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**FLIGHT CREW TRAINING EXPLANATORY MATERIAL**

1. Line route checks are to be carried out on two sectors with one sector as PF and one as PM. Aerodrome qualification route checks are to be carried out on two sectors to check performance in arrival/approach/landing and take-off/departure. All other route checks may be carried out on single sector.
2. Para 6.4.1: Additional ZFTT simulator session is required if two months have elapsed since the skill test without commencing SLF. If after conducting this additional simulator session, another gap ensues without commencing SLF, the operator will need to ensure that 3 take offs and landings are carried out in the previous 30 days prior to commencing SLF. Example – Skill test date 20 Jan 2014, if SLF does not commence by 19 Mar 2014, an additional ZFTT simulator session is required. Suppose this session is done on 01 Apr 2014, then SLF can commence within a further period of 30 days as at least 3 take offs and landings were carried out in the previous ZFTT session on 01 Apr 2014. If SLF still does not commence by 01 May 2014, then the operator will ensure that 3 take offs and landings has been carried out in another simulator session in the previous 30 days.
2. Trainers are not required to carry out separate recurrent route checks from RHS. PPC done from RHS in STD/aeroplane meets the RHS qualification requirement.
3. Para 9.4: Line route check is an annual requirement from 01 Sep 2013. However, the first line route check that a pilot will need to undergo shall be 6 months from the next bi-annual route check carried out. For example, if a pilot has undergone a route check on 15 June 2013 as the bi-annual route check, then the first line route check shall be on or before 14 December 2013 (but not before 14 October 2013).
4. Para 3 of Appendix C: SEP training involving aeroplane may be combined with annual line route check requirement under the supervision of suitably qualified personnel.
5. Appendix 3 Para1: Extended refresher for PIC upgrade needs to be conducted separately even if the normal refresher for a pilot is valid. However, SEP training if valid a pilot may follow the existing recurrent cycle.
6. For pilots needing RHS qualification, the PPC form has to be marked LHS&RHS in the Seat Occupied column.
7. Para 12.3: An acceptable means of compliance of route competence for less complex routes is a briefing guide document for the crew.
8. Para 12.4 (a): Additional safety margin of as per CAR Section 8 Series C Part I - AWO is to be added to the minima for first flight as PIC into an aerodrome to comply with the margin requirement in Para 12.3 (a).
9. Para 12.7: An acceptable means of compliance for re-qualifying a pilot who has not flown to an aerodrome for more than 12 months is to undertake a flight as an observer or co-pilot before operating as PIC without the need to repeat the initial qualification syllabus.