



GOVERNMENT OF INDIA

OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
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CIVIL AVIATION REQUIREMENT
SECTION 7 – FLIGHT CREW STANDARDS
TRAINING & LICENCING

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Subject: **FLIGHT CREW TRAINING REQUIREMENTS**

1. INTRODUCTION

ICAO Annex 6 – Operation of Aircraft Part I covers flight crew requirements for operation of commercial air transport. The Annex requires operators to establish and maintain approved ground and flight training programmes which ensures that all flight crew members are adequately trained to perform their assigned duties. The requirement for flight crew licenses are covered in Aircraft Rules 1937, Rule 38A, while reference to the manner in which proficiency checks for these licenses is covered under Rule 41A. The conditions under which a flight crew exercises privileges of a license are covered in Schedule II of Aircraft Rules 1937. This CAR lays down responsibilities of operators and flight crew towards proficiency and qualification requirements to carry out operations and is consistent with Annex 6 and Aircraft Rules 1937. This CAR is issued under Rule 133A and Sub-Rule (3) of Rule 41A of the Aircraft Rules 1937.

2. APPLICABILITY

This CAR is applicable to scheduled and non-scheduled operators with aeroplane weight exceeding 5700 kg.

3. TERMINOLOGY

3.1 ***Calendar Month.*** One calendar month is considered as 30 consecutive days. 12 calendar months is considered as 365 consecutive days.

- 3.2 **Calendar Year.** One calendar year consists of 12 calendar months and is considered as 365 consecutive days.
- 3.3 **Route (Line) Check.** Route (line) check carried out for demonstration of proficiency in normal line operations.
- 3.4 **Proficiency Checks.** Demonstration of skill conducted for initial/renewal of ratings as may be required
- 3.5 **Renewal (of license, rating or approval).** The administrative action taken which renews the privileges of the license, rating or approval for a further specified period, consequent upon fulfillment of the applicable renewal requirements.
- 3.6 **Skill Test.** A demonstration of skill for initial issue of a license or rating as may be required.
- 3.7 **Supervised Line Flying.** Supervised line flying (SLF) is operating experience/flying done by a type rated Commander or Co-pilot under supervision of a Check Pilot/Instructor/Examiner for the purpose of acquiring the specified experience prior to undertaking line operations which are unsupervised by a Check Pilot/Instructor/Examiner. SLF forms part of the training syllabus and may be specified in terms of experience of flying hours or sectors by an operator.

4. COMPOSITION OF FLIGHT CREW

An operator shall ensure that:

- 4.1 The composition of the flight crew and the number of flight crew members at designated crew stations are both in compliance with DGCA regulations, and no less than the minimum specified in the Aeroplane Flight Manual (AFM) and Certificate of Airworthiness (C of A);
- 4.2 The flight crew includes additional flight crew members when required by the type of operation, and is not reduced below the number specified in the approved Operations Manual
- 4.3 All flight crew members hold an applicable and valid license acceptable to DGCA and are suitably qualified and competent to conduct the duties assigned to them;
- 4.4 Procedures acceptable to DGCA are established, to prevent the crewing together of inexperienced flight crew members;
- 4.5 One pilot amongst the flight crew, qualified as a pilot-in-command in accordance with the requirements governing Flight Crew Licenses, is designated as the commander, and;
- 4.6 Initial operator's crew resource management (CRM) training shall be completed before commencing unsupervised line flying unless the crew member has previously completed an initial operator's CRM course

5. INITIAL OPERATOR'S CREW RESOURCE MANAGEMENT (CRM) TRAINING

- 5.1 When a flight crew member has not previously completed initial operator's crew resource management (CRM) training (either new employees or existing staff), then the operator shall ensure that the flight crew member completes an initial CRM training course.
- 5.2 If the flight crew member has not previously been trained in human factors then a theoretical course, based on Human Performance and Limitations topics covered in DGCA Operations Circular shall be completed before the initial operator's CRM training or combined with the initial operator's CRM training.
- 5.3 Initial CRM training shall be conducted by at least one CRM facilitator approved by DGCA.
- 5.4 Initial CRM training is conducted in accordance with a detailed course syllabus included in the Operations Manual.

6. CONVERSION TRAINING AND CHECKING

- 6.1 An operator shall ensure that:
- 6.1.1 A flight crew member completes a Type Rating course which satisfies the requirements applicable to the issue of Flight Crew Licences when changing from one type of aeroplane to another type for which a new type rating is required.;
- 6.1.2 A flight crew member completes an Operator's Conversion course before commencing unsupervised line flying;
- (a) When changing to an aeroplane for which a new type or class rating is required; or
- (b) When changing operator;
- 6.1.3 Conversion training is conducted by suitably qualified personnel in accordance with a detailed course syllabus included in the Operations Manual. The operator shall ensure that the personnel integrating elements of CRM into conversion training are suitably qualified;
- 6.1.4 The amount of training required by the operator's conversion course is determined after due note has been taken of the flight crew member's
- previous training as recorded in his/her training records;
- 6.1.5 The minimum standards of qualification and experience required of flight crew members before undertaking conversion training are specified in the Operations Manual;

- 6.1.6 Each flight crew member undergoes the checks required by Para 9.2 and the training and checks required by Para 9.5 before commencing supervised line flying (SLF);
- 6.1.7 Upon completion of SLF, the check required by Para 9.4 is undertaken;
- 6.1.8 Once an operator's conversion course has been commenced, a flight crew member does not undertake flying duties on another type or class until the course is completed or terminated; and
- 6.1.9 Elements of CRM training are integrated into the conversion course.
- 6.2 In the case of changing aeroplane type, the pilot's proficiency check may be combined with the type rating skill test under the requirements applicable to the issue of Flight Crew Licences.
- 6.3 The Operator's Conversion course and the Type Rating course required for the issue of Flight Crew Licences may be combined.
- 6.4 A pilot, undertaking a zero flight time training (ZFTT) course, shall:
 - 6.4.1 Commence SLF as soon as possible within one calendar month after completion of the skill test. If SLF has not been commenced within one calendar month, the operator shall provide appropriate training approved by DGCA.
 - 6.4.2 Undergo minimum training and checks as stipulated in Appendix 2 to this CAR.

7. DIFFERENCES TRAINING AND FAMILIARISATION TRAINING

- 7.1 An operator shall ensure that a flight crew member completes:
 - 7.1.1 Differences training which requires additional knowledge and training on an appropriate training device for the aeroplane:
 - (a) When operating another variant of an aeroplane of the same type or another type of the same class currently operated; or
 - (b) When changing equipment and/or procedures on types or variants currently operated;
 - 7.1.2 Familiarization training which requires the acquisition of additional knowledge:
 - (a) When operating another aeroplane of the same type or variant; or
 - (b) When changing equipment and/or procedures on types or variants currently operated.
- 7.2 The operator shall specify in the Operations Manual when such differences training or familiarization training is required and approved by DGCA.

8. NOMINATION AS COMMANDER

8.1 An operator shall ensure that for upgrade to commander from co-pilot and for those joining as commanders:

8.1.1 A minimum level of experience, acceptable to the DGCA, is specified in the Operations Manual; and

8.1.2 For multi-crew operations, the pilot completes an appropriate command course.

8.2 The command course required by paragraph 8.1.2 above must be specified in the Operations Manual and include at least the following:

8.2.1 Ground refresher training;

8.2.2 Commander's legal/regulatory responsibilities;

8.2.3 Training in an FSTD (including line orientated flying training, circuits and landings, LVO/AWO training) or flying training;

8.2.4 For co-pilots upgrading to commanders on the same aeroplane type, a skill Test, PIC test by day and night, pilot proficiency/IR check, SLF for a minimum of 100 hours from LHS is required followed by 10 PIC route checks of which minimum 5 shall be by night and the last two with different Examiners. Once the flight crew license is endorsed as PIC, check as required in Para 8.2.6;

8.2.5 For pilots already qualified as commanders on the same aeroplane type, SLF for a minimum of 6 sectors is required followed by check as required in Para 8.2.6;

8.2.6 Completion of an operator's line release check; and

8.2.7 Elements of Crew Resource Management.

9. RECURRENT TRAINING AND CHECKING

9.1 General. An operator shall ensure that:

9.1.1 Each flight crew member undergoes recurrent training and checking and that all such training and checking is relevant to the type or variant of aeroplane on which the flight crew member operates;

9.1.2 A recurrent training and checking programme is established in the Operations Manual and approved by DGCA;

9.1.3 Recurrent training is conducted by the following personnel:

(a) Ground refresher training — by suitably qualified and approved personnel;

- (b) Aeroplane/FSTD training — by a synthetic flight Instructor (SFI) for FSTD, Instructor or Examiner for aeroplane/FSTD;
- (c) Safety and emergency procedures (SEP) training — by suitably qualified and approved personnel; and
- (d) Crew resource management (CRM):
 - (i) Integration of CRM elements into all the phases of the recurrent training — by all the personnel conducting recurrent training. The operator shall ensure that all personnel conducting recurrent training are suitably qualified to integrate elements of CRM into this training;
 - (ii) Modular CRM training — by combining CRM elements into modules and conducted by at least one CRM facilitator acceptable to the DGCA who may be assisted by experts in order to address specific areas;

9.1.4 Recurrent checking is conducted by the following personnel:

- (a) Pilot's proficiency checks — by a Examiner/Instructor trained in CRM concepts and the assessment of CRM skills;
- (b) Route (Line) checks — by suitably qualified Check pilots/Instructors/Examiners;
- (c) Safety and emergency procedures checking — by suitably qualified personnel.

9.2 Pilot's proficiency check: An operator shall ensure that:

9.2.1 Each flight crew member undergoes pilot proficiency checks to demonstrate his/her competence in carrying out normal, abnormal and emergency procedures; and

9.2.2 The check is conducted without external visual reference when the flight crew member will be required to operate under IFR;

9.2.3 Each flight crew member undergoes pilot's proficiency checks as part of a normal flight crew complement.

9.2.4 The period of validity of a pilot's proficiency check shall be six calendar

months. If issued within the final two calendar months of validity of a previous pilot's proficiency check, the period of validity shall extend from the date of issue until six calendar months from the expiry date of that previous pilot proficiency check. . A proficiency check may be carried out on an aircraft or a Level D simulator, however at least once a calendar year, it must be carried out in a Level D simulator. Two proficiency checks are required in one calendar year. Any two such checks which are similar and which occur within

a period of four consecutive months shall not alone satisfy this requirement.

- 9.3 Instrument rating check. An operator shall ensure that:
 - 9.3.1 Each flight crew member undergoes instrument rating checks to demonstrate his/her competence in carrying out normal, abnormal and emergency procedures under instrument conditions; and
 - 9.3.2 The check is conducted without external visual reference;
 - 9.3.3 Each flight crew member undergoes instrument checks as part of a normal flight crew complement.
 - 9.3.4 The period of validity of an instrument rating check shall be 12 calendar months from the date of issue.
- 9.4 Route (Line) Check. An operator shall ensure that each flight crew member undergoes a route check on the aeroplane to demonstrate his/her competence in carrying out normal line operations described in the Operations Manual. The period of validity of a route check shall be 12 calendar months. If issued within the final two calendar months of validity of a previous route check the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous route (line) check.
- 9.5 Safety and emergency (SEP) procedures training and checking. An operator shall ensure that each flight crew member undergoes training and checking on the location and use of all safety and emergency equipment carried. The period of validity of an SEP check shall be 12 calendar months. If issued within the final two calendar months of validity of a previous emergency and safety check, the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous SEP check.
- 9.6 CRM. An operator shall ensure that:
 - 9.6.1 Elements of CRM are integrated into all appropriate phases of the recurrent training, and;
 - 9.6.2 Each flight crew member undergoes specific modular CRM training. All major topics of CRM training shall be covered over a period not exceeding three calendar years;
- 9.7 Ground refresher training. An operator shall ensure that each flight crew member undergoes ground and refresher training at least every 12 calendar months. If the training is conducted within two calendar months prior to the expiry of the 12 calendar months period, the next ground and refresher training must be completed within 12 calendar months of the original expiry date of the previous ground and refresher training.
- 9.8 Aeroplane/FSTD training. An operator shall ensure that each flight crew member undergoes aeroplane/FSTD training at least every 12 calendar

months. If the training is conducted within two calendar months prior to the expiry of the 12 calendar months period, the next aeroplane FSTD training must be completed within 12 calendar months of the original expiry date of the previous aeroplane/FSTD training.

- 9.9 Security Training. An operator shall ensure that each flight crew member undergoes aviation security (AVSEC) training at least every two calendar years. If the training is conducted within two calendar months prior to the expiry of the two calendar years period, the next AVSEC training must be completed within two calendar years of the original expiry date of the previous AVSEC training.
- 9.10 Dangerous goods regulations training. An operator shall ensure that each flight crew member undergoes dangerous goods regulations (DGR) training at least every two calendar years. If the training is conducted within two calendar months prior to the expiry of the two calendar years period, the next DG training must be completed within two calendar years of the original expiry date of the previous DG training.

10. PILOT QUALIFICATION TO OPERATE IN EITHER PILOT'S SEAT

- 10.1 An operator shall ensure that:
- 10.2 A pilot who may be assigned to operate in either pilot's seat completes appropriate training and checking; and
- 10.3 The training and checking programme is specified in the Operations Manual and approved by DGCA.

11. RECENT EXPERIENCE

An operator shall ensure that:

- 11.1 A commander or co-pilot is not assigned to operate at the flight controls of a type or variant of a type of aeroplane 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 days on the same type of aeroplane or in a flight simulator approved for the purpose.
- 11.2 When a commander or co-pilot is flying several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, recent experience as decided by DGCA is followed under which conditions the requirements of Para 11.1 for each variant or each type of aeroplane can be combined.
- 11.3 An operator shall not assign a pilot to act in the capacity of cruise relief pilot in a type or variant of a type of aeroplane unless, within the preceding 90 days that pilot has either operated as a commander, co-pilot or cruise relief pilot on the same type of aeroplane or carried out flying skill refresher training including normal, abnormal and emergency procedures specific to cruise flight on the same type of aeroplane or in a flight simulator approved for the

purpose, and has practised approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane.

12. ROUTE AND AERODROME COMPETENCE QUALIFICATION

- 12.1 An operator shall ensure that, prior to being assigned as commander the pilot has obtained adequate knowledge of the route to be flown and of the aerodromes (including alternates), facilities and procedures to be used.
- 12.2 The period of validity of the route and aerodrome competence qualification shall be 12 calendar months.
- 12.3 Route and aerodrome competence qualification shall be revalidated by operating on the route or to the aerodrome within the period of validity prescribed in paragraph 12.2 above.
- 12.4 If revalidated within the final two calendar months of the validity of the previous route and aerodrome competence qualification, the period of validity shall extend from the date of revalidation until 12 calendar months from the expiry date of that previous route and aerodrome competence qualification.

13. OPERATION ON MORE THAN ONE TYPE OR VARIANT

- 13.1 An operator shall ensure that a flight crew member does not operate on more than one type or variant unless the flight crew member is approved by DGCA and competent to do so.
- 13.2 When considering operations of more than one type or variant, an operator shall ensure that the differences and/or similarities of the aeroplanes concerned justify such operations, taking account of the following:
 - (a) The level of technology;
 - (b) Operational procedures
 - (c) Handling characteristics.
- 13.3 An operator shall ensure that a flight crew member operating more than one type or variant complies with all of the requirements prescribed in this CAR for each type or variant.
- 13.4 An operator shall specify appropriate procedures and/or operational restrictions, approved by DGCA, in the Operations Manual, for any operation on more than one type or variant covering:
 - (a) The flight crew members' minimum experience level;
 - (b) The minimum experience level on one type or variant before beginning training for and operation of another type or variant;
 - (c) The process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant;
 - (d) All applicable recent experience requirements for each type or variant.

14. TRAINING RECORDS

An operator shall:

- 14.1 Maintain records of all training, checking and qualification prescribed in this CAR. which are undertaken by a flight crew member; and
- 14.2 Make the records of all conversion courses and recurrent training and checking available, on request, to the flight crew member concerned.

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IN-FLIGHT RELIEF OF FLIGHT CREW MEMBERS

1. A flight crew member may be relieved in flight of his/her duties at the controls by another suitably qualified flight crew member who shall hold qualifications which are equal to or superior to those held by the crew member who is to be replaced for the purpose of in-flight relief (rest)
2. Relief of the commander. The commander may delegate conduct of the flight to another qualified commander as detailed in paragraph 3 below.
3. Minimum requirements for a pilot relieving the commander:
 - (a) Valid Airline Transport Pilot Licence;
 - (b) Conversion training and checking (including type rating training) as prescribed in this CAR;
 - (c) All recurrent training and checking as prescribed in this CAR; and
 - (d) Route competence qualification as prescribed in this CAR.
4. Minimum requirements for a pilot relieving the co-pilot:
 - (a) Valid Commercial Pilot License with instrument rating;
 - (b) Conversion training and checking, including type rating training, as prescribed in this CAR.
 - (c) All recurrent training and checking as prescribed in this CAR.

OPERATOR'S CONVERSION COURSE

1. An operator's conversion course shall include:
 - (a) Ground training and checking including aeroplane systems, normal, abnormal and emergency procedures;
 - (b) Safety and emergency procedures training and checking which must be completed before aeroplane training commences;
 - (c) Aeroplane/flight simulator training and checking; and
 - (d) SLF and line release check.
2. The conversion course shall be conducted in the order set out in paragraph 1 above.
3. Elements of crew resource management shall be integrated into the conversion course, and conducted by suitably qualified personnel.
4. When a flight crew member has not previously completed an operator's conversion course, the operator shall ensure that in addition to paragraph 1 above, the flight crew member undergoes general first aid training and, if applicable, ditching procedures training using the equipment in water.
5. A pilot requiring Type Rating shall undergo ZFTT syllabus for PIC/Co-pilot endorsement which includes as a minimum;
 - 5.1 Complete simulator profile training which should include circuits and landings and one Line Oriented Flight Training (LOFT) session. This shall be followed by a Skill Test combined with a Day PIC/Co-pilot test and PPC/IR check combined with a Night PIC/Co-pilot test. On completion of these checks, the pilots shall undergo Low Visibility (LVO) and All Weather Operations (AWO) training consisting of ground class followed by 2 simulator sessions to include CAT II/III as well as wet runway and adverse weather operations. On completion of the ZFTT training and checks, the Flight Crew licence will be endorsed as Co-pilot
 - 5.2 Familiarization training on the aircraft unless the pilot has 500 hours previous

jet experience;

- 5.3 Initial line check on the first flight prior to commencing SLF in case of Co-pilots. Conduct the first 4 sectors of SLF in the aeroplane under the supervision of an Instructor/Examiner occupying a pilot's seat and complete a minimum of 10 sectors SLF of which 5 shall be by night prior to final release check for unsupervised line flying.
- 5.4 Initial line check on the first flight prior to commencing SLF. SLF for PIC converting to another aircraft type shall be minimum 100 hours from LHS under supervision of a Check Pilot/Instructor/Examiner on successful completion of which the pilot shall be subjected to 10 PIC route checks of which minimum 5 shall be by night and the last two with different Examiners. After endorsement of licence as PIC, the first flight shall be a line release check prior to unsupervised line flying.

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RECURRENT TRAINING AND CHECKING — PILOTS

1. Recurrent training. Recurrent training shall comprise:
 - (a) Ground refresher training;
 - (i) the ground and refresher training programme shall include:
 - (A) aeroplane systems;
 - (B) operational procedures and requirements including ground de-/anti-icing and pilot incapacitation; and
 - (C) accident/incident and occurrence review.
 - (ii) Knowledge of the ground refresher training shall be verified by a questionnaire or other suitable methods.
 - (b) Aeroplane/FSTD training;
 - (i) The aeroplane/FSTD training programme shall be established such that all major failures of aeroplane systems and associated procedures will have been covered in the preceding three-year period.
 - (ii) When engine-out manoeuvres are carried out in an aeroplane, the engine failure shall be simulated in stabilized flight conditions.
 - (c) Safety and emergency procedures (SEP) training;
 - (i) The SEP training programme may be combined with safety and emergency equipment checking and shall be conducted in an aeroplane or a suitable alternative training device.
 - (ii) Every year the SEP training programme must include the following:
 - (A) actual donning of a lifejacket where fitted;
 - (B) actual donning of protective breathing equipment where fitted;

- (C) actual handling of fire extinguishers;
- (D) instruction on the location and use of all emergency and safety equipment carried on the aeroplane;
- (E) instruction on the location and use of all types of exits; and
- (F) security procedures.

(iii) Every three years the programme of training must include the following:

- (A) actual operation of all types of exits;
- (B) demonstration of the method used to operate a slide where fitted;
- (C) actual fire-fighting using equipment representative of that carried in the aeroplane on an actual or simulated fire except that, with Halon extinguishers, an alternative method acceptable to DGCA may be used;
- (D) the effects of smoke in an enclosed area and actual use of all relevant equipment in a simulated smoke-filled environment;
- (E) actual handling of pyrotechnics, real or simulated, where fitted; and
- (F) demonstration in the use of the life-raft(s) where fitted.

(d) Crew resource management training

(i) Elements of CRM shall be integrated into all appropriate phases of recurrent training; and

(ii) A specific modular CRM training programme shall be established such that all major topics of CRM training are covered over a period not exceeding three years, as follows:

- (A) human error and reliability, error chain, error prevention and detection;
- (B) company safety culture, SOPs, organizational factors;
- (C) stress, stress management, fatigue and vigilance;
- (D) information acquisition and processing, situation awareness, workload management;
- (E) decision making;
- (F) communication and coordination inside and outside the cockpit;

- (G) leadership and team behaviour, synergy;
- (H) automation and philosophy of the use of automation (if relevant to the type);
- (I) specific type-related differences;

- (J) case based studies;

- (K) additional areas which warrant extra attention, as identified by the accident prevention and flight safety programme.

(iii) Operators shall establish procedures to update their CRM recurrent training programme. Revision of the Programme shall be conducted over a period not exceeding three years. The revision of the programme shall take into account the de-identified results of the CRM assessments of crews, and information identified by the accident prevention and flight safety programme.

2. Recurrent checking. Recurrent checking shall comprise:

(a) Pilot proficiency checks;

(i) Where applicable, pilot proficiency checks shall include the following manoeuvres:

- (A) rejected take-off when a flight simulator is available, otherwise touch drills only;
- (B) take-off with engine failure between V1 and V2 or as soon as safety considerations permit;
- (C) precision instrument approach to minima with, in the case of multi-engined aeroplanes, one engine inoperative;
- (D) non-precision approach to minima;
- (E) missed approach on instruments from minima with, in the case of multi-engined aeroplanes, one engine inoperative; and
- (F) landing with one engine inoperative. For single-engined aeroplanes a practice forced landing is required.

(ii) When engine out manoeuvres are carried out in an aeroplane, the engine failure must be simulated in stabilized flight conditions.

(iii) In addition to the checks prescribed in subparagraphs (i)(A) to (F) above, the instrument rating requirements governing the issue of flight crew licences must be completed every 12 months and may be combined with the pilot proficiency check.

(iv) For a pilot operating VFR only, the checks prescribed in subparagraphs (i) (C) to (E) above may be omitted except for an approach and go-

around in a multi-engine aeroplane with one engine inoperative.
(v) Pilot proficiency checks and instrument rating checks must be conducted by an Examiner or Instructor.

(b) SEP checks. The items to be checked shall be those for which training has been carried out in accordance with subparagraph 1 (c) above.

(c) Route (line) checks;

(i) Route checks must establish the ability to perform satisfactorily a complete line operation including pre-flight and post-flight procedures and use of the equipment provided, as specified in the Operations Manual.

(ii) The flight crew must be assessed on their crew resource management CRM skills in accordance with a methodology acceptable to DGCA and published in the Operations Manual. The purpose of such assessment is to:

(A) provide feedback to the crew collectively and individually and serve to identify retraining; and

(B) be used to improve the CRM training system.

(iii) CRM assessment alone shall not be used as a reason for a failure of the line check.

(iv) When pilots are assigned duties as pilot flying and pilot non-flying they must be checked in both functions.

(v) Route (line) checks must be completed in an aeroplane.

(vi) Route (line) checks must be conducted by Check pilots/Instructors/Examiners. The person conducting the route check shall be trained in CRM concepts and the assessment of CRM skills and may occupy an observer's seat where installed. In the case of long haul operations where additional operating flight crew are carried, the person may fulfil the function of a cruise relief pilot and shall not occupy either pilot's seat during take-off, departure, initial cruise, descent, approach and landing. His/her CRM assessments shall solely be based on observations made during the initial briefing, cabin briefing, cockpit briefing and those phases where he/she occupies the observer's seat.

PILOT QUALIFICATION TO OPERATE IN EITHER PILOT'S SEAT

1. Commanders whose duties also require them to operate in the right-hand seat and carry out the duties of co-pilot, or commanders required to conduct training or examining duties from the right-hand seat, shall complete additional training and checking as specified in the Operations Manual, concurrent with the pilot proficiency checks prescribed in this CAR. This additional training must include at least the following:
 - (a) an engine failure during take-off;
 - (b) a one engine inoperative approach and go-around; and
 - (c) a one engine inoperative landing.
2. When engine-out manoeuvres are carried out in an aeroplane, the engine failure must be simulated in stabilized flight conditions.
3. When operating in the right-hand seat, the checks required for operating in the left-hand seat must, in addition, be valid and current.