Schedule 14

AOC Personnel Qualification

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SUBPART A: GENERAL

14.001 APPLICABILITY

(a) This Schedule prescribes the minimum requirements for qualification and currency of operations personnel to be able to serve in commercial air transport or to be used by the holder of an Air Operator Certificate issued by The Bahamas.

(b) This Schedule is applicable to the persons and entities engaged in commercial air transport operations and the persons performing duties on their behalf.

14.005 DEFINITIONS

(a) For the purpose of this Schedule, the following definitions shall apply—

Note: Additional applicable aviation-related terms are defined in Schedule 1.

Approved training. Training conducted under special curricula and supervision approved by the Authority.

Cabin crew member. A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.

Calendar. Where used in these regulations as an adjective to the words "day, month or year," indicates the period of elapsed time, using Coordinated Universal Time or local time, that begins at midnight and ends 24 hours later at the next midnight.

Check airman (aeroplane). A person who is designated by the Authority, to conduct an evaluation in an aeroplane, in a flight simulator, or in a flight training device for a particular type aeroplane.

Check airman (simulator). A person who is designated by the Authority to conduct an evaluation, but only in a flight simulator or in a flight training device for a particular type aircraft.

Cruise relief pilot. A flight crew member who is assigned to perform pilot tasks during cruise flight to allow the PIC or co-pilot to obtain planned rest.

Current and qualified. This phrase indicates that a person meets all applicable experience, qualifications and currency requirements for the functions that they perform for the AOC holder

Error. An action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.

Error management. The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft state.

Flight Dispatcher. A person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Schedule 7 and 14, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.

Flight simulation training device. Any one of the following three types of apparatus in which flight conditions are simulated on the ground—

(i) *A flight simulator*, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated

(ii) *A flight procedures trainer,* which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class.

(iii) *A basic instrument flight trainer*, which is equipped with appropriate instruments and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

Large aeroplane. An aeroplane having a maximum certified takeoff mass of over 5,700 kg. (12,500 lbs),

Pilot in command. The pilot designated by the operator as being in command and charged with the safe conduct of the flight.

Pilot-in-command under supervision. Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Authority.

Small aeroplane. An aeroplane having a maximum certified takeoff mass of 5,700 kg. (12,500 lbs) or less.

Threat. As relating to flight, events or errors that occur beyond the influence of an operational person, increase operational complexity and which must be managed to maintain the margin of safety. (ICAO Annex 1)

Threat management. The process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft. (ICAO Annex 1)

14.010 Acronyms & Abbreviations

(a) The following acronyms and abbreviations are used in this Schedule—

ACAS – Airborne Collision Alterting System
AFM – Aeroplane Flight Manual
AOC – Air Operator Certificate
CAT – Category
CRM – Crew Resource Management
EDTO – Extended Diversion Time Operations
FE – Flight Engineer
GPS – Global Positioning System
IFR – Instrument Flight Rules
IMC – Instrument Meteorological Conditions
INS – Inertial Navigation System
LDA – Localizer-type Directional Aid
LOC – Localizer
LVTO – Low Visibility Take Off
MDA – Minimum Decent Altitude
RVR – Runway Visibility Range
RVSM – Reduced Vertical Separation Minimum
PBE – Protective Breathing Equipment
PIC – Pilot In Command
SIC – Second In Command
SCCM – Senior Cabin Crew Member
sm – Statute Miles
VMC – Visual Meteorological Conditions

Subpart B: Aviation Personnel Qualifications

14.020 Age 65 Restriction

(a) No person may serve or may any AOC holder use a person as a PIC or an SIC of an aircraft engaged in commercial air transport operations if that person has reached their 65th birthday.

(b) No person may serve nor may any AOC holder use a person as a PIC of an aircraft engaged in commercial air transport operations between the ages of 60 and their 65th birthday, unless the age of the SIC assigned to the flight is less than 60 years.

(c) Check airman who have reached their 65th birthday or who do not hold an appropriate medical certificate may continue their check airman functions, but may not serve as or occupy the position of a required pilot flight crew member on an aeroplane with a gross takeoff weight of more than 5700 kg engaged in international commercial air transport operations.

14.025 PIC License Requirements: Turbojet or Large Aircraft

(a) No pilot may act as PIC of a turbojet or large aircraft in commercial air transportation operations unless he or she holds an ATP licence and a type rating for that aircraft.

14.030 PIC Licence Requirements: Non-Turbojet Small Aeroplanes

(a) No pilot may act as PIC of a non-turbojet small aircraft in commercial air transport during—

(1) IFR operations unless he or she holds a commercial pilot licence with appropriate category and class ratings for the aircraft operated, and an instrument rating, or

(2) Day VFR operations unless he or she holds a commercial pilot licence with appropriate category and class ratings for the aircraft operated and an instrument rating.

14.035 PIC Aeronautical Experience: Small Aeroplanes

(a) No pilot may act as PIC of a small aeroplane in commercial air transport during—

(1) IFR-IMC operations across international borders unless he or she meets the minimum aeronautical experience requirements necessary to qualify for the ATP licence.

(2) IFR-IMC operations within The Bahamas unless he or she has logged a minimum of 500 hours as a pilot, including at least 100 hours in IFR operations.

(3) VMC operations across international borders unless he or she has logged a minimum of 500 hours of time as a pilot, including at least 100 hours of cross-country flight time including 25 hours of which were at night.

(4) VMC day-only operations within The Bahamas unless he or she has logged a minimum of 250 hours as a pilot, including at least 100 hours of cross-country flight time.

14.037 PIC Aeronautical Experience: Single-Engine Small Aircraft Class

(a) No pilot may act as PIC of a single-engine small helicopters and propeller-driven aeroplanes in commercial air transport unless he has accumulated 50 hours on the class of aircraft, and for—

(1) For VMC night operations, 15 hours of flight time at night in the aircraft class.

(2) For IFR operations, 25 hours of IFR flight time in the aircraft class

14.040 SIC Licence Requirements

(a) No pilot may act as SIC of an aircraft in commercial air transport operations unless he or she—

(1) Holds a commercial pilot licence with appropriate category and class ratings for the aircraft operated; and

(2) Holds an instrument rating.

14.045 FE Licence Requirements

(a) No person may act as the flight engineer of an aircraft unless he or she holds a flight engineer licence with the appropriate class rating.

14.050 ONE PILOT QUALIFIED TO PERFORM FE FUNCTIONS

(a) The AOC holder shall ensure that, on all flights requiring a flight engineer, there is assigned at least one other flight crew member qualified to perform the FE duties in the event the FE becomes incapacitated.

14.055 PERSONS QUALIFIED TO FLIGHT RELEASE

(a) No person may issue a flight release for a scheduled passenger-carrying commercial air transport operation in aircraft of more than 20 passengers unless that person—

(1) Holds an flight dispatcher licence or an ATP rating; and

(2) Is currently qualified with the AOC holder in accordance with the training requirements of this Schedule performing operational control functions.

(b) No person, other than the PIC, may issue a flight release for any other commercial air transport operation unless that person—

(1) Holds an ATP rating; or

(2) Is currently qualified with the AOC holder in accordance with the training requirements of this Schedule for the performance of operational control functions.

14.060 PAIRING OF LOW EXPERIENCE CREW MEMBERS

(a) The PIC of an aircraft with passenger configuration for more than 9 passengers shall make all takeoffs and landings in situations designated as critical by the Authority (in Appendix 1 to 14.060) if the SIC has fewer than 50 hours of flight time in the aircraft type, unless the PIC is also an appropriately qualified check airman.

(b) No person may serve and no person may use a pilot in commercial air transport operations in aircraft of over 9 passenger seats unless either the PIC or SIC has at least 75 hours of commercial air transport operations in that specific airplane type, either as PIC or SIC.

(c) The Authority may, upon application by the certificate holder, authorize deviations from the requirements of this paragraph (b) by an amendment to the operations specifications (with appropriate operating limitations to ensure equivalent level of safety) in any of the following circumstances—

(1) A newly certificated AOC holder does not employ any pilots who meet the minimum requirements of this paragraph.

(2) An existing AOC holder adds to its fleet a type airplane not before proven for use in its operations.

(3) An existing AOC holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile.

14.061 LANGUAGE PROFICIENCY

(a) No person may serve and no person may be assigned to a flight crew with duties that include the use of the aircraft communications radio unless the AOC holder has evaluated this person to determine that he is capable of communicating with air traffic services in English at the Extended Level (Level 4).

(b) All pilots required to use the radio telephone aboard an aircraft in flight operations shall be evaluated by the AOC holder for their ability to speak and understand the language used for radiotelephony communications.

(1) This evaluation will be accomplished before initial assignment to duty and at intervals specified in paragraph (c) and (d).

(2) The language proficiency requirements of Schedule 8 will be used to accomplish this evaluation.

(3) The language evaluated for international flight operations shall be English.

(4) The results of this evaluation will be recorded in the AOC holder's crew qualification records.

(c) Those persons demonstrating proficiency below the Expert Level (Level 6) shall be formally evaluated at least once every-

(1) 3 calendar years, for Operational Level (Level 4)
(2) 6 calendar years, for Extended Level (Level 5)

(d) Formal evaluation is not required on recurring intervals for persons who demonstrate expert language proficiency, such as native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community, during the initial evaluation

14.063 COMMON LANGUAGE

(a) No person may serve and no person may be assigned to a flight crew unless the AOC holder has determined that this person is capable of communicating with other crew members in English at the Extended Level (Level 4) for operation of the aircraft.

SUBPART C: GROUND TRAINING REQUIREMENTS

14.065 COMPANY PROCEDURES INDOCTRINATION

(a) No person may serve nor may any person use a person as a crew member or person assigned to operational control functions unless that person has completed the company procedures indoctrination curriculum approved by the Authority, which shall include a complete review of operations manual procedures pertinent to the crew member or flight operation officer's duties.

See Appendix 1 to 14.065 for recommended knowledge area and programme hours.

14.070 INITIAL DANGEROUS GOODS TRAINING

(a) No person may serve nor may any person use a person as a crew member unless he or she has completed the appropriate initial dangerous goods curriculum approved by the Authority.

(b) The dangerous goods training curriculum shall conform to that specified in the most current revision of the ICAO Technical Instructions for the assigned position and duties.

14.075 INITIAL SECURITY TRAINING

(a) No person may serve nor may any person use a person as a crew member unless he or she has completed the initial security curriculum approved by the Authority.

(b) The approved security program curriculum shall ensure that the crew members act in the most appropriate manner to minimize the consequences of acts of unlawful inference and shall include the following elements—

(1) Determination of the seriousness of any occurrence;
(2) Crew communication and coordination;
(3) Appropriate self-defence responses;
(4) Use of non-lethal protective devices assigned to crew members whose use is authorized by the Authority;
(5) Understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses;
(6) Live situational training exercises regarding various threat conditions;
(7) Flight deck procedures to protect the aeroplane; and
(8) Aeroplane search procedures and guidance on least-risk bomb locations where practicable; and
(9) Preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aircraft so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.

14.080 Initial Crew Resource Management & Human Performance

(a) No person may serve nor may any person use a person as a crew member or person assigned to operational control functions unless that person has completed the initial CRM curriculum approved by the Authority.

14.083 Initial Threat & Error Management

(a) No person may serve nor may any person use a person as a crew member, flight dispatcher or for operational control functions unless that person has completed the initial threat and error management curriculum approved by the Authority.

14.085 Initial Emergency Equipment Drills

(a) No person may serve nor may any AOC holder use a person as a crew member unless that person has completed the appropriate initial emergency equipment curriculum and drills for the crew member position approved by the Authority for the emergency equipment available on the aircraft to be operated.

See Appendix 1 to 14.085 for sample course curriculum content.

14.090 Initial Aircraft Ground Training

(a) No person may serve nor may any person use a person as a crew member, flight dispatcher or other person assigned operational control duties unless he or she has completed the initial ground training approved by the Authority for the aircraft type.

(b) Initial aircraft ground training for flight crew members shall include the pertinent portions of the operations manuals relating to aircraft-specific performance, mass and balance, operational policies, systems, limitations, normal, abnormal and emergency procedures on the aircraft type to be used.

See Appendix 1 to 14.090 for sample course curriculum for flight crew members.

(c) The AOC holder may have separate initial aircraft ground training curriculum of varying lengths and subject emphasis which recognise the experience levels of flight crew members approved by the Authority.

(d) For cabin crew members, initial aircraft ground training shall include the pertinent portions of the operations manuals relating to aircraft-specific configuration, equipment, normal and emergency procedures for the aircraft types within the fleet.

See Appendix 2 to 14.090 for sample course curriculum for cabin crew members.

(e) For flight dispatchers and persons assigned operational control duties, aircraft initial ground training shall include the pertinent portions of the operations manuals relating to aircraft-specific flight preparation procedures, performance, mass and balance, systems, and limitations for the aircraft types within the fleet.

See Appendix 3 to 14.090 for sample course curriculum for person assigned to operational control functions.

14.097 Transition or Upgrade Aircraft Ground Training

(a) An AOC holder may request approval for separate initial aircraft ground training curriculums which recognise the experience levels of flight crew members for the purpose of—

(1) Upgrading from one seat assignment and function to another seat position in the same aircraft; or

(2) Transitioning in the same seat assignment in one type of aircraft to another type of aircraft.

Subpart D: Flight Training Requirements

14.095 Initial Aircraft Flight Training

(a) No person may serve nor may any person use a person as a flight crew member unless he or she has completed the initial flight training curriculum approved by the Authority for the aircraft type.

(b) Initial flight training shall focus on the manoeuvring and safe operation of the aircraft in accordance with AOC holder's normal, abnormal and emergency procedures.

See Appendix 1 to 14.095 for sample flight curriculum.

14.097 Transition or Upgrade Aircraft Flight Training

(a) An AOC holder may request approval for separate initial flight training curriculums which recognise the experience levels of flight crew members for the purpose of—

(1) Upgrading from one seat position to another seat position in the same aircraft; or

(2) Transitioning in the same seat position in one type of aircraft to another type of aircraft.

14.100 Initial Specialized Operations Training

(a) No person may serve nor may any person use a person as a flight crew member unless he or she has completed the appropriate initial specialized operations training curriculum approved by the Authority.

(b) Specialized operations for which initial training curriculum shall be developed include—

(1) Low minimums operations, including low visibility takeoffs and Category II and III operations;

(2) Extended range operations;

(3) Specialized navigation;

(4) PIC right seat qualification;

(5) ACAS qualification;

(6) Other specialized operations prescribed by the Authority.

See Appendix 1 to 14.100 for recommendations regarding initial specialized operations training curriculum.

14.105 Aircraft Differences or Familiarization Training

(a) No person may serve nor may any person use a person to perform operational control functions or crew member on an aircraft of a type for which a differences or familiarization curriculum is included in the AOC holder's approved training program, unless that person has satisfactorily completed that curriculum, with respect to both the crew member position and the particular variant of that aircraft.

See Appendix 1 to 14.105 for recommended aircraft differences training pertaining to person assigned to operational control functions.

(b) For the purpose of aircraft differences training requirements, no person may combine variants of the same type of aircraft with similar characteristics in terms of operating procedures, systems and handling except under the conditions approved by the Authority.

14.110 Use of Simulators & Training Devices

(a) Each aeroplane simulator and other training device that is used for flight crew member qualification shall—

(1) Be specifically approved by the Authority for—

(i) The AOC holder;

(ii) The type aeroplane, including type variations, for which the training or check is being conducted;

(iii) The particular manoeuvre, procedure, or crew member function involved;

(2) Maintain the performance, functional, and other characteristics that are required for approval;

(3) Be modified to conform with any modification to the aeroplane being simulated that results in changes to performance, functional, or other characteristics required for approval;

(4) Be given a daily functional pre-flight check before use; and

(5) Have a daily discrepancy log kept by the appropriate instructor or check airman at the end of each training or check flight.

14.115 Introduction of New Equipment or Procedures

(a) No person may serve nor may any person use a person as a flight crew member when that service would require expertise in the use of new equipment or procedures for which a curriculum is included in the AOC holder's approved training program, unless that person has satisfactorily completed that curriculum, with respect to both the crew member position and the particular variant of that aircraft.

Subpart E: Proficiency & Competency Checks

14.120 Pilot Aircraft & Instrument Proficiency Checks

(a) No pilot may serve nor may any person use a pilot flight crew member unless, since the beginning of the 12th calendar month before that service, that person has demonstrated competency in pilot technique and ability to execute emergency procedures in a proficiency check prescribed by the Authority for the make and model and, if applicable, type aircraft on which their services are required.

(b) No pilot may serve nor may any person use a pilot in IFR operations unless, since the beginning of the 6th calendar month before that service, that pilot has demonstrated competency in instrument flight operations in a proficiency check prescribed by the Authority.

(c) If the pilot is to be authorized for use in—

(1) Only VFR commercial air transport operations, the proficiency check of paragraph (a) is required for each make and model of aircraft;

(2) IFR commercial air transport operations, the proficiency checks of both (a) and (b) are required for qualification and currency.

(d) A pilot may complete the requirements of paragraphs (a) and (b) simultaneously in a specific aircraft type.

(e) No operator may schedule a flight crew on several variants of the same type of aircraft or different types of aircraft with similar characteristics in terms of operating procedures, systems and handling, unless the Authority has approved the conditions under which the requirements of paragraph (a) and/or (b) may be combined for—

(1) Each variant; or

(2) Each type of aircraft.

(f) For airplanes of 5700 kg or less and requiring a crew composition of only a single pilot, the PIC shall complete the proficiency check specified in paragraph (b) in the single pilot role in the in the class of airplane representative of the operation.

(g) No person may use a flight simulation training device for the checks required by paragraphs (a), (b) and or (f) of this Section unless the Authority has approved the device for the specific—

(1) Operator;

(2) Check or portion of the check; and

(3) Events and procedures to be checked.

(h) If a pilot receives an instrument or aircraft check for prior to the beginning of the next eligibility period, that check will establish a new base month for subsequent eligibility period.

(1) The accomplishment of the check after expiration of an eligibility period also establishes a new base month and eligibility period.

(2) Any 2 such checks which are similar and which occur in a period of 4 calendar months shall not satisfy the requirement of paragraph (b) of this Section.

See Appendix 1 to 14.120 for recommended operation and procedures pertaining to the proficiency checks.

14.125 Flight Engineer Proficiency Checks

(a) No person may serve nor may any person use a flight engineer on an aeroplane unless within the preceding 6 calendar months he or she has had a proficiency check in accordance with the requirements prescribed by the Authority.

See Appendix 1 to 14.125 for recommended procedures used in FE proficiency checks.

14.130 Competence Checks: Cabin Crew Members

(a) No person may serve nor may any person use a person as a cabin crew member unless, since the beginning of the 12th calendar month before that service, that person has passed the competency check prescribed by the Authority performing the emergency duties appropriate to that person's assignment.

See Appendix 1 to 14.130 for recommended content for cabin crew member competence checks.

14.135 Competence Checks: Operational Control Functions

(a) No person may serve nor may any person use a person as a flight dispatcher or other person performing operational control functions unless, since the beginning of the 12th calendar month before that service, that person has passed the competency check, prescribed by the Authority, performing the flight preparation and subsequent duties appropriate to that person's assignment.

See Appendix 1 to 14.135 for recommended content for an operational control competence checks.

Subpart F: Supervised Line Flying

14.140 Supervised Line Flying: Pilots

(a) Each pilot qualifying as PIC or SIC in an aircraft type shall complete a consecutive series of flights performing their duties under the supervision of a check airman prior to unsupervised commercial air transport operations.

(b) The minimum supervised line flying requirements shall be—

(1) 15 flights for a PIC qualifying on a turbine-powered aircraft, of which 10 sectors must have been at least 50 nm in length;

(2) 10 flights for a PIC qualifying on a piston aircraft with a passenger capacity of more than 9 passengers;

(3) 10 flights for a SIC qualifying on an aircraft with a passenger capacity of more than 9 passengers;

(4) 10 sectors for a qualifying cruise relief pilot.

(c) For aircraft with a passenger capacity of 9 or less, the pilots are not required to complete the supervised line flying requirements of (a) and (b) if the original route check qualification in the type of aircraft was completed under the supervision of an authorized person of the Authority prior to the carriage of passengers in commercial air transport.

(d) During the time that a qualifying PIC is completing the supervised line flying requirements of (a) and (b), a check airman who is also serving as the PIC shall occupy a pilot station.

(e) In the case of a transitioning PIC, the check airman serving as PIC may occupy the observer's seat if—

(1) The transitioning pilot has made at least two takeoffs and landings in the type aeroplane used, and

(2) Has satisfactorily demonstrated to the check airman that he is qualified to perform the duties of a PIC for that type of aeroplane.

14.145 Supervised Line Flying: Flight Engineers

(a) Each person qualifying as a flight engineer for an aircraft type shall perform those functions for a minimum of five flights under the supervision of a check airman or a qualified flight engineer.

14.150 Supervised Line Experience: Cabin Crew Members

(a) Each person qualifying as a cabin crew member shall perform those functions for a minimum of two flights under the supervision of a senior cabin crew member.

Note: While qualifying, this person may not be a required crew member.

14.155 Line Observations: Flight Dispatchers

(a) No person may serve nor may any person use a person as a flight dispatcher unless, since the beginning of the 12th calendar month before that service, that person has observed, on the flight deck, the conduct of—

(1) *For airplanes,* two complete flights over routes representative of those for which that person is assigned duties.

(2) *For helicopters*, at least a one-way qualification flight in a helicopter over any area for which that person is authorized to exercise flight supervision, including landings at as many heliports as practicable

Subpart G: Continuing Qualification

14.160 Route & Airport Qualification

(a) No person may serve nor may any person use a pilot as the PIC of an aeroplane on a route or route segment for which that pilot is not currently qualified until such pilot has complied with the requirements of this Section;

(b) No person may serve nor may any person use a person as a PIC of a helicopter unless, that person has made a flight, representative of the operation with which the pilot is to be engaged which must include a landing at a representative heliport, as a member of the flight crew and accompanied by a pilot who is qualified for the operation.

(c) Each such pilot shall demonstrate to the AOC holder an adequate knowledge of—

(1) The route to be flown, and the aerodromes which are to be used. This shall include knowledge of—

(i) The terrain and minimum safe altitudes;

(ii) The seasonal meteorological conditions;

(iii) The meteorological, communication and air traffic facilities, services and procedures;

(iv) The search and rescue procedures; and

(v) The navigational facilities and procedures, including any long-range navigation procedures, associated with the route along which the flight is to take place; and

(2) Procedures applicable to flight paths over heavily populated areas and areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instruction approach procedures, and applicable operating minima.

14.162 Route & Area Checks: Pilot Qualification

(a) No person may serve nor may any person use a person as a pilot in command unless, within the preceding 12 calendar months, that person has passed a route check in which he or she satisfactorily performed their assigned duties in one of the types of aeroplanes they are to fly.

(b) No person may perform PIC duties over a route or within an area where the procedures associated with that route or within any aerodromes intended to be used for takeoff or landing require the application of special skills and knowledge unless, within the preceding 12 calendar months that pilot has made at least one trip as—

(1) A pilot member of the flight crew;

(2) A check pilot; or

(3) An observer in the flight crew compartment.

(c) For the purpose of subsequent requalification in the event that more than 12 calendar months elapse in which the pilot has not made such a trip, the pilot shall—

(1) Complete the requirement of paragraph (b); or

(2) In lieu of that course of action, complete procedures training in a training device approved by the Authority for this purpose.

14.165 PIC Low Minimums Authorisation

(a) After initial qualification for Category II approach minimums, a PIC may not plan for or initiate an instrument approach when the ceiling is less than 300 feet and the visibility less than 1 mile until he or she has 15 flights performing PIC duties in the aircraft type (which included 5 approaches to landing using Category II procedures).

(b) After initial qualification for Category III approach minimums, a PIC may not plan for or initiate an approach when the ceiling is less than 100 feet or the visibility is less than 1200 RVR until he or she has 20 flights performing PIC duties in the aircraft type (which included 5 approach and landing using Category III procedures).

14.170 Designated Special Aerodromes & Heliports: PIC Qualification

(a) No person may serve nor may any person use a person as PIC for operations at designated special aerodromes and heliports unless within the preceding 12 calendar months—

(1) The PIC has been qualified by the AOC holder through a pictorial means acceptable to the Authority for that aerodrome; or

(2) The PIC or the assigned SIC has made a takeoff and landing at that aerodrome while serving as a flight crew member for the AOC holder.

(b) If approved by the Authority, that portion of the demonstration including the arrival, holding, instrument approach and departure may be conducted in a simulator or training device adequate for those purposes.

(c) Designated special aerodrome and heliport limitations are not applicable if the operation will occur—

(1) During daylight hours;

(2) When the visibility is at least 3 miles; and

(3) When the ceiling at that aerodrome is at least 1000 feet above the lowest initial approach altitude prescribed for an instrument approach procedure.

14.173 Recency of Experience

(a) No person may assign and no person may serve as a PIC or SIC to operate at the flight controls of a type or variant of a type of aircraft during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 calendar days on the same type of aircraft or a simulator approved for that purpose.

(b) No person may assign and no person may serve to act in the capacity of cruise relief pilot in a type or variant of a type aircraft unless, within the preceding 90 calendar days that pilot has operated as a pilot-in-command, co-pilot or cruise relief pilot on the same type of aircraft:

(c) For the purpose of recency of experience described in paragraphs (a) and (b), no person may combine variants of the same type of aircraft or different types of aircraft with similar characteristics in terms of operating procedures, systems and handling except under the conditions approved by the Authority.

(d) No person may assign and no person may serve as a PIC of a single-engine aircraft unless, within the preceding 90 calendar days—

(1) *For night operations*, the pilot has made 3 takeoffs and landings at night in the same class of aircraft; and/or

(2) *For IFR operations*, the pilot has—

(i) Made 3 instruments approaches in the class of aircraft in the single pilot role; or
(ii) Completed an instrument approach check on such an aircraft.

14.175 Re-Establishing Recency of Experience: Pilot

(a) In addition to meeting all applicable training and checking requirements, a required pilot flight crew member who, in the preceding 90 days has not made at least three takeoffs and landings in the type aeroplane in which that person is to serve, shall, under the supervision of a check airman, re-establish recency of experience as follows—
(1) Make at least three takeoffs and landings in the type aeroplane in which that person is to serve or in a qualified simulator.
(2) Make at least one takeoff with a simulated failure of the most critical powerplant, one landing from the lowest DH authorized for the AOC holder, and one landing to a full stop.

(c) A cruise relief pilot may re-establish currency by flying skill refresher training, including—
(1) Normal, abnormal and emergency procedures specific to cruise flight in the aeroplane type, and
(2) Takeoff and landing practice as the pilot not flying.

(b) When using a simulator to accomplish any of the takeoff and landing training requirements necessary to re-establish recency of experience, each required flight crew member position shall be occupied by an appropriately qualified person and the simulator shall be operated as if in a normal in-flight environment without use of the repositioning features of the simulator.

(c) A check airman who observes the takeoffs and landings of a pilot flight crew member shall certify that the person being observed is proficient and qualified to perform flight duty in operations and may require any additional manoeuvres that are determined necessary to make this certifying statement.

14.177 Re-Qualification: Pilot

(a) No person may assign and no person may serve as a PIC or SIC to operate at the flight controls of a type or variant of a type of aircraft during commercial air transport operations unless that person has remained in current and qualified status for that operation in accordance with this requirements of this Schedule.

(b) Before being returned to flight status, a person whose current and qualified status has lapsed shall complete all applicable recurrent and recency requirements of this Schedule.

(c) In addition to the requirements of paragraph (b), the person shall complete—
(1) Initial aircraft type-specific flight training, if the period exceeded 3 months; and
(2) Initial aircraft type-specific ground training, if the period exceeded 6 months; and
(3) All other initial training requirements, if the period exceed 12 months.

14.178 Re-Qualification: Cabin Crew Member Functions

(a) No person may assign and no person may perform cabin crew member functions after 12 consecutive months of absence from such duty, unless this person successfully completes a new regime of all cabin crew member initial training and qualification requirements of this Schedule.

14.179 Re-Qualification: Operational Control Functions

(a) No person may assign and no person may perform operational control functions after 12 consecutive months of absence from such duty, unless this person successfully completes a new regime of all flight dispatcher initial training and qualification requirements of this Schedule.

SUBPART H: RECURRENT TRAINING

14.180 RECURRENT TRAINING: FLIGHT CREW MEMBERS

(a) No person may serve nor may any person use a person as a flight crew member unless within the preceding 12 calendar months that person has completed the recurrent ground and flight training curriculum approved by the Authority.

(b) The recurrent ground training shall include training on—

(1) Aircraft systems and limitations and normal, abnormal and emergency procedures;
(2) Emergency equipment and drills;
(3) Crew resource management, including human performance and threat and error management;
(4) Recognition or transportation of dangerous goods; and
(5) Security training.

(c) The recurrent flight training curriculum shall include—

(1) Manoeuvring and safe operation of the aircraft in accordance with AOC holder's normal, abnormal and emergency procedures;
(2) Manoeuvres and procedures necessary for avoidance of in-flight hazards; and
(3) For authorized pilots, at least one low visibility takeoff to the lowest applicable minimum LVTO and two approaches to the lowest approved minimums for the AOC holder, one of which is to be a missed approach.

See Appendix 1 to 14.180 for recommended recurrent training content.

(d) If authorized by the Authority, the AOC holder may use satisfactory completion of a proficiency check with the AOC holder for the type aircraft and operation to be conducted in lieu of recurrent flight training.

14.185 RECURRENT TRAINING: CABIN CREW MEMBERS

(a) No person may serve nor may any person use a person as a cabin crew member unless within the preceding 12 calendar months that person has completed the recurrent ground curriculum approved by the Authority.

(b) The recurrent ground training shall include training on—

(1) Aircraft-specific configuration, equipment and procedures;
(2) Emergency and first aid equipment and drills;
(3) Crew resource management and human performance;
(4) Recognition or transportation of dangerous goods; and
(5) Security training.

See Appendix 1 to 14.185 for recommended emergency program training content for cabin crew members.

14.190 RECURRENT TRAINING: OPERATIONAL CONTROL FUNCTIONS

(a) No person may serve nor may any person use a person performing operational control functions unless within the preceding 12 calendar months that person has completed the recurrent ground curriculum approved by the Authority.

(b) The recurrent ground training shall include training on—

(1) Aircraft-specific flight preparation, including flight planning, loading, mass and balance, and performance.;
(2) Weather, including season effects on flight and radio reception
(3) Crew resource management; and
(4) Recognition or transportation of dangerous goods.

See Appendix 1 to 14.190 for recommended recurrent training content for person assigned to operational control functions.

SUBPART I: INSTRUCTOR & CHECK AIRMAN QUALIFICATION

14.195 INSTRUCTOR QUALIFICATIONS TRAINING

(a) No person may use and no person may serve as an instructor for an AOC holder unless he or she—

(1) Meets the minimum qualification requirements specified by the Authority; and

(2) Has completed the initial, recurrent, continued, differences, familiarization and specialized curriculums approved by the Authority for those functions for which they are to serve.

14.200 FLIGHT INSTRUCTOR TRAINING

(a) No person may use and no person may serve as an instructor for an AOC holder unless he or she has completed the curriculum approved by the Authority for those functions for which they are to serve.

See Appendix 1 to 14.200 for recommended training program content for instructor pilots.

14.205 SIMULATOR INSTRUCTOR QUALIFICATIONS

(a) No person may use a person nor may any person serve as an instructor pilot unless, with respect to the aeroplane type involved, that person—

(1) Holds the airman licences and rating required to serve as a PIC or a flight engineer, as applicable;

(2) Has satisfactorily completed the appropriate training for the aeroplane, including recurrent training, that are required to serve as a PIC or a flight engineer, as applicable;

(3) Has satisfactorily completed the appropriate proficiency and recency of experience checks that are required to serve as a PIC or a flight engineer, as applicable; and

(4) Has satisfactorily completed the applicable instructor training requirements.

14.207 AIRCRAFT INSTRUCTOR PILOT QUALIFICATIONS

(a) No person may use a person nor may any person serve as an instructor pilot unless, with respect to the aeroplane type involved, that person—

(1) Holds the airman licences and rating required to serve as a PIC or a flight engineer, as applicable;

(2) Has satisfactorily completed the appropriate training for the aeroplane, including recurrent training, that are required to serve as a PIC or a flight engineer, as applicable;

(3) Has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a PIC or a flight engineer, as applicable;

(4) Has satisfactorily completed the applicable initial or transitional training requirements; and

(5) Holds at least a Class III medical certificate unless serving as a required crew member, in which case holds a Class I or a Class II medical certificate as appropriate.

14.209 CHECK AIRMAN TRAINING

(a) No person may use and no person may serve as a check airman for an AOC holder unless he or she has completed the curriculum approved by the Authority for those functions for which they are to serve.

See Appendix 1 to 14.195 for recommended training program content for check airmen.

14.210 CHECK AIRMAN QUALIFICATIONS

(a) No person may use a person, nor may any person serve as a check airman unless, with respect to the aeroplane type involved, that person—

(1) Holds the airman licences and ratings required to serve as a PIC or a flight engineer, as applicable;

(2) Has satisfactorily completed the appropriate training phases for the aeroplane, including recurrent training, that are required to serve as a PIC and flight engineer, as applicable;

(3) Has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a PIC or flight engineer, as applicable;
(4) Holds at least a Class III medical certificate unless serving as a required crew member, in which case holds a Class I or Class II medical certificate as appropriate.
(5) Has been designated by the Authority for that purpose.

14.215 CHECK AIRMAN DESIGNATION

(a) No person may serve nor may any AOC holder use a person as a check airman for any flight check unless that person has been designated by name and approved function by the Authority within the preceding 12 calendar months.

14.220 CHECK AIRMAN LIMITATIONS

(a) No person may serve nor may any AOC holder use a person as a check airman for any check—
(1) In an aircraft as a required pilot flight crew member unless that person holds the required airman licences and ratings and has completed all applicable training, qualification and currency requirements of this Schedule applicable to the crew position and the flight operations being checked;
(2) In an aircraft as an observer check airman unless that person holds the airman licences and ratings and has completed all applicable training, qualification and line observation requirements of this Schedule applicable to the position and the flight operations being checked; or
(3) In a simulator unless that person has completed or observed all training, qualification and line observation requirements of this Schedule applicable to the position and flight operations being checked.

SUBPART J: ADMINISTRATIVE REQUIREMENTS

14.221 TRAINING FACILITIES

(a) The AOC holder shall include the specifics of the ground and. if applicable, flight training facilities in the training programme.

(b) No AOC holder may use ground training facilities that are not acceptable to the Authority.

14.223 CONTRACT TRAINING & QUALIFICATION

(a) The AOC holder shall include the specifics of any contract training arrangements in the training programme.

(b) The contract training arrangements shall include—
(1) The official company names;
(2) The specific training program/curriculum of the AOC holder that will be administered;
(3) Specific facilities, equipment and simulation that will be used during the training; and
(4) The requirement that the service provider will use the flight safety document system of the AOC holder for that training.

(c) No AOC holder may use contract training arrangements that are not acceptable to the Authority.

14.225 SUBSTITUTION OF SIMULATOR EXPERIENCE

(a) No AOC holder may use a simulator for training or checking unless that simulator has been specifically approved for the AOC holder in writing by the Authority.

(b) No AOC holder may use a simulator for any purpose other than that specified in the Authority's approval.

14.230 Termination of a Proficiency, Competence or Line Check

(a) If it is necessary to terminate a check for any reason, the AOC holder may not use the crew member or flight dispatcher in commercial air transport operations until the completion of a satisfactory recheck.

14.235 Recording of Crew Member Qualifications

(a) The AOC holder shall record in its records maintained for each crew member, flight dispatcher or other person assigned operational control functions, the completion of each of the qualifications required by this Schedule.

(b) The crew member may complete any curriculum required by this Schedule concurrently or intermixed with other required curriculum, but completion of each of these curriculum shall be recorded separately.

14.240 Monitoring of Training and Checking Activities

(a) To enable adequate supervision of its training and checking activities, the AOC holder shall forward to the Authority at least 48 hours prior to the scheduled activity the dates, report times and report location of all—

(1) Training for which a curriculum is approved in the AOC holder's training program; and

(2) Proficiency, competence and line checks.

(b) Failure to provide the information required by paragraph (a) may invalidate the training or check and the Authority may require that it be repeated for observation purposes.

(c) The Authority may approve a reduced prior notification requirement if it will not interfere with the proper surveillance of such activities.

14.245 Eligibility Period

(a) Crew members who are required to take a proficiency check, a test or competency check, or recurrent training to maintain qualification for commercial air transport operations may complete those requirements at any time during the eligibility period.

(b) The eligibility period is defined as the 3 calendar month period including the month-prior, the base month-due, and the month-after any required due date.

(c) Completion of the requirement at any time during the period shall be considered as completed in the month-due for calculation of the next due date.

(d) Completion of the requirement before or after the current eligibility period will establish a new base month and eligibility period for the subsequent completion of the requirement.

14.250 Reductions in Requirements

(a) The Authority may authorise reductions in, or waive, certain portions of the training requirements of this Schedule, taking into account the previous experience of the crew members.

(b) An AOC holder's request for reduction or waiver shall be made in writing and outline the basis under which the request is made.

(c) If the request was for a specific crew member, the correspondence from the Authority authorising the reduction and the basis for it shall be filed in the record the AOC holder maintains for that crew member.

(d) With the approval of the Authority, correspondence courses or written examinations may be used to reduce the amount of classroom time for ground training subjects.

(e) A person who progresses successfully through flight training, is recommended by their instructor or a check airman, and successfully completes the appropriate flight check, or is permitted by the Authority, to complete a course in less than programmed time, need not complete the programmed hours of flight training for the particular aeroplane.

(f) Whenever the Authority finds that 20 percent of the flight checks given at a particular training base during the previous 6 months are unsuccessful, the provision of paragraph (e) shall not be used by the AOC holder at that base until the Authority finds that the effectiveness of the flight training there has improved.

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APPENDICES

APPENDIX 1 TO 14.060: PAIRING OF LOW EXPERIENCE CREW MEMBERS

(a) Situations designated as critical by the Authority are operations into designated special aerodromes and in other takeoffs and landings when one of more of the following conditions exist—

(1) The prevailing visibility value in the latest weather report for the aerodrome is at or below 3/4 mile;
(2) The runway visual range for the runway to be used is at or below 4,000 feet;
(3) The runway to be used has water, snow, slush or similar conditions that may adversely affect aeroplane performance;
(4) The braking action on the runway to be used is reported to be less than "good";
(5) The crosswind component for the runway to be used is in excess of 15 knots;
(6) Windshear is reported in the vicinity of the aerodrome; or
(7) Any other condition in which the PIC determines it to be prudent to exercise the PIC's prerogative.

(b) Circumstances which would be routinely be considered for deviation from the required minimum line operating flight time include—

(1) A newly certified AOC holder does not employ any pilots who meet the minimum flight time requirements;
(2) An existing AOC holder adds to its fleet a type aeroplane not before proven for use in its operations; or
(3) An existing AOC holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the aeroplanes operated from that domicile.

APPENDIX 1 TO 14.065: COMPANY PROCEDURES INDOCTRINATION

(a) Each AOC holder shall ensure that all operations personnel are provided company indoctrination training that covers the following areas—

(1) AOC holder's organization, scope of operation, and administrative practices as applicable to their assignments and duties.
(2) Appropriate provisions of these Schedules and other applicable Schedules and guidance materials.
(3) AOC holder policies and procedures.
(4) Applicable crew member manuals.
(5) Appropriate portions of the AOC holder's operations manual.

(b) The AOC holder shall provide a minimum of 40 programmed hours of instruction for company procedures indoctrination training unless a reduction is determined appropriate by the Authority.

APPENDIX 1 TO 14.080: INITIAL CREW RESOURCE MANAGEMENT TRAINING

(a) Each AOC holder shall ensure that the person assigned to operational control functions and all aircraft crew members have CRM training as part of their initial and recurrent training requirements.

(b) A CRM training program shall include—

(1) An initial indoctrination/awareness segment;
(2) A method to provide recurrent practice and feedback; and
(3) A method of providing continuing reinforcement.

(c) Curriculum topics to be contained in an initial CRM training course include—

(1) Communications processes and decision behaviour;
(2) Internal and external influences on interpersonal communications;
(3) Barriers to communication;
(6) Listening skills;
(7) Decision making skills;

(8) Effective briefings;
(9) Developing open communications;
(10) Inquiry, advocacy, and assertion training;
(11) Crew self-critique;
(12) Conflict resolution;
(13) Team building and maintenance;
(14) Leadership and followship training;
(15) Interpersonal relationships;
(16) Workload management;
(17) Situational awareness;
(18) How to prepare, plan and monitor task completions;
(19) Workload distribution;
(20) Distraction avoidance;
(21) Individual factors; and
(22) Stress reduction.

APPENDIX 1 TO 14.085: INITIAL EMERGENCY EQUIPMENT DRILLS

(a) Each aircraft crew member shall accomplish emergency training during the specified training periods, using those items of installed emergency equipment for each type of aeroplane in which he or she is to serve—

(b) During initial training, each aircraft crew member shall perform the following one-time emergency drills—

(1) Protective Breathing Equipment/Fire Fighting Drill—
- (i) Locate source of fire or smoke (actual or simulated fire).
- (ii) Implement procedures for effective crew co-ordination and communication, including notification of flight crew members about fire situation.
- (iii) Don and activate installed PBE or approved PBE simulation device.
- (iv) Manoeuvre in limited space with reduced visibility.
- (v) Effectively use the aircraft's communication system.
- (vi) Identify class of fire.
- (vii) Select the appropriate extinguisher.
- (viii) Properly remove extinguisher from securing device.
- (ix) Prepare, operate and discharge extinguisher properly.
- (x) Utilise correct fire fighting techniques for type of fire.

(2) First Aid
- (i) universal precaution kits, and automated
- (ii) external defibrillators

(3) Emergency Evacuation Drill—
- (i) Recognise and evaluate an emergency.
- (ii) Assume appropriate protective position.
- (iii) Command passengers to assume protective position.
- (iv) Implement crew co-ordination procedures.
- (v) Ensure activation of emergency lights.
- (vi) Assess aircraft conditions.
- (vii) Initiate evacuation (dependent on signal or decision).
- (viii) Command passengers to release seatbelts and evacuate.
- (ix) Assess exit and redirect, if necessary; to open exit, including deploying slides and commanding helpers to assist.

(xi) Command passengers to evacuate at exit and run away from aircraft.

(xii) Assist special need passengers, such as handicapped, elderly, and persons in a state of panic.

(xiii) Actually exit aircraft or training device using at least one of the installed emergency evacuation slides.

Note: The crew member may either observe the aeroplane exits being opened in the emergency mode and the associated exit slide/raft pack being deployed and inflated, or perform the tasks resulting in the accomplishment of these actions

(c) Each aircraft crew member shall accomplish additional emergency drills during initial and recurrent training, including performing the following emergency drills—

(1) Emergency Exit Drill—

(i) Correctly pre-flight each type of emergency exit and evacuation slide or slide/raft (if part of cabin crew member's assigned duties).

(ii) Disarm and open each type of door exit in normal mode.

(iii) Close each type of door exit in normal mode.

(iv) Arm of each type of door exit in emergency mode.

(v) Opening each type of door exit in emergency mode.

(vi) Use manual slide inflation system to accomplish or ensure slide or slide/raft inflation.

(vii) Open each type of window exit.

(viii) Remove escape rope and position for use.

(2) Hand Fire Extinguisher Drill—

(i) Pre-flight each type of hand fire extinguisher.

(ii) Locate source of fire or smoke and identify class of fire.

(iii) Select appropriate extinguisher and remove from securing device.

(iv) Prepare extinguisher for use.

(v) Actually operate and discharge each type of installed hand fire extinguisher.

Note: Fighting an actual or a simulated fire is not necessary during this drill.

(vi) Utilise correct fire fighting techniques for type of fire.

(vii) Implement procedures for effective crew co-ordination and communication, including notification of crew members about the type of fire situation.

(3) Emergency Oxygen System Drill—

(i) Actually operate portable oxygen bottles, including masks and tubing.

(ii) Verbally demonstrate operation of chemical oxygen generators.

(iii) Prepare for use and operate oxygen device properly, including donning and activation.

(iv) Administer oxygen to self, passengers, and to those persons with special oxygen needs.

(v) Utilise proper procedures for effective crew co-ordination and communication.

(vi) Activate PBE.

(vii) Manually open each type of oxygen mask compartment and deploy oxygen masks.

(viii) Identify compartments with extra oxygen masks.

(ix) Implement immediate action decompression procedures.

(x) Reset oxygen system, if applicable.

(4) Flotation Device Drill—

(i) Don and inflate life vests.

(ii) Remove and use flotation seat cushions.

(iii) Demonstrate swimming techniques using a seat cushion.

(5) Ditching Drill, if applicable—

Note: During a ditching drill students shall perform the "prior to impact" and "after impact" procedures for a ditching, as appropriate to the specific operator's type of operation.

(i) Implement crew co-ordination procedures, including briefing with captain to obtain pertinent ditching information and briefing flight attendants.
(ii) Co-ordinate time frame for cabin and passenger preparation.
(iii) Adequately brief passengers on ditching procedures.
(iv) Ensure cabin is prepared, including the securing of carry-on baggage, lavatories, and galleys.
(v) Demonstrate how to properly deploy and inflate slide/rafts.
(vi) Remove, position, attach slide/rafts to aircraft.
(vii) Inflate rafts.
(viii) Use escape ropes at overwing exits.
(ix) Command helpers to assist.
(x) Use slides and seat cushions as flotation devices.
(xi) Remove appropriate emergency equipment from aircraft.
(xii) Board rafts properly.
(xiii) Initiate raft management procedures (i.e., Disconnecting rafts from aircraft, applying immediate first aid, rescuing persons in water, salvaging floating rations and equipment, deploying sea anchor, tying rafts together, activating or ensuring operation of emergency locator transmitter).
(xiv) Initiate basic survival procedures (i.e., Removing and utilising survival kit items, repairing and maintaining raft, ensuring protection from exposure, erecting canopy, communicating location, providing continued first aid, providing sustenance).
(xv) Use heaving line to rescue persons in water.
(xvi) Tie slide/rafts or rafts together.
(xvii) Use life line on edge of slide/raft or raft as a handhold.
(xviii) Secure survival kit items.

(d) Each aircraft crew member shall accomplish additional emergency drill requirements during initial and recurrent training including observing the following emergency drills—

(1) Life Raft Removal and Inflation Drill, if applicable—
(i) Removal of a life raft from the aircraft or training device.
(ii) Inflation of a life raft.

(2) Slide/raft Transfer Drill—
(i) Transfer of each type of slide/raft pack from an unusable door to a usable door.
(ii) Disconnect slide/raft at unusable door.
(iii) Redirect passengers to usable slide/raft.
(iv) Installation and deployment of slide/raft at usable door.

(3) Slide and Slide/raft Deployment, Inflation, and Detachment Drill—
(i) Engage slide girt bar in floor brackets.
(ii) Inflate slides with and without quick-release handle (manually and automatically).
(iii) Disconnecting slide from aircraft for use as a flotation device.
(iv) Arm slide/rafts for automatic inflation.
(v) Disconnecting slide/raft from the aircraft.

(4) Emergency Evacuation Slide Drill—
(i) Open armed exit with slide or slide/raft deployment and inflation.
(ii) Egress from aircraft via the evacuation slide and run away to a safe distance.

APPENDIX 1 TO 14.090: INITIAL AIRCRAFT GROUND TRAINING: FLIGHT CREW

(a) Each AOC holder shall have an initial aircraft ground training curriculum for the flight crew applicable to their duties, the type of operations conducted and aircraft flown. Instructions shall include at least the following general subjects—

(1) AOC holder's dispatch, flight release, or flight locating procedures;

(2) Principles and methods for determining weight and balance, and runway limitations for takeoff;

(3) Adverse weather recognition and avoidance, and flight procedures which shall be followed when operating in the following conditions—

(i) Icing.

(ii) Fog.

(iii) Turbulence.

(iv) Heavy precipitation.

(v) Thunderstorms.

(vi) Low-level windshear and microburst.

(vii) Low visibility.

(4) Normal and emergency communications procedures and navigation equipment including the AOC holder's communications procedures and ATC clearance requirements;

(5) Navigation procedures used in area departure, en route, area arrival, approach and landing phases;

(6) Approved crew resource management training;

(7) Air traffic control systems, procedures, and phraseology;

(8) Aircraft performance characteristics during all flight regimes, including—

(i) The use of charts, tables, tabulated data and other related manual information

(ii) Normal, abnormal, and emergency performance problems.

(iii) Meteorological and weight limiting performance factors (such as temperature, pressure, contaminated runways, precipitation, climb/runway limits).

(iv) Inoperative equipment performance limiting factors (such as MEL/CDL, inoperative antiskid).

(v) Special operational conditions (such as unpaved runways, high altitude aerodromes and drift down requirements).

(b) Each AOC holder shall have an initial aircraft ground training curriculum for the flight crew applicable to their duties, the type of operations conducted and aircraft flown, including at least the following aircraft systems—

(1) Aircraft—

(i) Aircraft dimensions, turning radius, panel layouts, cockpit and cabin configurations.

(ii) Other major systems and components or appliances of the aircraft.

(2) Powerplants—

(i) Basic engine description.

(ii) Engine thrust ratings.

(iii) Engine components such as accessory drives, ignition, oil, fuel control, hydraulic, and bleed air features.

(3) Electrical.

(i) Sources of aircraft electrical power (engine driven generators, APU generator, and external power);

(ii) Electrical buses;

(iii) Circuit breakers;

(iv) Aircraft battery; and

(v) Standby power systems.

(4) Hydraulic.
  (i) Hydraulic reservoirs, pumps, accumulators; filters, check valves, interconnects and actuators; and
  (ii) Other hydraulically operated components.
(5) Fuel.
  (i) Fuel tanks (location and quantities);
  (ii) Engine driven pumps;
  (iii) Boost pumps;
  (iv) System valves and crossfeeds;
  (v) Quantity indicators; and
  (vi) Provisions for fuel jettisoning.
(6) Pneumatic.
  (i) Bleed air sources (APU or external ground air); and
  (ii) Means of routing, venting and controlling bleed air via valves, ducts, chambers, and temperature and pressure limiting devices
(7) Air conditioning and pressurisation.
  (i) Heaters, air conditioning packs, fans, and other environmental control devices;
  (ii) Pressurisation system components such as outflow and negative pressure relief valves; and
  (iii) Automatic, standby, and manual pressurisation controls and annunciators.
(8) Flight controls.
  (i) Primary controls (yaw, pitch, and roll devices);
  (ii) Secondary controls (leading/trailing edge devices, flaps, trim, and damping mechanisms);
  (iii) Means of actuation (direct/indirect or fly by wire); and
  (iv) Redundancy devices.
(9) Landing gear.
  (i) Landing gear extension and retraction mechanism including the operating sequence of struts, doors, and locking devices, and brake and antiskid systems, if applicable;
  (ii) Steering (nose or body steering gear);
  (iii) Bogie arrangements;
  (iv) Air/ground sensor relays; and
  (v) Visual downlock indicators.
(10) Ice and rain protection.
  (i) Rain removal systems; and
  (ii) Anti-icing and/or de-icing system(s) affecting flight controls, engines, pitot static probes, fluid outlets, cockpit windows, and aircraft structures.
(11) Equipment and furnishings.
  (i) Exits;
  (ii) Galleys;
  (iii) Water and waste systems;
  (iv) Lavatories;
  (v) Cargo areas;
  (vi) Crew member and passenger seats;
  (vii) Bulkheads;
  (viii) Seating and/or cargo configurations; and
  (ix) Non-emergency equipment and furnishings.
(12) Navigation equipment.

(i) Flight directors;
(ii) Horizontal situation indicator;
(iii) Radio magnetic indicator;
(iv) Navigation receivers (GPS, ADF, VOR, RNAV, Marker Beacon, DME);
(v) Inertial systems (INS, IRS);
(vi) Functional displays;
(vii) Fault indications and comparator systems;
(viii) Aircraft transponders;
(ix) Radio altimeters;
(x) Weather radar; and
(xi) Cathode ray tube or computer generated displays of aircraft position and navigation information.

(13) Auto flight system.
(i) Autopilot;
(ii) Autothrottles;
(iii) Flight director and navigation systems;
(iv) Automatic approach tracking;
(v) Autoland; and
(vi) Automatic fuel and performance management systems.

(14) Flight instruments.
(i) Panel arrangement;
(ii) Flight instruments (attitude indicator, directional gyro, magnetic compass, airspeed indicator, vertical speed indicator, altimeters, standby instruments); and
(iii) Instrument power sources, and instrument sensory sources (e.g., Pitot static pressure).

(15) Display systems.
(i) Weather radar; and
(ii) Other CRT displays (e.g., checklist, vertical navigation or longitudinal navigation displays).

(16) Communication equipment.
(i) VHF/HF radios;
(ii) Audio panels;
(iii) Inflight interphone and passenger address systems;
(iv) Voice recorder; and
(v) Air/ground passive communications systems (ACARS).

(17) Warning systems (including ACAS, GPWS, Windshear).
(i) Aural, visual, and tactile warning systems (including the character and degree of urgency related to each signal); and
(ii) Warning and caution annunciator systems (including ground proximity and takeoff warning systems).
(iii) Appropriate actions to be taken when the system sounds or illuminates a warning.

(18) Fire protection.
(i) Fire and overheat sensors, loops, modules, or other means of providing visual and/or aural indications of fire or overheat detection;
(ii) Procedures for the use of fire handles, automatic extinguishing systems and extinguishing agents; and
(iii) Power sources necessary to provide protection for fire and overheat conditions in engines, APU, cargo bay/wheel well, cockpit, cabin and lavatories.

(19) Oxygen.

(i) Passenger, crew, and portable oxygen supply systems;
(ii) Sources of oxygen (gaseous or solid);
(iii) Flow and distribution networks;
(iv) Automatic deployment systems;
(v) Regulators, pressure levels and gauges; and
(vi) Servicing requirements.

(20) Lighting.
(i) Cockpit, cabin, and external lighting systems;
(ii) Power sources;
(iii) Switch positions; and
(iv) Spare light bulb locations.

(21) Emergency equipment.
(i) Fire and oxygen bottles;
(ii) First aid kits;
(iii) Life Rafts and life preservers;
(iv) Crash axes;
(v) Emergency exits and lights;
(vi) Slides and slide/rafts;
(vii) Escape straps or handles; and
(viii) Hatches, ladders and movable stairs.

(22) Auxiliary Power Unit (APU).
(i) Electric and bleed air capabilities;
(ii) Interfaces with electrical and pneumatic systems;
(iii) Inlet doors and exhaust ducts;
(iv) Fuel supply.

(c) Each AOC holder shall have an initial aircraft ground training curriculum for the flight crew applicable to their duties, the type of operations conducted and aircraft flown, including at least the following *aircraft systems integration items*—

(1) Use of checklist.
(i) Safety chocks;
(ii) Cockpit preparation (switch position and checklist flows);
(iii) Checklist callouts and responses; and
(iv) Checklist sequence.

(2) Flight planning.
(i) Performance limitations (meteorological, weight, and MEL/CDL items);
(ii) Required fuel loads;
(iii) Weather planning (lower than standard takeoff minimums or alternate requirements).

(3) Navigation systems.
(i) Pre-flight and operation of applicable receivers;
(ii) Onboard navigation systems; and
(iii) Flight plan information input and retrieval.

(4) Autoflight.
(i) Autopilot, autothrust, and flight director systems, including the appropriate procedures, normal and abnormal indications, and annunciators.

(5) Cockpit familiarisation

(i) Activation of aircraft system controls and switches to include normal, abnormal and emergency switches; and

(ii) Control positions and relevant annunciators, lights, or other caution and warning systems.

APPENDIX 2 TO 14.090: INITIAL AIRCRAFT GROUND TRAINING: CABIN CREW MEMBERS

(a) Each AOC holder shall have an initial ground training curriculum for cabin crew members applicable to the type of operations conducted and aircraft flown, including at least the following *general subjects*—

(1) Aircraft familiarisation.

(i) Aircraft characteristics and description;

(ii) Flight Deck configuration;

(iii) Cabin configuration;

(iv) Galleys;

(v) Lavatories; and

(vi) Stowage areas.

(2) Aircraft equipment and furnishings.

(i) Cabin crew member stations;

(ii) Cabin crew member panels;

(iii) Passenger seats;

(iv) Passenger service units and convenience panels;

(v) Passenger information signs;

(vi) Aircraft markings; and

(vii) Aircraft placards.

(3) Aircraft systems.

(i) Air conditioning and pressurisation system;

(ii) Aircraft communication systems (call, interphone and passenger address);

(iii) Lighting and electrical systems;

(iv) Oxygen systems (flight crew, observer and passenger); and

(v) Water system.

(4) Aircraft exits.

(i) General information;

(ii) Exits with slides or slide/rafts (pre-flight and normal operation);

(iii) Exits without slides (pre-flight and normal operations); and

(iv) Window exits.

(5) Crew member communication and co-ordination.

(i) Authority of PIC;

(ii) Routine communication signals and procedures; and

(iii) Crew member briefing.

(6) Routine crew member duties and procedures.

(i) Crew member general responsibilities;

(ii) Reporting duties and procedures for specific aircraft;

(iii) Predeparture duties and procedures prior to passenger boarding;

(iv) Passenger boarding duties and procedures;

(v) Prior to movement on the surface duties and procedures;

(vi) Prior to takeoff duties and procedures applicable to specific aircraft;

(vii) Inflight duties and procedures;

(viii) Prior to landing duties and procedures;

(ix) Movement on the surface and arrival duties and procedures;
(x) After arrival duties and procedures; and
(xi) Intermediate stops.

(7) Passenger handling responsibilities.
(i) Crew member general responsibilities;
(ii) Infants, children, and unaccompanied minors;
(iii) Passengers needing special assistance;
(iv) Passengers needing special accommodation;
(v) Carry-on stowage requirements;
(vi) Passenger seating requirements; and
(vii) Smoking and no smoking requirements.

(8) Approved Crew Resource Management (CRM) training for cabin crew members, which includes flight crew-cabin crew coordination.

(9) Human performance training as related to passenger cabin safety duties.

(10) High Altitude Physiology regarding the effect of lack of oxygen and, in the case of pressurized aircraft, the physiological phenomena accompanying a loss of pressurization.

(b) Each AOC holder shall have an initial ground training curriculum for cabin crew members applicable to the type of operations conducted and aircraft flown, including at least the following *aircraft specific emergency subjects*—

(1) Emergency equipment.
(i) Emergency communication and notification systems;
(ii) Aircraft exits;
(iii) Exits with slides or slide/rafts (emergency operation);
(iv) Slides and slide/rafts in a ditching;
(v) Exits without slides (emergency operation);
(vi) Window exits (emergency operation);
(vii) Exits with tailcones (emergency operation);
(viii) Cockpit exits (emergency operation);
(ix) Ground evacuation and ditching equipment;
(x) First aid equipment;
(xi) Portable oxygen systems (oxygen bottles, chemical oxygen generators, protective breathing equipment (PBE));
(xii) Fire Fighting equipment;
(xiii) Emergency lighting systems; and
(xiv) Additional emergency equipment.

(2) Emergency assignments and procedures.
(i) General types of emergencies specific to aircraft;
(ii) Emergency communication signals and procedures;
(iii) Awareness of the other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfillment of the cabin crew member's own duties.
(iv) Rapid decompression;
(v) Insidious decompression and cracked window and pressure seal leaks;
(vi) Fires;
(vii) Ditching;
(viii) Ground evacuation;
(ix) Unwarranted evacuation (i.e., passenger initiated);

(x) Illness or injury;
(xi) Abnormal situations involving passengers or crew members;
(xii) Hijacking;
(xiii) Bomb threat;
(xiv) Turbulence;
(xv) Other unusual situations; and
(xvi) Previous aircraft accidents and incidents.

(3) Aircraft specific emergency drills.
(i) Emergency exit drill;
(ii) Hand fire extinguisher drill;
(iii) Emergency oxygen system drill;
(iv) Flotation device drill;
(v) Ditching drill, if applicable;
(vi) Life Raft removal and inflation drill, if applicable;
(vii) Slide/raft pack transfer drill, if applicable;
(viii) Slide or slide/raft deployment, inflation, and detachment drill, if applicable; and
(ix) Emergency evacuation slide drill, if applicable.

(c) Each AOC holder shall ensure that initial ground training for cabin crew members includes a competence check given by the appropriate supervisor or ground instructor to determine his or her ability to perform assigned duties and responsibilities.

(d) Each AOC holder shall ensure that initial ground training for cabin crew members consists of at least the following programmed hours of instruction—
(1) Multi-engine turbine: 16 hours; and
(2) Multi-engine piston: 8 hours.

APPENDIX 3 TO 14.090: INITIAL TRAINING: OPERATIONAL CONTROL FUNCTIONS

(a) Each AOC holder shall provide initial aircraft ground training for person assigned to operational control functions that include instruction in at least the following general dispatch subjects—
(1) Applicable contents of the Operations Manual
(2) Normal and emergency communications procedures
(3) Available sources of weather information
(4) Actual and prognostic weather charts
(5) Interpretation of weather information
(6) Seasonal meteorological conditions and the sources of meteorological information
(7) Adverse weather phenomena (e.g., clear air turbulence, windshear, and thunderstorms)
(8) Effects of meteorological conditions on radio reception in the aeroplanes used;
(9) Notice to Airmen (NOTAM) system
(10) Peculiarities and limitations of each navigation system which is used by the operation,
(11) Navigational charts and publications
(12) Air traffic control (ATC) and instrument procedures
(13) Familiarisation with operational area
(14) Characteristics of special aerodromes and other operationally significant aerodromes which the operator uses (i.e., terrain, approach aids, or prevailing weather phenomena)
(15) Joint operational control functions/pilot responsibilities
(16) Approved Crew Resource Management (CRM) training for person assigned to operational control functions, to include the knowledge and skills related to human performance relevant to these duties.

(b) Each AOC holder shall provide initial aircraft ground training for person assigned to operational control functions that include instruction in at least the following aircraft characteristics—

(1) General operating characteristics of the AOC holder's aircraft
(2) Aircraft specific training with emphasis on the following topics:
  (i) Aircraft loading instructions;
  (ii) Aircraft operating and performance characteristics,
  (iii) Radio communications and navigation equipment capability,
  (iv) Instrument approach and communications equipment, and
  (v) Emergency equipment.
(3) Flight manual training
(4) Equipment training

(c) Each AOC holder shall provide initial aircraft ground training for person assigned to operational control functions that include instruction in at least the following emergency procedures—

(1) Assisting the flight crew in an emergency
(2) Alerting of appropriate governmental, company and private agencies

(d) Each AOC holder shall ensure that initial ground training for person assigned to operational control functions includes a competence check given by an appropriate supervisor or ground instructor that demonstrates the required knowledge and abilities to accomplish the--

(1) Assistance of the PIC in the flight preparation and providing of relevant information;
(2) Assistance in the operational and ATC flight plan preparation;
(3) Furnish the PIC while in flight the information which may be necessary to safe conduct of the flight; and
(4) In the event of an emergency, initiate such procedures as may be outlined in the operations manual..

APPENDIX 1 TO 14.095: INITIAL AIRCRAFT FLIGHT TRAINING

(a) Each AOC holder shall ensure that pilot initial flight training includes at least the following—

Note: Flight training may be conducted in an appropriate aircraft or adequate training simulator (simulator shall have landing capability).

(1) Preparation
  (i) Visual inspection (for aircraft with a flight engineer, use of pictorial display authorized)
  (ii) Pre-taxi procedures
  (iii) Performance limitations
(2) Surface operation
  (i) Pushback
  (ii) Powerback taxi, if applicable to type of operation to be conducted
  (iii) Starting
  (iv) Taxi
  (v) Pre take-off checks
(3) Takeoff
  (i) Normal
  (ii) Crosswind
  (iii) Rejected
  (iv) Power failure after V_1
  (v) Lower than standard minimum, if applicable to type of operation to be conducted
(4) Climb

(i) Normal
(ii) One-engine inoperative during climb to en route altitude

(5) En route
(i) Steep turns (PIC only)
(ii) Approaches to stalls (takeoff, en route, and landing configurations)
(iii) Inflight powerplant shutdown
(iv) Inflight powerplant restart
(v) High speed handling characteristics

(6) Descent
(i) Normal
(ii) Maximum rate

(7) Approaches
(i) VFR procedures
(ii) Visual approach with 50% loss of power on one-engine (2 engines inoperative on 3-engine aeroplanes) (PIC only)
(iii) Visual approach with slat/flap malfunction
(iv) IFR precision approaches (ILS normal and ILS with one-engine inoperative)
(v) IFR non-precision approaches (NDB normal and VOR normal)
(vi) Non-precision approach with one engine inoperative (LOC backcourse procedures, SDF/LDA, GPS, TACAN and circling approach procedures)

Note: Simulator shall be qualified for training/checking on the circling manoeuvre.

(vii) Missed approach from precision approach
(viii) Missed approach from non-precision approach
(ix) Missed approach with powerplant failure

(8) Landings
(i) Normal with a pitch mis-trim (small aircraft only)
(ii) Normal from precision instrument approach
(iii) Normal from precision instrument approach with most critical engine inoperative
(iv) Normal with 50% loss of power on one side (2 engines inoperative on 3-engine aeroplanes) (PIC only)
(v) Normal with flap/slat malfunction
(vi) Rejected landings
(vii) Crosswind
(viii) Manual reversion/degraded control augmentation
(ix) Short/soft field (small aircraft only)
(x) Glassy/rough water (seaplanes only)

(9) After landing
(i) Parking
(ii) Emergency evacuation
(iii) Docking, mooring, and ramping (seaplanes only)

(10) Other flight procedures during any airborne phase
(i) Holding
(ii) Ice accumulation on airframe
(iii) Air hazard avoidance
(iv) Windshear/microburst

(11) Normal, abnormal and alternate systems procedures during any phase

(i) Pneumatic/pressurisation
(ii) Air conditioning
(iii) Fuel and oil
(iv) Electrical
(v) Hydraulic
(vi) Flight controls
(vii) Anti-icing and de-icing systems
(viii) Autopilot
(ix) Flight management guidance systems and/or automatic or other approach and landing aids
(x) Stall warning devices, stall avoidance devices, and stability augmentation systems
(xi) Airborne weather radar
(xii) Flight instrument system malfunction
(xiii) Communications equipment
(xiv) Navigation systems

(12) Emergency systems procedures during any phase
(i) Aircraft fires
(ii) Smoke control
(iii) Powerplant malfunctions
(iv) Fuel jettison
(v) Electrical, hydraulic, pneumatic systems
(vi) Flight control system malfunction
(vii) Landing gear and flap system malfunction

(b) Each AOC Holder shall ensure that flight engineer flight training includes at least the following—
(1) Training and practice in procedures related to the carrying out of flight engineer duties and functions. This training and practice may be accomplished either in flight, in an aeroplane simulator or a training device.
(2) A proficiency check

(c) Each AOC holder shall ensure that flight training includes at least the following—
(1) Initial flight training for flight navigators must include flight training and a flight check that is adequate to ensure the crew member's proficiency in the performance of his/her assigned duties.
(2) The flight training and check specified in paragraph (1) must be performed-
(i) In-flight or in an appropriate training device; or
(ii) In commercial air transport operations, if performed under the supervision of a qualified flight navigator.

APPENDIX 1 TO 14.100: INITIAL SPECIALIZED OPERATIONS TRAINING

(a) Each AOC holder shall provide initial specialized operations training to ensure that each pilot and person assigned to operational control functions is qualified in the type of operation in which he or she serves and in any specialized or new equipment, procedures, and techniques, such as—
(1) Class II navigation
(i) Knowledge of specialized navigation procedures, such as MNPS
(ii) Knowledge of specialized equipment, such as INS, LORAN, OMEGA
(2) CAT II and CAT III approaches
(i) Special equipment, procedures and practice
(ii) A demonstration of competency
(3) Lower than standard minimum takeoffs

(i) Runway and lighting requirements
(ii) Rejected takeoffs at, or near, V_1 with a failure of the most critical engine
(iii) Taxi operations
(iv) Procedures to prevent runway incursions under low visibility conditions

(4) Extended range operations with two engine aeroplanes
(5) Airborne radar approaches
(6) Autopilot instead of SIC

APPENDIX 1 TO 14.105: AIRCRAFT DIFFERENCES: OPERATIONAL CONTROL FUNCTIONS

(a) Each AOC holder shall provide aircraft differences training for person assigned to operational control functions when the operator has aircraft variances within the same type of aircraft, which includes at least the following—

(1) Operations procedures—
(i) Operations under adverse weather phenomena conditions, including clear air turbulence, windshear, and thunderstorms;
(ii) Weight and balance computations and load control procedures;
(iii) Aircraft performance computations, to include takeoff weight limitations based on departure runway, arrival runway, and en route limitations, and also engine-out limitations;
(iv) Flight planning procedures, to include route selection, flight time, and fuel requirements analysis;
(v) Dispatch release preparation;
(vi) Crew briefings;
(vii) Flight monitoring procedures;
(viii) Flight Crew response to various emergency situations, including the assistance the person assigned to operational control functions can provide in each situation;
(ix) MEL and CDL procedures;
(x) Manual performance of an required procedures in case of the loss of automated capabilities;
(xi) Training in appropriate geographic areas;
(xii) ATC and instrument procedures, to include ground hold and central flow control procedures; and
(xiii) Radio/telephone procedures.

(2) Emergency procedures—
(i) Actions taken to aid the flight crew; and
(ii) AOC holder and Authority notification.

APPENDIX 1 TO 14.120: AIRCRAFT AND INSTRUMENT PROFICIENCY CHECK: PILOT

(a) Satisfactory completion of a PIC proficiency check following completion of an approved air carrier training program for the particular type aircraft, satisfies the requirement for an aircraft type rating practical test if—

(1) That proficiency check includes all manoeuvres and procedures required for a type rating practical test.; and
(2) Proficiency checks are be conducted by an check airman approved by the Authority.

(b) Aircraft and instrument proficiency checks for PIC and SIC must include the following operations and procedures listed in Table A. As noted, examiners may waive certain events on the flight test based on an assessment of the pilot's demonstrated level of performance.

TYPE OF OPERATION OR PROCEDURE	PIC or SIC	Notes
Ground Operations		

Preflight inspection	PIC/SIC	
Taxiing	PIC/SIC	Both pilots may take simultaneous credit.
Powerplant checks	PIC/SIC	Both pilots may take simultaneous credit.
Takeoffs		
Normal	PIC/SIC	
Instrument	PIC/SIC	
Crosswind	PIC/SIC	
With powerplant failure	PIC/SIC	
Rejected takeoff	PIC/SIC	Both pilots may take simultaneous credit. May be waived.
Instrument Procedures		
Area departure	PIC/SIC	May be waived.
Area arrival	PIC/SIC	May be waived.
Holding	PIC/SIC	May be waived.
Normal ILS approach	PIC/SIC	
Engine-out ILS	PIC/SIC	
Coupled ILS approach	PIC/SIC	Both pilots may take simultaneous credit
Nonprecision approach	PIC/SIC	
Second nonprecision approach	PIC/SIC	
Missed approach from an ILS	PIC/SIC	
Second missed approach	PIC only	
Circling approach	PIC/SIC	Only when authorized in the AOC holder's Operations Manual. May be waived.
Inflight Maneuvers		
Steep turns	PIC only	May be waived.
Specific flight characteristics	PIC/SIC	
Approaches to stalls	PIC/SIC	May be waived.
Powerplant failure	PIC/SIC	
2 engine inoperative approach (3 and 4 engine aircraft)	PIC/SIC	
Normal landing	PIC/SIC	
Landing from an ILS	PIC/SIC	
Crosswind landing	PIC/SIC	
Landing with engine-out	PIC/SIC	
Landing from circling approach	PIC/SIC	Only if authorized in Operations Manual. May be waived.
Normal And Non-Normal Procedures	PIC/SIC	
Rejected landing	PIC/SIC	
2 engine inoperative landing (3 and 4 engine aircraft)	PIC only	
Other Events	PIC or SIC	Examiner's discretion.

(c) The oral and flight test phases of a proficiency check should not be conducted simultaneously.

(d) When the examiner determines that an applicant's performance is unsatisfactory, the examiner may terminate the flight test immediately or, with the consent of the applicant, continue with the flight test until the remaining events are completed.

(e) If the check must be terminated (for mechanical or other reasons) and there are events which still need to be repeated, the examiner shall issue a letter of discontinuance, valid for 60 days, listing the specific areas of operation that have been successfully completed.

APPENDIX 1 TO 14.125: FLIGHT ENGINEER PROFICIENCY CHECKS

(a) Examiners shall include during proficiency checks for flight engineers an oral or written examination of the normal, abnormal, and emergency procedures listed below—

(1) Normal procedures—

(i) Interior pre-flight

(ii) Panel set-up

(iii) Fuel load
(iv) Engine start procedures
(v) Taxi and before takeoff procedures
(vi) Takeoff and climb Pressurisation
(vii) Cruise and fuel management
(viii) Descent and approach
(ix) After landing and securing
(x) Crew co-ordination
(xi) Situational awareness, traffic scan, etc.
(xii) Performance computations
(xiii) Anti-ice, de-ice

(2) Abnormal and emergency procedures—
(i) Troubleshooting
(ii) Knowledge of checklist
(iii) Ability to perform procedures
(iv) Crew co-ordination
(v) Minimum equipment list (MEL) and configuration deviation list (CDL)
(vi) Emergency or alternate operation of aeroplane flight systems

APPENDIX 1 TO 14.130: COMPETENCE CHECKS: CABIN CREW MEMBERS

(a) Evaluators shall conduct competency checks for cabin crew members to demonstrate that the candidate's proficiency level is sufficient to successfully perform assigned duties and responsibilities.

(b) A qualified supervisor or inspector, approved by the Authority, shall observe and evaluate competency checks for cabin crew members.

(c) Evaluators shall include during each cabin crew member competency check a demonstrated knowledge of—

(1) Emergency equipment—
(i) Emergency communication and notification systems;
(ii) Aircraft exits;
(iii) Exits with slides or slide/rafts (emergency operation);
(iv) Slides and slide/rafts in a ditching;
(v) Exits without slides (emergency operation);
(vi) Window exits (emergency operation);
(vii) Exits with tailcones (emergency operation);
(viii) Cockpit exits (emergency operation);
(ix) Ground evacuation and ditching equipment;
(x) First aid equipment;
(xi) Portable oxygen systems (oxygen bottles, chemical oxygen generators, protective breathing equipment (PBE));
(xii) Fire Fighting equipment;
(xiii) Emergency lighting systems; and
(xiv) Additional emergency equipment.

(2) Emergency procedures—
(i) General types of emergencies specific to aircraft;
(ii) Emergency communication signals and procedures;
(iii) Rapid decompression;

(iv) Insidious decompression and cracked window and pressure seal leaks;
(v) Fires;
(vi) Ditching;
(vii) Ground evacuation;
(viii) Unwarranted evacuation (i.e., Passenger initiated);
(ix) Illness or injury;
(x) Abnormal situations involving passengers or crew members;
(xi) Turbulence; and
(xii) Other unusual situations.

(3) Emergency drills—
(i) Location and use of all emergency and safety equipment carried on the aeroplane;
(ii) The location and use of all types of exits;
(iii) Actual donning of a life jacket where fitted;
(iv) Actual donning of protective breathing equipment; and
(v) Actual handling of fire extinguishers.

(4) Crew Resource Management—
(i) Decision making skills;
(ii) Briefings and developing open communication;
(iii) Inquiry, advocacy, and assertion training; and
(iv) Workload management.

(5) Dangerous goods—
(i) Recognition of and transportation of dangerous goods;
(ii) Proper packaging, marking, and documentation; and
(iii) Instructions regarding compatibility, loading, storage and handling characteristics.

(6) Security—
(i) Hijacking; and
(ii) Disruptive passengers.

APPENDIX 1 TO 14.135: COMPETENCE CHECKS: OPERATIONAL CONTROL FUNCTIONS

(a) Evaluators shall conduct competency checks for a person assigned to operational control functions to demonstrate that the candidate's proficiency level is sufficient to ensure the successful outcome of all dispatch operations.

(b) A qualified supervisor or inspector, approved by the Authority, shall observe and evaluate competency checks for a person assigned to operational control functions.

(c) Each competency check for a person assigned to operational control functions shall include—
(1) An evaluation of all aspects of the dispatch function;
(2) A demonstration of the knowledge and abilities in normal and abnormal situations;
(3) The application of knowledge and skills related to human performance as they apply to dispatch duties; and
(4) A demonstration of the ability to perform the duties assigned to that individual, and
(5) An observation of actual flights being dispatched

(d) The operational control competency check will include a demonstration to the operator a knowledge of the—
(1) Contents of the operations manual;
(2) Radio equipment in the helicopters used; and
(3) Navigation equipment in the helicopters used; and

(4) The peculiarities and limitations of each navigation system which is used by the operation; and
(5) The loading instructions for the aircraft types operated; and
(6) Meteorological conditions, including—
(i) Seasonal conditions and the sources of meteorological information;
(ii) Effects on radio reception in the helicopters used;

(e) Each evaluator of newly hired persons assigned to operational control functions shall include during initial competency checks an evaluation of all of geographic areas and types of aircraft the persons assigned to operational control functions will be qualified to dispatch. (Note: The supervisor may approve a competency check of representative aircraft types when, in the supervisor's judgement, a check including all types is impractical or unnecessary)

(f) Evaluators may limit initial equipment and transition competency checks solely to the dispatch of the types of aeroplanes on which the flight dispatcher is qualifying (unless the check is to simultaneously count as a recurrent check).

(g) Each evaluator of persons assigned to operational control functions shall include, during recurrent and requalification competency checks, a representative sample of aircraft and routes for which the flight dispatcher maintains current qualification.

(h) The Authority requires special operations competency checks before an flight dispatcher is qualified in EDTO or other special operations authorized by the Authority.

APPENDIX 1 TO 14.180: RECURRENT TRAINING: FLIGHT CREW

(a) Each AOC holder shall establish a recurrent training program for all flight crew members in the AOC holder's operations manual and shall have it approved by the Authority.

(b) Each flight crew member shall undergo recurrent training relevant to the type or variant of aeroplane on which he or she is certified to operate and for the crew member position involved.

(c) Each AOC holder shall have all recurrent training conducted by suitably qualified personnel.

(d) Each AOC holder shall ensure that flight crew member recurrent ground training includes at least the following—

(1) General subjects
(i) Flight locating procedures
(ii) Principles and method for determining weight/balance and runway limitations
(iii) Meteorology to ensure practical knowledge of weather phenomena including the principles of frontal system, icing, fog, thunderstorms, windshear, and high altitude weather situations
(iv) ATC systems and phraseology
(v) Navigation and use of navigational aids
(vi) Normal and emergency communication procedures
(vii) Visual cues before descent to MDA
(viii) Accident/incident and occurrence review
(ix) Other instructions necessary to ensure the pilot's competence

(2) Aircraft systems and limitations
(i) Normal, abnormal, and emergency procedures
(ii) Aircraft performance characteristics
(iii) Engines and or propellers
(iv) Major aircraft components
(v) Major aircraft systems (i.e., flight controls, electric, hydraulic and other systems as appropriate)
(vi) Ground icing and de-icing procedures and requirements

(3) Emergency equipment and drills

(4) Every 12 months—
  (i) Location and use of all emergency and safety equipment carried on the aeroplane;
  (ii) The location and use of all types of exits;
  (iii) Actual donning of a life jacket where fitted;
  (iv) Actual donning of protective breathing equipment; and
  (v) Actual handling of fire extinguishers.

(5) Every 3 years—
  (i) Operation of all types of exits;
  (ii) Demonstration of the method used to operate a slide, where fitted; and
  (iii) Fire-fighting using equipment representative of that carried in the aeroplane on an actual or simulated fire;

Note: With halon extinguishers, an alternative method acceptable to the authority may be used.

  (iv) Effects of smoke in an enclosed area and actual use of all relevant equipment in a simulated smoke-filled environment;
  (v) Actual handling of pyrotechnics, real or simulated, where fitted;
  (vi) Demonstration in the use of the life-raft(s), where fitted;
  (vii) An emergency evacuation drill;
  (viii) A ditching drill, if applicable; and
  (ix) A rapid decompression drill, if applicable.

(6) Crew resource management—
  (i) Decision making skills;
  (ii) Briefings and developing open communication;
  (iii) Inquiry, advocacy, and assertion training;
  (iv) Workload management; and
  (v) Situational awareness.

(7) Dangerous goods—
  (i) Recognition of and transportation of dangerous goods;
  (ii) Proper packaging, marking, and documentation; and
  (iii) Instructions regarding compatibility, loading, storage and handling characteristics.

(8) Security—
  (i) Hijacking; and
  (ii) Disruptive passengers.

(e) Each AOC holder shall verify knowledge of the recurrent ground training by an oral or written examination.

(f) Each AOC holder shall ensure that pilot recurrent flight training include at least the following—

(1) Preparation—
  (i) Visual inspection (use of pictorial display authorized); and
  (ii) Pre-taxi procedures.

(2) Surface operation—
  (i) Performance limitations;
  (ii) Cockpit management;
  (iii) Securing cargo;
  (iv) Pushback;
  (v) Powerback taxi;
  (vi) Starting;
  (vii) Taxi; and

(viii) Pre take-off checks.

(3) Takeoff—
- (i) Normal;
- (ii) Crosswind;
- (iii) Rejected;
- (iv) Power failure after $V_{1;}$
- (v) Powerplant failure during second segment; and
- (vi) Lower than standard minimum.

(4) Climb—
- (i) Normal; and
- (ii) One-engine inoperative during climb to en route altitude.

(5) En route—
- (i) Steep turns;
- (ii) Approaches to stalls (takeoff, en route, and landing configurations);
- (iii) Inflight powerplant shutdown;
- (iv) Inflight powerplant restart; and
- (v) High speed handling characteristics.

(6) Descent—
- (i) Normal; and
- (ii) Maximum rate.

(7) Approaches—
- (i) VFR procedures;
- (ii) Visual approach with 50% loss of power on one-engine (2 engines inoperative on 3-engine aeroplanes) (PIC only);
- (iii) Visual approach with slat/flap malfunction;
- (iv) IFR precision approaches (ILS normal and ILS with one-engine inoperative);
- (v) IFR non-precision approaches (NDB normal and VOR normal);
- (vi) Non-precision approach with one engine inoperative (LOC backcourse, SDF/LDA, GPS, TACAN and circling approach procedures);

Note: Simulator shall be qualified for training/checking on the circling manoeuvre.

- (vii) Missed approach from precision approach;
- (viii) Missed approach from non-precision approach; and
- (ix) Missed approach with powerplant failure.

(8) Landings—
- (i) Normal with a pitch mistrim (small aircraft only);
- (ii) Normal from precision instrument approach;
- (iii) Normal from precision instrument approach with most critical engine inoperative;
- (iv) Normal with 50% loss of power on one side (2 engines inoperative on 3-engine aeroplanes) (PIC only);
- (v) Normal with flap/slat malfunction;
- (vi) Rejected landings;
- (vii) Crosswind;
- (viii) Short/soft field (small aircraft only); and
- (ix) Glassy/rough water (seaplanes only).

(9) After landing—
- (i) Parking;

(ii) Emergency evacuation; and
(iii) Docking, mooring, and ramping (seaplanes only).

(10) Other flight procedures during any airborne phase—
(i) Holding;
(ii) Ice accumulation on airframe;
(iii) Air hazard avoidance; and
(iv) Windshear/microburst.

(11) Normal, abnormal and alternate systems procedures during any phase—
(i) Pneumatic/pressurisation;
(ii) Air conditioning;
(iii) Fuel and oil;
(iv) Electrical;
(v) Hydraulic;
(vi) Flight controls;
(vii) Anti-icing and de-icing systems;
(viii) Flight management guidance systems and/or automatic or other approach and landing aids;
(ix) Stall warning devices, stall avoidance devices, and stability augmentation systems;
(x) Airborne weather radar;
(xi) Flight instrument system malfunction;
(xii) Communications equipment;
(xiii) Navigation systems;
(xiv) Auto-pilot;
(xv) Approach and landing aids; and
(xvi) Flight instrument system malfunction.

(12) Emergency systems procedures during any phase—
(i) Aircraft fires;
(ii) Smoke control;
(iii) Powerplant malfunctions;
(iv) Fuel jettison;
(v) Electrical, hydraulic, pneumatic systems;
(vi) Flight control system malfunction; and
(vii) Landing gear and flap system malfunction.

(g) Each AOC holder shall ensure that flight engineer recurrent flight training includes at least the flight training specified herein.

(h) Each AOC holder shall ensure that flight navigator recurrent training includes enough training and an in-flight check to ensure competency with respect to operating procedures and navigation equipment to be used and familiarity with essential navigation information pertaining to the AOC holder's routes that require a flight navigator.

(i) The AOC holder may combine recurrent training with the AOC holder’s proficiency check.

(j) Recurrent ground and flight training curriculum may be accomplished concurrently or intermixed, but completion of each of these curriculum shall be recorded separately.

APPENDIX 1 TO 14.185: RECURRENT EMERGENCY TRAINING: CABIN CREW MEMBERS

(a) Each AOC holder shall establish and have approved by the Authority a recurrent training program for all cabin crew members.

(b) Each cabin crew member shall undergo recurrent training in evacuation and other appropriate normal and emergency procedures and drills relevant to their assigned positions and the type(s) and/or variant(s) of aeroplane on which they operate.

(c) Each AOC holder shall have all recurrent training conducted by suitably qualified personnel.

(d) Each AOC holder shall ensure that, every 12 months, each cabin crew member receive recurrent training in at least the following—

(1) Emergency equipment—
- (i) Emergency communication and notification systems;
- (ii) Aircraft exits;
- (iii) Exits with slides or slide/rafts (emergency operation);
- (iv) Slides and slide/rafts in a ditching;
- (v) Exits without slides (emergency operation);
- (vi) Window exits (emergency operation);
- (vii) Exits with tailcones (emergency operation);
- (viii) Cockpit exits (emergency operation);
- (ix) Ground evacuation and ditching equipment;
- (x) First aid equipment;
- (xi) Portable oxygen systems (oxygen bottles, chemical oxygen generators, protective breathing equipment (PBE));
- (xii) Fire Fighting equipment;
- (xiii) Emergency lighting systems; and
- (xiv) Additional emergency equipment.

(2) Emergency procedures—
- (i) General types of emergencies specific to aircraft;
- (ii) Emergency communication signals and procedures;
- (iii) Rapid decompression;
- (iv) Insidious decompression and cracked window and pressure seal leaks;
- (v) Fires;
- (vi) Ditching;
- (vii) Ground evacuation;
- (viii) Unwarranted evacuation (i.e., passenger initiated);
- (ix) Illness or injury;
- (x) Abnormal situations involving passengers or crew members;
- (xi) Turbulence; and
- (xii) Other unusual situations.

(3) Emergency drills.

(4) Every 12 months—
- (i) Location and use of all emergency and safety equipment carried on the aeroplane;
- (ii) The location and use of all types of exits;
- (iii) Actual donning of a life jacket where fitted;
- (iv) Actual donning of protective breathing equipment; and
- (v) Actual handling of fire extinguishers.

(5) Every 3 years—
- (i) Operation of all types of exits;
- (ii) Demonstration of the method used to operate a slide, where fitted;

(iii) Fire-fighting using equipment representative of that carried in the aeroplane on an actual or simulated fire;

Note: With Halon extinguishers, an alternative method acceptable to the Authority may be used.

(iv) Effects of smoke in an enclosed area and actual use of all relevant equipment in a simulated smoke-filled environment;

(v) Actual handling of pyrotechnics, real or simulated, where fitted;

(vi) Demonstration in the use of the life-raft(s), where fitted;

(vii) An emergency evacuation drill;

(viii) A ditching drill, if applicable;

(ix) A rapid decompression drill, if applicable;

(6) Crew resource management—

(i) Decision making skills;

(ii) Briefings and developing open communication;

(iii) Inquiry, advocacy, and assertion training; and

(iv) Workload management.

(7) Dangerous goods—

(i) Recognition of and transportation of dangerous goods;

(ii) Proper packaging, marking, and documentation; and

(iii) Instructions regarding compatibility, loading, storage and handling characteristics.

(8) Security—

(i) Hijacking; and

(ii) Disruptive passengers.

(e) An AOC holder may administer each of the recurrent training curriculum concurrently or intermixed, but shall record completion of each of these curriculum separately.

APPENDIX 1 TO 14.190: RECURRENT TRAINING: PERSONS ASSIGNED TO OPERATIONAL CONTROL FUNCTIONS

(a) Each AOC holder shall establish and maintain a recurrent training program, approved by the Authority and established in the AOC holder's operations manual, to be completed annually by each person assigned to operational control functions.

(b) Each person assigned to operational control functions shall undergo recurrent training relevant to the type(s) and/or variant(s) of aeroplane and operations conducted by the AOC holder.

(c) Each AOC holder shall conduct all recurrent training by suitably qualified personnel.

(d) An AOC holder shall ensure that, every 12 months, each person assigned to operational control functions receives recurrent training in at least the following—

(1) Aircraft-specific flight preparation;

(2) Emergency assistance to flight crews;

(3) Crew Resource Management; and

(4) Dangerous goods.

(e) An AOC holder may administer each of the recurrent ground and flight training curriculum concurrently or intermixed, but shall record completion of each of these curriculum separately.

APPENDIX 1 TO 14.195: CHECK AIRMAN TRAINING

(a) No person may use a person, nor may any person serve as a check airman (aeroplane) or check airman (simulator) in a training program unless, with respect to the aeroplane type involved, that person has satisfactorily completed the appropriate training phases for the aeroplane, including recurrent training, that are required to serve as PIC or flight engineer, as applicable.

(b) Each AOC holder shall ensure that initial ground training for check airman includes—

(1) Check airman duties, functions, and responsibilities;
(2) Applicable Schedules and the AOC holder's policies and procedures;
(3) Appropriate methods, procedures, and techniques for conducting the required checks;
(4) Proper evaluation of student performance including the detection of—
(5) Improper and insufficient training, and
(6) Personal characteristics of an applicant that could adversely affect safety;
(7) Appropriate corrective action in the case of unsatisfactory checks; and
(8) Approved methods, procedures, and limitations for performing the required normal, abnormal, and emergency procedures in the aeroplane.

(c) Transition ground training for all check airman shall include the approved methods, procedures, and limitations for performing the required normal, abnormal, and emergency procedures applicable to the aeroplane to which the check airman is in transition.

(d) Each AOC holder shall ensure that the initial and transition flight training for check airman (aeroplane) includes—

(1) Training and practice in conducting flight evaluations (from the left and right pilot seats for pilot check airmen) in the required normal, abnormal, and emergency procedures to ensure competence to conduct the flight checks;
(2) The potential results of improper, untimely, or non-execution of safety measures during an evaluation; and
(3) The safety measures (to be taken from either pilot seat for check airman for emergency situations that are likely to develop during an evaluation.

(e) Each AOC holder shall ensure that the initial and transition flight training for check airman (simulator) includes—

(1) Training and practice in conducting flight checks in the required normal, abnormal, and emergency procedures to ensure competence to conduct the evaluations checks required by this Schedule (this training and practice shall be accomplished in a flight simulator or in a flight training device).
(2) Training in the operation of flight simulators or flight training devices, or both, to ensure competence to conduct the evaluations required by this Schedule.

(f) An AOC holder may accomplish flight training for check airman in full or in part in an aircraft, in a flight simulator, or in a flight training device, as appropriate.

APPENDIX 1 TO 14.200: INSTRUCTOR PILOT TRAINING

(a) No person may use a person, nor may any person serve as an instructor pilot instructor in a training program unless—

(1) That person has satisfactorily completed initial or transition flight instructor training; and
(2) Within the preceding 24 calendar months, that person satisfactorily conducts instruction under the observation of an inspector from the Authority, an AOC holder’s check airman, or an examiner employed by the AOC holder.

(b) An AOC holder may accomplish the observation check for a instructor pilot, in part or in full, in an aeroplane, a flight simulator, or a flight training device.

(c) Each AOC holder shall ensure that initial ground training for instructor pilots includes the following—

(1) Flight instructor duties, functions, and responsibilities;
(2) Applicable Schedule and the AOC holder's policies and procedures;
(3) Appropriate methods, procedures, and techniques for conducting the required checks;
(4) Proper evaluation of student performance including the detection of—
(5) Improper and insufficient training, and

(6) Personal characteristics of an applicant that could adversely affect safety;
(7) Appropriate corrective action in the case of unsatisfactory checks;
(8) Approved methods, procedures, and limitations for performing the required normal, abnormal, and emergency procedures in the aeroplane;
(9) Except for holders of a flight instructor licence—
(i) The fundamental principles of the teaching-learning process;
(ii) Teaching methods and procedures; and
(iii) The instructor-student relationship.

(d) Each AOC holder shall ensure that the transition ground training for instructor pilotss includes the approved methods, procedures, and limitations for performing the required normal, abnormal, and emergency procedures applicable to the aeroplane to which the flight instructor is in transition.

(e) Each AOC holder shall ensure that the initial and transition flight training for instructor pilots (aeroplane), flight engineer instructors (aeroplane), and flight navigator instructors (aeroplane) includes the following—
(1) The safety measures for emergency situations that are likely to develop during instruction.
(2) The potential results of improper, untimely, or non-execution of safety measures during instruction.
(3) For instructor pilot (aeroplane)—
(i) Inflight training and practice in conducting flight instruction from the left and right pilot seats in the required normal, abnormal, and emergency procedures to ensure competence as an instructor; and
(ii) The safety measures to be taken from either pilot seat for emergency situations that are likely to develop during instruction.
(4) For flight engineer instructors (aeroplane) and flight navigator instructors (aeroplane), in-flight training to ensure competence to perform assigned duties.

(f) An AOC holder may accomplish the flight training requirements for inspector pilots in full or in part in flight, in a flight simulator, or in a flight training device, as appropriate.

(g) An AOC holder shall ensure that the initial and transition flight training for instructor pilots (simulator) includes the following—
(1) Training and practice in the required normal, abnormal, and emergency procedures to ensure competence to conduct the flight instruction required by this part. This training and practice shall be accomplished in full or in part in a flight simulator or in a flight training device.
(2) Training in the operation of flight simulators or flight training devices, or both, to ensure competence to conduct the flight instruction required by this Schedule.

End of BASR Schedule 14

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