method; (13) assessment of approach time from the final approach fix to the aerodrome; (14) determination of:				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(i) the descent rate on final approach; (ii) the wind velocity at the surface and the length of the landing site; (iii) the obstruction heights to be borne in mind during visual maneuvering after an instrument approach; (15) circling approach; (16) the approach: (i) at the final approach fix; (ii) use of DME (as applicable); (iii) ATC liaison; (iv) note time and establish air speed and descent rate; (v) maintaining the localizer and glide path; (vi) anticipation in change of wind velocity and its effect on drift; (vii) decision height. (17) landing direction; (18) go-around and missed approach procedure; (19) transition from instrument to visual flight; (20) circling approach; (21) visual approach to landing.				
EXERCISE 11: INSTRUMENT APPROACH: NON-PRECISION APPROACH TO SPECIFIED MINIMA AND MISSED APPROACH PROCEDURES					
(a)	Long briefing objectives: (1) non-precision approach charts; (2) initial approach to the initial approach fix and minimum sector altitude; (3) ATC liaison; (4) communication (ATC procedures and R/T phraseology); (5) approach planning; (6) holding procedure; (7) the approach track; (8) forming a mental picture of the approach; (9) initial approach procedure; (10) operating minima; (11) completion of approach planning; (12) achieving the horizontal and vertical patterns; (13) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome; (14) use of DME (as applicable); (15) go-around and missed approach procedure; (16) review of the published instructions; (17) transition from instrument to visual flight (sensory illusions); (18) visual maneuvering after an instrument approach; (19) circling approach; (20) visual approach to landing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) completion of approach planning, including determination of: (i) descent rate from the final approach fix; (ii) the wind velocity at the surface and length of the landing site; (iii) the obstruction heights to be borne in mind during visual maneuvering after an instrument approach. (2) circling approach; (3) go-around and missed approach procedure; (4) initial approach; (5) frequency selection and identification; (6) review of the published procedure and minimum safe sector altitude; (7) ATC liaison and R/T phraseology; (8) determination of decision height and altimeter setting; (9) weather considerations, for example cloud base and visibility; (10) availability of landing site lighting; (11) determination of inbound track; (12) assessment of time from final approach fix to the missed approach point; (13) ATC liaison; (14) the outbound procedure (incl. completion of pre-landing checks); (15) the inbound procedure; (16) re-check of identification code; (17) altimeter setting re-checked; (18) the final approach; (19) note time and establish air speed and descent rate; (20) maintaining the final approach track; (21) anticipation of change in wind velocity and its effect on the drift; (22) minimum descent altitude or height; (23) landing site direction; (24) go-around and missed approach procedure; (25) transition from instrument to visual flight (sensory illusions); (26) visual approach.				

EXERCISE 12: USE OF GNSS (to be developed)					
(a)	Long briefing objectives: use of GNSS.				
(b)	Air exercise: use of GNSS				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
C	**AIRSHIPS**				
LONG BRIEFINGS AND AIR EXERCISES					
EXERCISE 1: INSTRUMENT FLYING (Basic)					
(for revision as deemed necessary by the instructor)					
(a)	Long briefing objectives: (1) flight instruments; (2) physiological considerations; (3) instrument appreciation: (i) attitude instrument flight; (ii) pitch indications; (iii) different instrument presentations; (iv) introduction to the use of the attitude indicator; (v) pitch attitude; (vi) maintenance of heading and balanced flight; (vii) instrument limitations (inclusive system failures). (4) attitude, power and performance: (i) attitude instrument flight; (ii) control instruments; (iii) performance instruments; (iii) effect of changing power, trim and configuration; (iv) cross-checking the instrument indications; (v) instrument interpretation; (vi) direct and indirect indications (performance instruments); (vii) instrument lag; (viii) selective radial scan. (5) the basic flight maneuvers (full panel): (i) straight and level flight at various air speeds and airship configurations; (ii) climbing; (iii) descending; (iv) standard rate turns; (v) level, climbing and descending on to pre-selected headings.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) physiological sensations; (2) instrument appreciation; (3) attitude instrument flight; (4) pitch attitude; (5) bank attitude; (6) maintenance of heading and balanced flight; (7) attitude instrument flight; (8) effect of changing power and configuration; (9) cross-checking the instruments; (10) selective radial scan; (11) the basic flight maneuvers (full panel): (i) straight and level flight at various air speeds and airship configurations; (ii) climbing; (iii) descending; (iv) standard rate turns; (v) level, climbing and descending on to pre-selected headings.				
EXERCISE 2: INSTRUMENT FLYING (Advanced)					
(a)	Long briefing objectives: (1) full panel; (2) unusual attitudes: recoveries; (3) transference to instruments after take-off; (4) limited panel; (5) basic flight maneuvers; (6) unusual attitudes: recoveries.				
(b)	Air exercise: (1) full panel; (2) unusual attitudes: recoveries; (3) limited panel; (4) repeat of the above exercises.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 3: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VOR					
(a)	Long briefing objectives: (1) availability of VOR stations en-route; (2) station frequencies and identification; (3) signal reception range; (4) effect of altitude; (5) VOR radials; (6) use of OBS; (7) to or from indicator; (8) orientation; (9) selecting radials; (10) intercepting a pre-selected radial; (11) assessment of distance to interception; (12) effects of wind; (13) maintaining a radial; (14) tracking to and from a VOR station; (15) procedure turns; (16) station passage; (17) use of two stations for obtaining a fix; (18) pre-selecting fixes along a track; (19) assessment of ground speed and timing; (20) holding procedures; (21) various entries; (22) communication (R/T procedures and ATC liaison).				
(b)	Air exercise: (1) station selection and identification; (2) orientation; (3) intercepting a pre-selected radial; (4) R/T procedures and ATC liaison; (5) maintaining a radial inbound; (6) recognition of station passage; (7) maintaining a radial outbound; (8) procedure turns; (9) use of two stations to obtain a fix along the track; (10) assessment of ground speed and timing; (11) holding procedures and entries; (12) holding at a pre-selected fix; (13) holding at a VOR station.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 4: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF ADF					
(Automatic DF equipment)					
(a)	Long briefing objectives: (1) availability of NDB facilities en-route; (2) location, frequencies, tuning (as applicable) and identification codes; (3) signal reception range; (4) static interference; (5) night effect; (6) station interference; (7) mountain effect; (8) coastal refraction; (9) orientation in relation to an NDB; (10) homing; (11) intercepting a pre-selected magnetic bearing and tracking inbound; (12) station passage; (13) tracking outbound; (14) time and distance checks; (15) use of two NDBs to obtain a fix or alternatively use of one NDB and one other NAVAID; (16) holding procedures and various approved entries; (17) communication (R/T procedures and ATC liaison).				
(b)	Air exercise: (1) selecting, tuning and identifying an NDB; (2) ADF orientation; (3) communication (R/T procedures and ATC liaison); (4) homing; (5) tracking inbound; (6) station passage; (7) tracking outbound; (8) time and distance checks; (9) intercepting a pre-selected magnetic bearing; (10) determining the airship's position from two NDBs or alternatively from one NDB and one other NAVAID; (11) ADF holding procedures and various approved entries.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 5: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF VHF/DF					
(a)	Long briefing objectives: (1) availability of VHF/DF facilities en-route; (2) location, frequencies, station call signs and hours of operation; (3) signal and reception range; (4) effect of altitude; (5) communication (R/T procedures and ATC liaison); (6) obtaining and using types of bearings, for example QTE, QDM, QDR; (7) homing to a station; (8) effect of wind; (9) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID); (10) assessment of groundspeed and timing.				
(b)	Air exercise: (1) establishing contact with a VHF/DF station; (2) R/T procedures and ATC liaison; (3) obtaining and using a QDR and QTE; (4) homing to a station; (5) effect of wind; (6) use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other NAVAID); (7) assessment of groundspeed and timing.				
EXERCISE 6: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF DME					
(a)	Long briefing objectives: (1) availability of DME facilities; (2) location, frequencies and identification codes; (3) signal reception range; (4) slant range; (5) use of DME to obtain distance, groundspeed and timing; (6) use of DME to obtain a fix.				
(b)	Air exercise: (1) station selection and identification; (2) use of equipment functions; (3) distance; (4) groundspeed; (5) timing; (6) DME arc approach; (7) DME holding.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 7: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF TRANSPONDERS					
(a)	Long briefing objectives: (1) operation of transponders; (2) code selection procedure; (3) emergency codes; (4) precautions when using airborne equipment.				
(b)	Air exercise: (1) operation of transponders; (2) types of transponders; (3) code selection procedure; (4) emergency codes; (5) precautions when selecting the required code.				
EXERCISE 8: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF ENROUTE RADAR SERVICES					
(a)	Long briefing objectives: (1) availability of radar services; (2) location, station frequencies, call signs and hours of operation; (3) AIP and NOTAMS; (4) provision of service; (5) communication (R/T, procedures and ATC liaison); (6) airspace radar advisory service; (7) emergency service; (8) aircraft separation standards.				
(b)	Air exercise: (1) communication (R/T procedures and ATC liaison); (2) establishing the service required and position reporting; (3) method of reporting conflicting traffic; (4) terrain clearance.				
EXERCISE 9: PRE-FLIGHT AND AERODROME DEPARTURE AND ARRIVAL PROCEDURES					
(a)	Long briefing objectives: (1) determining the serviceability of the airship radio; (2) navigation equipment; (3) obtaining the departure clearance; (4) setting up radio NAVAIDs before take-off for example VOR frequencies, required radials, etc.; (5) aerodrome departure procedures, frequency changes; (6) altitude and position reporting as required; (7) SID procedures; (8) obstacle clearance considerations.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) radio equipment serviceability checks; (2) departure clearance; (3) NAVAID selection; (4) frequencies, radials, etc.; (5) aerodrome departure checks, frequency changes, altitude and position reports; (6) SID procedures.				
EXERCISE 10: INSTRUMENT APPROACHES: ILS APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACHES PROCEDURES					
(a)	Long briefing objectives: (1) precision approach charts; (2) approach to the initial approach fix and minimum sector altitude; (3) NAVAID requirements, for example radar, ADF, etc.; (4) communication (ATC liaison and R/T phraseology); (5) review; (6) holding procedure; (7) the final approach track; (8) forming a mental picture of the approach; (9) completion of aerodrome approach checks; (10) initial approach procedure; (11) selection of the ILS frequency and identification; (12) obstacle clearance altitude or height; (13) operating minima; (14) achieving the horizontal and vertical patterns; (15) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome; (16) use of DME (as applicable); (17) go-around and missed approach procedure; (18) review of the published instructions; (19) transition from instrument to visual flight (sensory illusions); (20) visual maneuvering after an instrument approach; (i) circling approach; (ii) visual approach to landing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
(b)	Air exercise: (1) initial approach to the ILS; (2) completion of approach planning; (3) holding procedure; (4) frequency selection and identification of ILS; (5) review of the published procedure and minimum sector altitude; (6) communication (ATC liaison and R/T phraseology); (7) determination of operating minima and altimeter setting; (8) weather consideration, for example cloud base and visibility; (9) availability of runway lighting; (10) ILS entry methods; (11) radar vectors; (12) procedural method; (13) assessment of approach time from the final approach fix to the aerodrome; (14) determination of: (i) the descent rate on final approach; (ii) the wind velocity at the surface (and the length of the landing runway); (iii) the obstruction heights to be borne in mind during visual maneuvering after an instrument approach; (15) circling approach; (16) the approach: (i) at the final approach fix; (ii) use of DME (as applicable); (iii) ATC liaison; (iv) note time and establish air speed and descent rate; (v) maintaining the localizer and glide path; (vi) anticipation in change of wind velocity and its effect on drift; (vii) decision height; (viii) runway direction. (17) missed approach procedure; (18) transition from instrument to visual flight; (19) circling approach; (20) visual approach to landing.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
EXERCISE 11: INSTRUMENT APPROACHES: NDB APPROACHES TO SPECIFIED MINIMA AND MISSED APPROACHES PROCEDURE					
(a)	Long briefing objectives: (1) non-precision approach charts; (2) initial approach to the initial approach fix and minimum sector altitude; (3) ATC liaison; (4) communication (ATC procedures and R/T phraseology); (5) approach planning: (i) holding procedure; (ii) the approach track; (iii) forming a mental picture of the approach; (iv) initial approach procedure; (v) operating minima; (vi) completion of approach planning. (6) achieving the horizontal and vertical patterns; (7) assessment of distance, groundspeed time, and rate of descent from the final approach fix to the aerodrome; (8) use of DME (as applicable); (9) go-around and missed approach procedure; (10) review of the published instructions; (11) transition from instrument to visual flight (sensory illusions); (12) visual maneuvering after an instrument approach; (13) circling approach; (14) visual approach to landing.				
(b)	Air exercise: (1) completion of approach planning including; (2) determination of: (i) descent rate from the final approach fix; (ii) the wind velocity at the surface and length of the landing runway; (iii) the obstruction heights to be borne in mind during visual maneuvering after an instrument approach. (3) circling approach; (4) go-around and missed approach procedure; (5) initial approach; (6) frequency selection and identification; (7) review of the published procedure and minimum safe sector altitude; (8) ATC liaison and R/T phraseology; (9) determination of decision height and altimeter setting; (10) weather considerations, for example cloud base and visibility; (11) availability of runway lighting; (12) determination of inbound track; (13) assessment of time from final approach fix to the missed approach point;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(14) ATC liaison; (15) the outbound procedure (inclusive completion of pre-landing checks); (16) the inbound procedure; (17) re-check of identification code; (18) altimeter setting re-checked; (19) the final approach; (20) note time and descent rate; (21) maintaining the final approach track; (22) anticipation of change in wind velocity and its effect on the drift; (23) minimum descent altitude or height; (24) runway direction; (25) go-around and missed approach procedure; (26) transition from instrument to visual flight (sensory illusions); (27) visual approach.				
EXERCISE 12: RADIO NAVIGATION (APPLIED PROCEDURES): USE OF GNNS (to be developed)					
(a)	Long briefing objectives: use of GNSS.				
(b)	Air exercise: use of GNSS.				
FCL.940.IRI IRI - Revalidation and renewal.					
For revalidation and renewal of an IRI certificate, the holder shall meet the requirements for revalidation and renewal of an FI certificate, in accordance with FCL.940.FI.					

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

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 6 Specific requirements for the synthetic flight instructor - SFI.					
FCL.905.SFI SFI - Privileges and conditions					
(a)	The privileges of SFIs are to carry out synthetic flight instruction, within the relevant aircraft category, for:				
(1)	the revalidation and renewal of an IR, provided that they hold or have held an IR in the relevant aircraft category;				
(2)	the issue of an IR, provided that they hold or have held an IR in the relevant aircraft category and have completed an IRI training course.				
(b)	The privileges of SFIs for single-pilot airplanes are to carry out synthetic flight instruction for:				
(1)	the issue, revalidation and renewal of type ratings for single-pilot high-performance complex airplanes, if applicants seek privileges to operate in single-pilot operations. The privileges of SFIs for single-pilot airplanes may be extended to flight instruction for single-pilot high-performance complex airplanes type ratings in multi-pilot operations, provided that they meet any of the following conditions:				
(i)	hold or have held a TRI certificate for multi-pilot airplanes;				
(ii)	have at least 500 hours on airplanes in multi-pilot operations and have completed an MCCI training course in accordance with point FCL.930.MCCI;				
(2)	the MCC and the MPL training courses on the basic phase, provided that the privileges of SFIs (SPA) have been extended to multi-pilot operations in accordance with point (1).				
(c)	The privileges of SFIs for multi-pilot airplanes are to carry out synthetic flight instruction for:				
(1)	the issue, revalidation and renewal of type ratings for multi-pilot airplanes and if applicants seek privileges to operate in multi-pilot operations, for single-pilot high-performance complex airplanes;				
(2)	the MCC training course;				
(3)	the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, they hold or have held an FI(A) or an IRI(A) certificate;				
(d)	The privileges of SFIs for helicopters are to carry out synthetic flight instruction for:				
(1)	the issue, revalidation and renewal of helicopter type ratings;				
(2)	MCC training, if SFIs have privileges to instruct for multi-pilot helicopters.				
(e)	The privileges of an SFI include privileges to conduct EBT practical assessment at an EBT operator, provided that the instructor complies with the requirements of CAR-OPS.				
FCL.910.SFI SFI - Restricted privileges.:					
The privileges of SFIs shall be restricted to the FTD 2/3 or FFS of the aircraft type in which the SFI training course was taken.					
The privileges may be extended to other FSTDs representing further types of the same category of aircraft if the holders have					
(a)	completed the simulator content of the relevant type rating course;				
(b)	completed the relevant parts of the technical training and the FSTD content of the flight instruction syllabus of the applicable TRI course;				
(c)	conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of an SFI on the applicable type under the supervision and to the satisfaction of a TRE or an SFE qualified for this purpose.				
The privileges of the SFI shall be extended to further variants in accordance with the OSD or CAA discretion if the SFI has completed the type relevant parts of the technical training and the FSTD content of the flight instruction syllabus of the applicable TRI course.					

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
FCL.915.SFI SFI - Prerequisites.					
An applicant for an SFI certificate shall:					
(a)	hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;				
(b)	have completed the proficiency check for the issue of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application; and				
(c)	additionally, for an SFI(A) for multi-pilot airplanes or SFI(PL), have:				
(1)	at least 1 500 hours flight time as a pilot on multi-pilot airplanes or powered-lift, as applicable;				
(2)	completed, as a pilot or as an observer, within the 12 months preceding the application, at least:				
(i)	3 route sectors on the flight deck of the applicable aircraft type; or				
(ii)	2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated preflight planning and de-briefing;				
(d)	additionally, for an SFI(A) for single-pilot high-performance complex airplanes:				
(1)	have completed at least 500 hours of flight time as PIC on single-pilot airplanes;				
(2)	hold or have held a multi-engine IR(A) rating; and				
(3)	have met the requirements in (c)(2);				
(e)	additionally, for an SFI(H), have:				
(1)	completed, as a pilot or as an observer, at least 1 hour of flight time on the flight deck of the applicable type, within the 12 months preceding the application; and				
(2)	in the case of multi-pilot helicopters, at least 1 000 hours of flying experience as a pilot on helicopters, including at least 350 hours as a pilot on multi-pilot helicopters;				
(3)	in the case of single-pilot multi-engine helicopters, completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;				
(4)	in the case of single-pilot single-engine helicopters, completed 250 hours as a pilot on helicopters.				
FCL.930.SFI SFI - Training course					
(a)	The training course for the SFI shall include:				
(1)	the FSTD content of the applicable type rating course;				
(2)	the relevant parts of the technical training and the FSTD content of the flight instruction syllabus of the applicable TRI training course;				
(3)	25 hours of teaching and learning instruction.				
(b)	An applicant for an SFI certificate who holds a TRI certificate for the relevant type shall be fully credited towards the requirements of this paragraph.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
FCL.940.SFI SFI - Revalidation and renewal					
(a)	Revalidation. To revalidate an SFI certificate, applicants shall fulfil, before the expiry date of the SFI certificate, at least two out of the following three requirements:				
(1)	have completed at least 50 hours as instructors or examiners in FSTDs, of which at least 15 hours in the period of 12 months immediately preceding the expiry date of the SFI certificate;				
(2)	have completed instructor refresher training as an SFI at an ATO;				
(3)	have passed the relevant sections of the assessment of competence in accordance with point FCL.935.				
(b)	Additionally, applicants shall have completed, on an FFS, the proficiency checks for the issue of the specific aircraft type ratings representing the types for which privileges are held.				
(c)	For at least each alternate revalidation of an SFI certificate, holders shall comply with the requirement in point (a)(3).				
(d)	If an SFI holds a certificate in more than one type of aircraft within the same category, the assessment of competence taken on one of those types shall revalidate the SFI certificate for the other types held within the same category of aircraft, unless otherwise is determined in the OSD or by CAA.				
(e)	Renewal. To renew the SFI certificate, applicants shall, within the period of 12 months immediately preceding the application for the renewal, comply with all of the following conditions:				
(1)	have completed instructor refresher training as an SFI at an ATO;				
(2)	have passed the assessment of competence in accordance with point FCL.935;				
(3)	have completed, on an FSTD, the skill test for the issue of the specific aircraft type ratings representing the types for which privileges are to be renewed.				

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

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 7 Specific requirements for the multi-crew cooperation instructor - MCCI					
FCL. 905.MCCI MCCI - Privileges and conditions					
(a)	The privileges of an MCCI are to carry out flight instruction during:				
(1)	the practical part of MCC courses when not combined with type rating training; and				
(2)	in the case of MCCI(A), the basic phase of the MPL integrated training course, provided he/she holds or has held an FI(A) or an IRI(A) certificate.				
FCL. 910.MCCI MCCI - Restricted privileges					
The privileges of the holder of an MCCI certificate shall be restricted to the FNPT II/III MCC, FTD 2/3 or FFS in which the MCCI training course was taken.					
The privileges may be extended to other FSTDs representing further types of aircraft when the holder has completed the practical training of the MCCI course on that type of FNPT II/III MCC, FTD 2/3 or FFS.					
FCL. 915.MCCI MCCI - Prerequisites.					
An applicant for an MCCI certificate shall:					
(a)	hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;				
(b)	have at least:				
(1)	in the case of airplanes, airships and powered-lift aircraft, 1 500 hours of flying experience as a pilot in multi-pilot operations;				
(2)	in the case of helicopters, 1 000 hours of flying experience as a pilot in multi-crew operations, of which at least 350 hours in multi-pilot helicopters.				
FCL. 930.MCCI MCCI - Training course					
(a)	The training course for the MCCI shall include, at least:				
(1)	25 hours of teaching and learning instruction;				
(2)	technical training related to the type of FSTD where the applicant wishes to instruct;				
(3)	3 hours of practical instruction, which may be flight instruction or MCC instruction on the relevant FNPT II/III MCC, FTD 2/3 or FFS, under the supervision of a TRI, SFI or MCCI nominated by the ATO for that purpose. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920.				
(b)	Applicants holding or having held an FI, TRI, CRI, IRI or SFI certificate shall be fully credited towards the requirement of (a)(1).				
AMC1 FCL. 930.MCCI MCCI - Training course					
AEROPLANES					
GENERAL					
(a)	The objective of the technical training is to apply the core instructor competencies acquired during the teaching and learning training to MCC training.				
(b)	During the practical training the applicant should demonstrate the ability to instruct a pilot in MCC.				
(c)	To supervise applicants for MCCI certificates, the adequate experience should include at least three type rating or MCC courses.				
(d)	It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at the appropriate times during each flight.				
(e)	The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasized at all times.				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
COURSE OBJECTIVE					
(f)	The course should be designed to give adequate training to the applicant in theoretical knowledge instruction and FSTD instruction to instruct those aspects of MCC required by an applicant for a type rating on a first MP airplane.				
(g)	Confirmation of competency of the applicant to be authorized as an MCCI(A) will be determined by the applicant conducting at least 3 hours MCC instruction to a satisfactory standard on the relevant FNPT or FFS under the supervision of a TRI(A), SFI(A) or MCCI(A) nominated by the ATO for this purpose.				
(h)	The course consists of three parts: (1) Part 1: teaching and learning that should follow the content of AMC1 FCL.920; (2) Part 2: technical theoretical knowledge instruction (technical training); (3) Part 3: flight instruction.				
Part 1					
The content of the teaching and learning part of the FI training course, as established in AMC1 FCL.930.FI, should be used as guidance to develop the course syllabus.					
Part 2					
TECHNICAL THEORETICAL KNOWLEDGE INSTRUCTION SYLLABUS					
(a)	The FSTD training consists of the application of core instructor competencies to MCC training in a commercial air transport environment, including principles of threat and error management and CRM. The content of the training program should cover MCC course exercises in sufficient depth to meet the standard required for issue of the MCCI(A) certificate.				
(b)	The course should be related to the type of FSTD on which the applicant wishes to instruct. A training program should give details of all theoretical knowledge instruction.				
(c)	Identification and application of human factors (as set in the ATPL syllabus 040) related to MCC aspects of the training.				
Part 3					
FLIGHT INSTRUCTION SYLLABUS					
(a)	The content of the instruction program should cover training exercises as applicable to the MCC requirements of an applicant for a MP type rating.				
(b)	Training exercises: The exercises should be accomplished as far as possible in a simulated commercial air transport environment. The instruction should cover the following areas: (1) pre-flight preparation, including documentation, and computation of take-off performance data; (2) pre-flight checks, including radio and navigation equipment checks and setting; (3) before take-off checks, including powerplant checks, and take-off briefing by the PF; (4) normal take-offs with different flap settings, tasks of PF and PM, callouts; (5) rejected take-offs; crosswind take-offs; take-offs at maximum take-off mass; engine failure after v1; (6) normal and abnormal operation of aircraft systems, use of checklists; (7) selected emergency procedures to include engine failure and fire, smoke control and removal, wind-shear during take-off and landing, emergency descent, incapacitation of a flight crew member; (8) early recognition of and reaction on approaching stall in differing aircraft configurations; (9) instrument flight procedures, including holding procedures; precision approaches using raw navigation data, flight director and automatic pilot, one engine simulated inoperative approaches, non-precision and circling approaches, approach briefing by the PF, setting of navigation equipment, call-out procedures during approaches; computation of approach and landing data;				

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
	(10) go-arounds; normal and with one engine simulated inoperative, transition from instrument to visual flight on reaching decision height or minimum descent height or altitude; (11) landings, normal, crosswind and with one engine simulated inoperative, transition from instrument to visual flight on reaching decision height or minimum descent height or altitude.				
FCL. 940.MCCI MCCI - Revalidation and renewal					
(a)	For revalidation of an MCCI certificate the applicant shall have completed the requirements of FCL.930.MCCI(a)(3) on the relevant type of FNPT II/III, FTD 2/3 or FFS, within the last 12 months of the validity period of the MCCI certificate.				
(b)	Renewal. If the MCCI certificate has lapsed, the applicant shall complete the requirements of FCL.930.MCCI(a)(2) and (3) on the relevant type of FNPT II/III MCC, FTD 2/3 or FFS.				

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

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
SECTION 8 Specific requirements for the synthetic training instructor - STI					
FCL.905.STI STI - Privileges and conditions					
(a)	The privileges of an STI are to carry out synthetic flight instruction in the appropriate aircraft category for:				
(1)	the issue of a license;				
(2)	the issue, revalidation or renewal of a BIR and an IR and a class or type rating for single-pilot aircraft, except for single-pilot high-performance complex airplanes.				
(b)	Additional privileges for the STI(A). The privileges of an STI(A) shall include synthetic flight instruction during the core flying skills training of the MPL integrated training course.				
FCL.910.STI STI - Restricted privileges.:					
The privileges of STIs shall be restricted to the FSTD in which the STI training course was taken. The privileges may be extended to other FSTDs representing further types of aircraft if in the period of 12 months immediately preceding the application the holders have					
(a)	completed the FSTD content of the CRI or TRI course on the class or type of aircraft for which instructional privileges are sought;				
(b)	passed in the FSTD on which flight instruction is to be conducted, the applicable section of the proficiency check in accordance with Appendix 9 to this Regulation for the appropriate class or type of aircraft. For STIs(A) instructing on BITD only, the proficiency check shall include only the exercises appropriate for the skill test for the issue of a PPL(A);				
(c)	conducted, on a CPL, an IR, a PPL or a class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, a CRI(A), an IRI or a TRI nominated by the ATO for this purpose, including at least 1 hour of flight instruction that is supervised by an FIE in the appropriate aircraft category.				
FCL.915.STI STI - Prerequisites					
(a)	Applicants for the issue of an STI certificate shall:				
(1)	hold, or have held within the 3 years prior to the application, a pilot license and instructional privileges appropriate to the courses on which instruction is intended;				
(2)	have completed in an FSTD the relevant proficiency check for the class or type rating, in the period of 12 months immediately preceding the application.				
	Applicants for the issue of an STI(A) wishing to instruct on BITDs only, shall complete the exercises appropriate for a skill test for the issue of a PPL(A) only;				
(b)	Additionally, to the requirements laid down in point (a), applicants for the issue of an STI(H) certificate shall have completed at least 1 hour of flight time as an observer on the flight deck of the applicable type of helicopter, in the period of 12 months immediately preceding the application.				
FCL.930.STI STI - Training course					
(a)	The training course for the STI shall comprise at least 3 hours of flight instruction related to the duties of an STI in an FFS, FTD 2/3 or FNPT II/III, under the supervision of an FIE. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920. Applicants for an STI(A) wishing to instruct on a BITD only, shall complete the flight instruction on a BITD.				
(b)	For applicants for an STI(H), the course shall also include the FFS content of the applicable TRI course.				

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

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA
FCL.940.STI STI - Revalidation and renewal of the STI certificate					
(a)	Revalidation. To revalidate an STI certificate, applicants shall, within the period of 12 months immediately preceding the expiry date of the STI certificate, comply with all of the following conditions:				
(1)	have conducted at least 3 hours of flight instruction in an FSTD, as part of a complete CPL, IR, PPL or class or type rating course;				
(2)	have passed in the FSTD on which flight instruction is conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Regulation for the appropriate class or type of aircraft.				
	For STIs(A) instructing on BITDs only, the proficiency check shall include the exercises appropriate for a skill test for the issue of a PPL(A) only.				
(b)	Renewal. To renew STI certificate, the applicants shall within the period of 12 months immediately preceding the application for the renewal:				
(1)	complete a refresher training as an STI at an ATO;				
(2)	pass in the FSTD on which flight instruction is conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Regulation for the appropriate class or type of aircraft. For an STI(A) instructing on BITDs only, the proficiency check shall include the exercises appropriate for a skill test for the issue of a PPL(A) only;				
(3)	conduct, in the relevant aircraft category, on a complete CPL, IR, PPL or class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, a CRI, an IRI or a TRI nominated by the ATO for this purpose, including at least 1 hour of flight instruction supervised by a flight instructor examiner (FIE).				

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