ROUTE CHECK REPORT

(JET TRANSPORT AIRCRAFT)

COMPANY NAME:…………………………………….. DATE……………………………………

PILOT UNDER CHECK : …………………………… Aircraft/ Sim Type:………………………
(Name)

Check Pilot/ Instructor/Examiner: ………………………. A/c Registration:…………………………
 (Name)

Crew Status(P1 / P2):……………………………………. Route:………………………………………...

Take –off time (IST/UTC):………………………………… Landing time:…………………………….

Type of check :   Type of
PIC Route check (Day or Night)/   Approaches:……………………………
License Renewal / other checks ……………………

Assessment

Pre-flight ___S / NS___   Inflight :____S / NS___   Post-flight :___S / NS___

OVERALL ASSESSMENT   :   _SATISFACTORY / NOT SATISFACTORY_

Tick whichever appropriate

CRM	
Situational Awareness	**S / NS**
Crew Co-ordination	**S / NS**
Communication	**S / NS**
Decision Making and Judgment	**S / NS**

FMGS   -   S / NS

ECAM   -   S / NS

F / D   -   S / NS

A/Thrust -   S / NS

Certified that I have:
- ten hours PIC experience on Type during preceding 30 days
-   exercised the privileges of Examiner/ Instructor / Check Pilot on type during Preceding 6 months / new Approval on the type

REMARKS:

(signature)   (signature)
PILOT-UNDER-CHECK   DGCA APPROVED EXAMINER/ INSTRUCTOR/

_____Lic. No._____   **CHECK PILOT LIC. NO./ FATA NO……………….**

Limitations: $\pm 100^{'}$, $\pm 10^{0}$ and ± 10 kts. except in Approach Phase when speed limits would be + 10 kts and -0.

NOTE:-   1)   Remarks mandatory when assessment is Fail.
          2) Take-off and landing to be given to Co-Pilots, weather permitting
        * 3) S-SATISFACTORY   NS-NOT SATISFACTORY

PILOT PERFORMANC IS TO BE MONITORED FOR ASSESSMENT IN THE FOLLOWING AREAS:

Pre-flight
1) Flight Planning, 2) Pre-flight Procedures
In-Flight
1)   Taxy
2)   Departure Procedures (Clearances, Briefing, T/O,SID, etc.)
3) Climb ,
4) Cruise,
5) INS / Radio Navigation
6) Descent and Approach Procedures,
7) Instrument Scan,
8) Landing, landing roll
9) Taxy and Parking and Shut down procedures
10)Knowledge of Emergency Equipment / Procedures
11)Route Knowledge / Airline Procedures, Diversion Awareness
12)Knowledge of Flight and Route Manuals
13) Airmanship and Crew Co-ordination and Standard Callouts where applicable
Post-flight
1)   Post Flight Documentation
2)   Debriefing and snag reporting

COCKPIT RESOURCE MANAGEMENT
**SITUATIONAL AWARENESS** : Situational awareness is the accurate perception of the factors and conditions that affects the aircraft and the flight crew during a specific period of time. More simply, it is knowing what is going on around you. There is a direct relationship between situational awareness and safety. It is a fact that pilots who have higher levels of situational awareness are safer pilots.
**CREW COORDINATION** : Perhaps one of the most complex skills acquired by a pilot after completion of his training is crew coordination. It is not a skill that can be taught but one that is learnt over a period of time by experience in a two or three crew cockpit. Crew coordination is the ability to share workload by dividing tasks so as to reduce work levels in high stress situations.
**COMMUNICATION** : Flight crew spend much of their time communicating. It is an essential building block to good cockpit management. If the crew's communication skill is affected, cockpit performance will be enhanced and a high level of situational awareness can be achieved and maintained. Ineffective communication can be disruptive, cause misunderstanding and mistakes and lead to loss of situational awareness. The consequences can be serious even disastrous.
**DECISION MAKING AND JUDGEMENT**(Only for PF) Cockpit decision making is a logical sequence in order to collect adequate facts, assess alternatives and implement in a timely manner. During critical phases of flight poor decision making especially when information and alternatives are reducing, will lead to actions that have serious consequences. Judgment plays a critical role in the decision making process.