

Democratic Socialist Republic of Sri Lanka



Civil Aviation Authority of Sri Lanka

Implementing Standards

(Issued under Sec. 120, Civil Aviation Act No. 14 of 2010)

Title: Requirements for Maintenance of Continuous Validity, Renewal and Re-activation of Pilots Licences (Aeroplane, Helicopter, Powered-lift, Airship, Balloon and Glider) and Ratings.

Reference No: IS - PEL - (ASN 122)

S.N: 71

Date: 26th April 2018

Pursuant to Sec. 120 of the Civil Aviation Act No.14 of 2010, Director General of Civil Aviation shall have the power to issue, whenever he considers it necessary or appropriate to do so, such Implementing Standards for the purpose of giving effect to any of the provisions of the Civil Aviation Act, any regulations or rules made thereunder including the Articles of the Convention on International Civil Aviation which are specified in the Schedule to the Act.

Accordingly, I being the Director General of Civil Aviation do hereby issue the Implementing Standards as mentioned in the Attachment hereto (Ref. Attachment No. IS - PEL - (ASN 122) -Att.).

This Implementing Standard shall come into force with immediate effect and remain in force unless revoked.

Attention is also drawn to sec. 103 of the Act, which states inter alia that failure to comply with Implementing Standard is an offence.

H.M.C.Nimalsiri
Director General of Civil Aviation and
Chief Executive Officer

Civil Aviation Authority of Sri Lanka.
152/1, Minuwangoda Road(Opposite Radar Tower),
Katunayake, Sri Lanka.

Enclosure: Attachment No. IS - PEL - (ASN 122) - Att.

Implementing Standards

Requirements for Maintenance of Continuous Validity, Renewal and Re-activation of Pilots Licences (Aeroplane, Helicopter, Powered-lift, Airship, Balloon and Glider) and Ratings.

GENERAL:

- i.** This Implementing Standard specifies the requirements for Maintenance of Continuous Validity, Renewal and Re-activation of Pilots Licences (Aeroplane, Helicopter, Powered-lift, Airship, Balloon and Glider) and Ratings.
- ii.** This document supersedes the Aviation Safety Notice (ASN) 122 issued by the DGCA and ASN 122 shall be treated as null and void.
- iii.** The document may be amended from time to time and the amendments will be reflected with the vertical line on the right side of the text.

APPLICABILITY:

The requirements contained in this document are applicable to

1. Applicants for a licence or the holder of a licence issued by DGCA Sri Lanka for flying training
2. Applicants for a licence or the holder of a licence issued by DGCA Sri Lanka for Air Transport Operations.
3. Applicants for a pilot licences or ratings and the holder of pilot licences and ratings issued by DGCA Sri Lanka.
4. Applicants for renewal or re-activation of pilot licence or ratings issued by DGCA, Sri Lanka.
5. Designated Aviation Medical Examiners
6. Designated Check Pilots / Flight Test Examiners

Requirements for Maintenance of Continuous Validity, Renewal and Re-activation of Pilots Licences (Aeroplane, Helicopter, Powered-lift, Airship, Balloon and Glider) and Ratings.

1.0 General Provisions

1.1. The holder of a Sri Lankan pilot licence shall not exercise the privileges of his licence and associated ratings unless he meets the requirements for competency, recent experience and medical fitness.

Competency, appropriate to pilot licences issued by DGCA Sri Lanka is a combination of following attributes.

- i). Skill of Handling of aircraft of types endorsed on the licence.
- ii). English Language Proficiency of minimum level 04. (Operational level)
- iii). Knowledge requirements applicable to the licence and the ratings seeking renewal.
- iv). Competency on Radio Telephony
- v). For Passenger Airline Transport Operations all other currency requirements as per Flight Operations Manual of the airline and ASN 054 and ASN 047.

1.2. DGCA Sri Lanka shall ensure that the licence holder has satisfactorily completed the requirements for competency, recent experience and medical fitness and issue a certificate of validity to remain in force for a period in accordance with 1.3 below.

1.3. Licences shall be validated for a period as follows subject to the validity of medical certificate. The period of validity shall be from the date of medical examination and be based on the age of applicant at the time of undergoing the medical examination.

1.3.1 Period of validity

(I). Private Pilot Licence - Class II Medical Assessment

a). Private and non-revenue operations with passengers

- | | |
|-------------------------------------|-------------|
| - Less than 40 years of age | - 60 months |
| - Over 40 and until 50 years of age | - 24 month |
| - Over 50 years of age | - 12 months |
| - Over 60 years of age | - 06 months |

(II). Commercial Pilot Licence – Class 1 Medical Assessment

a) Single Crew Commercial Air Transport Operations – Passenger/ flying training

- Less than 40 years of age - 12 months
- Over 40 and until 60 years of age - 06 months

b). Multi Crew Commercial Air Transport Operations (Passenger/ Cargo/ Mail)

- Less than 60 years of age - 12 months
- Over 60 years of age up to 65 years - 06 months

c). Single Crew Commercial Air Transport Operation – Cargo and Mail

- Less than 40 years of age
 - Over 40 years of age up to 60 years
- } 12 months

(III). Air Line Transport Pilot Licence – Class 1 Medical Assessment

a). Single Crew Commercial Air Transport Operations – Passenger/ flying training

- Less than 40 years of age - 12 months
- Over 40 years of age up to 60 years - 06 months

b). Multi Crew Commercial Air Transport Operations (Passenger/ Cargo/ Mail)

- Less than 60 years of age - 12 months
- Over 60 years of age up to 65 years - 06 months

c). Single Crew Commercial Air Transport Operations (Cargo and Mail)

- Less than 40 years of age
 - i. Over 40 years of age up to 60**
- } 12 months
years

(IV) Free Balloon Pilot Licence – Class II Medical Assessment

- Less than 40 years of age - 60 months
- Over 40 years and until 50 years - 24 months

- Over 50 years - 12 months

(V) Glider Pilot Licence – Class II Medical Assessment

- Less than 40 years of age - 60 months
- Over 40 years - 24 months
- Over 50 years - 12 months

(VI) Student Pilot Licence – Class II Medical Assessment

- Less than 40 years of age - 60 months
- Over 40 years - 24 months
- Over 50 years - 12 months

1.3.2 The passing of the Medical Examination alone does not entitle the holder to exercise the privileges of his licence.

The licence holder shall have met the recent and competency requirements appropriately as specified in this ASN before exercising the privileges of the licence during the period of validity of his licence.

2.0 Maintenance of continuous validity - Professional Pilots licences and Ratings (CPL/ATPL)

The holder of a professional pilot licence issued by DGCA Sri Lanka shall maintain the continuous validity of the licence and its associated ratings by

- Renewing medical certificate during the validity period as mentioned in para 1.3 above
- Maintaining recent experience on his aircraft types as given in para 2.1 below.

and

- Completing pilots proficiency checks at appropriate intervals to maintain the privileges of his / her aircraft types and Instrument Rating appropriately as per para 2.1 below.

2.1. Recent Experience & Proficiency Checks on Type of Aircraft.

2.1.1. The privileges of a professional pilot licence shall only be exercised on each type of aircraft endorsed on the licence as in respect of which the recent experience and/ or proficiency checks are required as specified below.

(i). Commercial Operations - Public Transport Flight

- a). The holder shall have operated the flight controls on the same type of an aircraft endorsed on his licence or in a flight simulator approved for the purpose during at least three take-offs and landings within the preceding 90 days.
and
- b). The holder shall have satisfactorily completed by-annual pilots proficiency checks (PPC I- Refer Appendix 1) with a Designated Check Pilot approved by DGCA Sri Lanka at intervals specified in ASN 047. Pilots Proficiency Check reports shall be valid for six months from the date of the check but where two proficiency checks are held for the same type of aircraft and pilot capacity, the dates of effects of which are separated by not less than four months, the period of validity is deemed to be 12 months from the date of effect of the earlier check report.

(ii). Commercial Operations - Non Public Transport Flight

- a). The holder shall have in the immediately preceding 06 months, acquired not less than 06 hours flying as Pilot-in-Command including 06 take-offs and 06 landings or 12 hours flying as co-pilot or PIC under supervision including 06 take-offs and 06 landings made under supervision as appropriate to the capacity in which the licence holder is acting.

and
- b). The holder shall have satisfactorily completed a pilots proficiency check (PPC II – Refer Appendix 2) with a Designated check pilot approved by DGCA Sri Lanka within the preceding 12 months. Proficiency check report shall be valid only for 12 months from the date of the check.

(iii). Non Commercial Operations - Private Flight

- a). The holder shall have in the immediately proceeding (06) months acquired not less than 05 hours as a pilot in an aircraft of the same class as the rating in the licence with at least one flight as PIC in the type of aircraft exercising the privilege. If the holder has aircraft rating as co-pilot the flight time as co-pilot and flight time as PIC under supervision shall be counted on the basis that two hours as PIC or two hours as PIC under supervision as equal to one hour.

and
- b). The holder shall have satisfactorily completed a pilots proficiency check (PPC III – Refer Appendix 3) with a Designated check pilot approved by DGCA Sri Lanka within the preceding 18 months. Proficiency check report shall be valid only for 18 months from the date of the check.

2.1.2 The holder of professional pilots licence issued by DGCA Sri Lanka who has not gained recent experience and/or competency in flying during the period of validity of his licence shall undergo training appropriately as approved by DGCA Sri Lanka to regain competency and satisfactorily complete a Pilot Proficiency Check (PPCI) conducted by Designated Check Pilot or an Examiner appointed by DGCA, Sri Lanka.

2.2 Recent Experience & Proficiency Check – Instrument Rating

Instrument Rating endorsed on a Commercial Pilot Licence or Private Pilot Licence is valid for 12 months. The rating holder shall maintain recent experience and competency as specified below,

- a). Shall have flown at least 02 hours under IFR immediately proceeding 06 months
and
- b) Pass IR check I (Refer Appendix 4) during the validity of IR.

2.3 Recent Experience & Proficiency Check - Asst. Flight Instructor / Flight Instructor Rating

An AFI Rating or FI Rating on a CPL or ATPL is valid only for 06 months. The rating holder shall maintain recent experience and competency as specified below,

- a). Shall have made at least 03 hours of instructional flights immediately proceeding 06 months
- b). Pass standardization check (PPC IV - Refer Appendix 5) during the validity of AFI/ FI Rating.

2.4. Renewal Requirements

Forty five (45) days proceeding the date of expiry and validity of a licence and ratings, the licence holder shall, make his application for renewal on a form of application, furnished by DGCA, together with satisfactory evidence for having completed the following requirements;

- (i). Appropriate medical certificate
- (ii). Appropriate recent experience as per para 2.0
- (iii). Appropriate proficiency check as per para 2.0

3.0 Re-activation of lapsed Professional Pilot Licences (CPL/ ATPL) and ratings.

3.1 Re-activation of Aircraft Type Rating

The holder of a professional pilot licence issued by DGCA Sri Lanka, who has not maintained the continuous validity of his licence and associated ratings shall complete the following requirements to re- validate the licence and the ratings. If the applicant has been in continued flying experience using a foreign licence or in Sri Lankan military, and submitting evidence satisfying recent experience gained on aircraft, not in Sri Lankan registry, DGCA Sri Lanka may consider each case on its own merits.

ii. If the validity has lapsed for less than 02 years at the time of application for re- activation

- a). Pass medical examination.
- b). Pass aircraft type rating flight test (PPC V- Refer Appendix 6)

iii. If the validity has lapsed for a period of more than 02 years and less than 05 years

- a). Pass medical examination
 - b). Pass the examination on Aviation Law, Flight Rules and Procedures
 - c). Pass the aircraft type examination (technical)
- and
- d). Pass aircraft type rating flight test (PPC V)

iii. If the validity has lapsed for a period of more than 05 years and less than 10 years

- a). Pass medical examination
- b). Pass the examination on Aviation Law, Flight Rules and Procedures
- c). A composite paper for Human Factors, Meteorology and Navigation
- d). Pass the aircraft type examination (technical)
- e). Pass aircraft type rating flight test (PPC V)

iv. If the validity has lapsed for a period of more than 10 years complete the requirements for initial issuance of the licence / rating

- a).Pass medical examination b).Pass all technical examinations
- and
- c). Aircraft type rating flight test (PPC V)

3.2 Re-activation of a lapsed Instrument Rating (IR)

3.2.1 If the validity has lapsed for less than 12 months

- a). Undergo training as approved by DGCA.
- b). Pass flight test (IR Check I) carried out in accordance with renewal flight test requirements.

3.2.2. If the validity has lapsed for more than 12 months

- a). Undergo training as approved by DGCA
When a licence holder has remained in Instrument Flying practice on a foreign licence or in active instrument flying with SLAF, the recent experience on satisfactory evidence may be considered.
- b). Pass flight test (IR Check II – Refer Appendix 7) carried out in accordance with the Initial Instrument Rating Flight Test.

3.3 Re-activation of lapsed AFI/ FI Rating

3.3.1. If the validity has lapsed for less than 12 months the applicant shall

- a). Undergo training as approved by DGCA.
- b). Pass flight Test (PPC IV – Refer Appendix 5)

3.3.2. If the validity has lapsed for more than 12 months the applicant shall,

- a). Undergo training as approved by DGCA.
- b). Pass flight test (PPC VI – Refer Appendix 8)

4.0 Maintenance of continuous validity of a Private Pilot's Licence (PPL)

The holder of a Private Pilot Licence issued by DGCA Sri Lanka shall maintain the continuous validity of the licence by

- a). Renewing his medical examination as per para 1.3
- b). Maintaining recent experience on aircraft types
- c). Pass proficiency check (PPC VII – Refer Appendix 9)

4.1 Recent Experience & Proficiency Checks – Private Pilot Licence (PPL)

- 4.1.1 The privilege of a Private Pilot Licence shall only be exercised on an aircraft specified in the licence as in respect of which the recent experience and proficiency check are required as specified below.

- a).The holder shall have acquired not less than 05 hours flying experience Pilot-in-Command within the 06 months preceding a flight.
- b).Pilot who desires to renew his licence for classes and types of more than one rating on his licence shall have acquired one hour as PIC in each class or on the type in the case of aeroplanes of which the maximum weight authorized exceeds 5700kg as part or in addition to the overall minimum of 05 hours experience.
- c).To operate as pilot in Command of an aircraft not for remuneration and to carry passengers by night shall have carried out not less than five take-offs and landings by night during the six months immediately preceding the flight.
- d).Holder has satisfactorily completed a pilots proficiency check (PPC VII- Refer Appendix 9) with a Designated Flight Examiner approved by DGCA Sri Lanka within the preceding 24 months. Proficiency check report shall be valid only for 24 months from the date of the check.

4.1.2 The holder of a Private Pilot Licence issued by DGCA, SriLanka, who has not gained recent experience and/or competency in flying during the period of validity of his licence shall undergo training under an appropriately rated flight instructor to regain competency and pass a flight check (PPC VII) conducted by a flight test examiner appointed by DGCA, Sri Lanka.

4.2.2 Renewal Requirements – Private Pilot Licence (PPL)

Forty Five days preceding the expiry date of validity of a PPL, the licence holder shall make his application for renewal on a form of application furnished by DGCA together with satisfactory evidence for the following requirements.

- (i). Pass at least a Class II Medical examination
- (ii). Recent experience as per para 4.1.1 above
- (iii). Proficiency check as per para 4.1.1 above

5.0 Re-activation of a lapsed Private Pilot’s Licence (PPL)

5.1 The holder of a Pilot Licence who has not maintained the continuous validity of his licence for

- i) Less than 05 years will be required to

- a) Pass Medical Examination as per 1.3.1(1)
 - b) Pass an aircraft rating flight test (PPC VII- Refer Appendix 9)
 - c) Pass Human Performance and Limitation examination if he has not sat for this exam before
 - d) Pass ELPC test if he has not been tested before or has not reached the level higher than the operational level (IV)
- ii) More than 05 years but less than 10 years will be required to
- a) Pass Medical Examination as per 1.3.1(1)
 - b) Pass Aviation Law, Flight Rules and Procedures and the Aircraft Rating | examinations
 - c) Pass the Human Performance and Limitation examination if the applicant has not sat the exam before.
 - d) Pass ELPC if the applicant has not been tested before or has not reached the level higher than the operational level (IV).
 - e) Pass an aircraft rating flight test (PPC VII- Refer Appendix 9).
- iii) More than 10 years will be required to
- a) Pass Medical Examination as per 1.3.1(1)
 - b) Pass all the ground examinations
And
 - c) Pass a aircraft rating flight test (PPC VIII – Refer Appendix 10)

5.2 If the applicant has been in continued flying experience using a foreign licence or in Sri Lankan Military and submitting evidence satisfying recent experience on aircraft, not in Sri Lankan registry, DGCA Sri Lanka may consider each case on its own merits.

6.0 Maintenance of continuous validity of a Glider Pilot Licence

The holder of a Glider Pilot Licence issued by DGCA Sri Lanka shall maintain the continuous validity of the licence and ratings by

- Renewing the medical examination as per para 1.3
- Maintaining recent experience
- Pass Proficiency Check

6.1 Recent Experience and Proficiency Check

6.1.1 The privileges of a Glider Pilot Licence shall only be exercised on a Glider as in respect of which the recent experience and proficiency Check are required below.

- i) One hour of solo flight time during which not less than 02 launches and landings have been performed within the six months preceding a flight.
- ii) The holder shall have satisfactorily completed a Pilots Proficiency Check (PPC IX- Refer Appendix 11) with a Designated Flight Examiner approved by DGCA Sri Lanka within the preceding 24 months.

6.1.2 The holder of a Glider Pilot Licence issued by DGCA Sri Lanka, who has not gained recent experience and competency on Glider flying during the period of validity of his licence shall gain experience under appropriate supervision to regain competency and pass a proficiency check (PPC IX) conducted by an Examiner appointed by DGCA, Sri Lanka.

6.2 Renewal requirements – Glider Pilots Licence

Forty five days preceding the date of expiry of validity of a Glider Pilot Licence shall make his application for renewal on a form of application furnished by DGCA together with satisfactory evidence for the following requirements

- i) Pass class II Medical Examination
- ii) Recent experience as per para 6.1.1(a) above
- iii) Proficiency check as per para 6.1.1(b)

7.0 Re-activation of a lapsed Glider Pilot Licence

7.1 The holder of a Glider Pilot Licence who has not maintained the continuous validity of his licence for

- I) less than 05 years will be required to
 - a) Pass class II Medical Examination
 - b) Pass glider rating flight test (PPC IX-Refer Appendix 11)
- II) More than 05 years but less than 10 years will be required to
 - a) Pass class II Medical Examination

- b) Pass Aviation law, Flight Rules and procedures Examination
 - c) Pass aircraft technical knowledge examination
 - d) Pass glider rating flight test (PPC IX-Refer Appendix 11)
- III) More than 10 years will be required to
- a) Pass class II Medical Examination
 - b) Pass all Examinations
 - c) Pass glider rating flight test (PPC IX-refer Appendix 11)

8.0 Maintenance of continuous validity of a Free Balloon Pilot Licence

The holder of a Free Balloon Pilot Licence issued by DGCA, Sri Lanka shall maintain the continuous validity of the licence and ratings

- i) Renewing medical Examination as per para 1.3
- ii) Maintaining recent experience
- iii) Demonstration of competency

8.1 Recent experience and Proficiency check

8.1.1 The privileges of a free balloon pilot licence shall be exercised on a free balloons in respect of which the recent experience and competency are required below

- i) The holder shall have acquired 05 hours of flight time as a pilot free balloons including at least five (05) launches and ascents of which one must be solo during the six months immediately preceding launch.
- ii) The applicant shall demonstrate the ability to perform as PIC of a free balloon under appropriate supervision approved by DGCA – (PPC X-Refer Appendix 12)
- iii) If the privileges are to be exercised at night and if passengers are to be carried for remuneration or hire the holder shall have carried out 05 launches and ascents by night during the six months immediately preceding the flight.

8.1.2 The holder of a Free Balloon Pilot Licence issued by DGCA Sri Lanka, who has not gained recent experience and competency on a Free Balloon during the period of validity of his licence shall gain experience to regain competency and shall demonstrate ability to perform as a PIC of a free

balloon under appropriate supervision (PPC X) approved by DGCA Sri Lanka.

8.2 Renewal Requirements – Free Balloon Pilot Licence

Forty five days preceding the date of expiry of validity of a Free Balloon Pilot Licence shall make his application for renewal on a form of application furnished by DGCA together with satisfactory evidence for the following requirements

- i) Pass class II Medical Examination
- ii) Recent experience as per para 8.1.1(a)
- iii) Proficiency Check as per 8.1.1(b)

9.0 Re-activation of a lapsed Free Balloon Pilot Licence & Ratings

9.1 An applicant who has not maintained the continuous validity of his/her licence for

- 1) Less than 05 years will be required to
 - a) Pass class II medical Examination
 - b) Successful demonstration of competency
(PPC X –Refer Appendix 12)
- 2) More than 05 years but less than 10 years will be required to
 - a) Pass class II Medical Examination
 - b) Pass Air law flight rules & procedures
 - c) Pass Aircraft technical knowledge examination
 - d) Successful demonstration of competency
PPC X –Refer Appendix 12
- 3) More than 10 years will be required to
 - a) Pass class II Medical Examination
 - b) Pass all ground examination
 - c) Demonstrate successfully the competency in operation

10.0 Maintenance of validity of a Student Pilot Licence (SPL)

10.1 A holder of Student Pilot licence shall maintain the validity of the licence by

- (a). Renewing the medical examination and
- (b). Renewing the Security Clearance at appropriate intervals

11.0 Renewal / Re-activation of a Student Pilot Licence. (SPL) or re-activation

11.1 The procedure for renewal or re-activation of a Student Pilots Licence is the same as that for initial issue of the licence as per ASN 055.

12.0 Requirements for Renewal of pilots licences (PPL/ CPL/ ATPL/ Free Balloon/ Glider) to undergo training (aircraft/ simulator)

12.1 A lapsed pilot licence holder who wishes to undergo a training programme on actual aircraft or in a level D simulator shall be issued with a “Certificate of Validity” restricted for the purpose. The “Restricted Certificate of validity shall be to authorize the holder to use the aircraft / simulator for flying training under supervision of a qualified and current flying Instructor authorized to conduct the required training .

12.2 An applicant for Restricted Certificate of Validity shall be required to submit

- a). Application
- b). Pass medical examination
- c). A request letter from the organization concerned in support of the application if DGCA considers necessary

Appendix 1 - PPC I
(paras 2.1.1 (i) b) and 2.1.2 refer)

Examiner’s Report

01. Duration: - **Minimum two hours in line oriented flying**

02. Location:-..... 03.Type of aircraft used:

04. Date:-.....05.Registratio number:

Check has to be conducted applicant occupying left hand seat with the help of another type rated crew member on right hand seat.

(Accuracy requirements for ATPL is attached)

Pilots Proficiency Check – Commercial Operations / Public Transport Flight

<i>Serial No.</i>	<i>Task</i>	<i>Satisfied</i>	<i>Unsatisfied</i>
	<i>Administration</i>		
01	<i>Validity of licence PPL/CPL</i>		
02	<i>Validity of Medical</i>		
03	<i>Maintaining the log book</i>		
	<i>Preflight preparation</i>		
01	<i>Weather information</i>		
02	<i>Airworthiness requirements</i>		
	<i>Preflight procedures</i>		
01	<i>Preflight inspection</i>		
02	<i>Extra land and internal</i>		
03	<i>Cockpit checks</i>		
04	<i>Cockpit management</i>		
05	<i>Engine starting</i>		
06	<i>Taxiing</i>		
07	<i>Before take-off check</i>		
	<i>Air traffic control clearances and procedures</i>		
01	<i>Air traffic control clearances</i>		
02	<i>Compliance with departure, en route and arrival procedures and clearances</i>		
03	<i>Holding procedures</i>		
	<i>Take-offs, Landings & go around</i>		
	<i>Rejected take off</i>		
01	<i>Normal & crosswind take-off and climb</i>		
02	<i>Take-off & maximum performance climb</i>		
03	<i>Normal & crosswind approach and landing</i>		
04	<i>Go around / rejected landing</i>		
05	<i>Power- off 180 degrees accuracy approach & landing</i>		
<i>Serial No.</i>	<i>Task</i>	<i>Satisfied</i>	<i>Unsatisfied</i>

	<i>Fundamentals of flight</i>		
01	<i>Straight & level flight</i>		
02	<i>Level turns</i>		
03	<i>Straight climbs & climbing turns</i>		
04	<i>Straight descent & descending turns</i>		
05	<i>Steep turns</i>		
	<i>Slow flights, Stalls</i>		
01	<i>Manoeuvring during slow flight</i>		
02	<i>Power on stalls and recovery in approach condition</i>		
03	<i>Power off stalls with flaps and without flaps recovery without and with power</i>		
	<i>Emergency Operations</i>		
01	<i>Engine failure during flight feathering / unfeathering</i>		
02	<i>Maneuvering with one engine inoperative</i>		
03	<i>System and equipment malfunctions</i>		
04	<i>Emergency descent</i>		
05	<i>Emergency approach and landing</i>		
06	<i>Engine failure during take-off before VR</i>		
07	<i>Engine failure after lift-off</i>		
08	<i>Approach and landing with an inoperative</i>		
09	<i>Flap less approach and landing</i>		
10	<i>Emergency equipment and survival gear</i>		

	<i>Safety Involved</i>	<i>Unacceptable</i>	<i>Acceptable</i>	<i>Good</i>	<i>Very Good</i>
PF SESSIONS	-			+	
<i>Normal procedure</i>					
<i>Start abnormal</i>					
<i>TCAS</i>					
<i>Emergency descent</i>					
<i>Dual HYD system failure</i>					
<i>Direct law operation</i>					
<i>Single engine non procedure</i>					
<i>Single engine non precision approach</i>					
<i>Dual FCU channel failure</i>					
<i>Rejected take off</i>					

<i>PAX Evacuation</i>					
GENERAL PERFORMANCE					
<i>Flying accuracy</i>					
<i>Use of FMS/FMGS</i>					
<i>Use of flight guidance system</i>					
<i>Use of FD – FPV – FPD cross pointers</i>					
<i>IFR Procedures</i>					
<i>CRW Co-ordination</i>					
<i>General progress</i>					
<i>Briefings</i>					
<i>Threat & error management</i>					
PNF SESSION					
<i>Normal procedure</i>					
<i>Use of check list</i>					
<i>Use of ECAM</i>					
<i>Support of PF</i>					

SUMMARY OF EVALUATION

SATISFACTORY *UNSATISFACTORY*

COMMENTS

.....

I Captainholder of valid CPL/ATPL number.....certify that, I flew in a.....aeroplane registrationfor which my pilot’s licence is duly rated for flying as pilot in command & Flight Instructor with.....at the controls on.....and that..... carried out all the above events.

Recommendations;

.....
 Date

.....
 Examiner’s Signature

Appendix 2 - PPC 11
 (para 2.1.1 (ii) b) refers)

Examiner’s Report

01. Duration: - **Minimum two hours in line oriented flying**

02. Location:-.....
 03. Type of aircraft used: -
 04. Date:-.....
 05. Registration number:-.....

Check has to be conducted applicant occupying left hand seat with the help of another type rated crew member on right hand seat.

PPC – Commercial Operations / Non Public Transport Flight

<i>Serial No.</i>	<i>Task</i>	<i>Satisfied</i>	<i>Unsatisfied</i>
	<i>Administration</i>		
01	<i>Validity of licence PPL/CPL</i>		
02	<i>Validity of Medical</i>		
3	<i>Maintaining the log book</i>		
	<i>Preflight preparation</i>		
01	<i>Weather information</i>		
02	<i>Airworthiness requirements</i>		
	<i>Preflight procedures</i>		
01	<i>Preflight inspection</i>		
02	<i>External and internal</i>		
03	<i>Cockpit checks</i>		
04	<i>Cockpit management</i>		
05	<i>Engine starting</i>		
06	<i>Taxiing</i>		
07	<i>Before take-off check</i>		
	<i>Air traffic control clearances and</i>		
01	<i>Air traffic control clearances</i>		
02	<i>Compliance with departure, en route and arrival procedures and clearances</i>		
03	<i>Holding procedures</i>		
	<i>Take-offs, Landings & go around</i>		
01	<i>Checks and briefing</i>		
02	<i>Normal & crosswind take-off and climb</i>		
03	<i>Rejected take off</i>		
04	<i>Simulator power loss above III</i>		
05	<i>Take-off & maximum performance climb</i>		
06	<i>Normal & crosswind approach and landing</i>		
07	<i>Go around / rejected landing</i>		

08	Power- off 180 degrees accuracy approach & landing		
Serial No.	Task	Satisfied	Unsatisfied
	<i>Area Departure</i>		
09	<i>Low visibility take off</i>		
10	<i>Holding</i>		
11	<i>Aircraft Handling</i>		
12	<i>Approach stall</i>		
13	<i>Transition to approach facility</i>		
14	<i>Non precision NDB</i>		
15	<i>Non precision type VOR</i>		
16	<i>Precision ILS</i>		
17	<i>Missed approach</i>		
18	<i>Missed approach power loss</i>		
19	<i>Circling approach</i>		
	<i>Fundamentals of flight</i>		
01	<i>Straight & level flight</i>		
02	<i>Level turns</i>		
03	<i>Straight climbs & climbing turns</i>		
04	<i>Straight descent & descending turns</i>		
05	<i>Steep turns</i>		
	<i>Slow flights, Stalls</i>		
01	<i>Manoeuvring during slow flight</i>		
02	<i>Power on stalls and recovery in approach condition</i>		
03	<i>Power off stalls with flaps and without flaps recovery without and with power</i>		
	<i>Emergency Operations</i>		
01	<i>Engine failure during flight feathering / un-feathering</i>		
02	<i>Maneuvering with one engine inoperative</i>		
03	<i>System and equipment malfunctions</i>		
04	<i>Emergency descent</i>		
05	<i>Emergency approach and landing</i>		
06	<i>Engine failure during take-off before VR</i>		
07	<i>Engine failure after lift-off</i>		
08	<i>Approach and landing with an inoperative engine (simulated)</i>		
09	<i>Flap less approach and landing</i>		
10	<i>Emergency equipment and survival gear</i>		

	<i>Safety Involved</i>	<i>Unacceptable</i>	<i>Acceptable</i>	<i>Good</i>	<i>Very Good</i>
<i>PF</i>		-		+	
<i>Normal procedure</i>					
<i>Start abnormal</i>					
<i>TCAS</i>					
<i>Emergency descent</i>					
<i>Dual HYD system failure</i>					
<i>Direct law operation</i>					
<i>Single engine non procedure</i>					
<i>Single engine non precision approach</i>					
<i>Dual FCU channel failure</i>					
<i>Rejected take off</i>					
<i>PAX Evacuation</i>					
<i>GENERAL PERFORMANCE</i>					
<i>Flying accuracy</i>					
<i>Use of FMS/FMGS</i>					
<i>Use of flight guidance system</i>					
<i>Use of FD – FPV – FPD cross pointers</i>					
<i>IFR Procedures</i>					
<i>CRW Co-ordination</i>					
<i>General progress</i>					
<i>Briefings</i>					
<i>Threat & error management</i>					
<i>PNF</i>					
<i>Normal procedure</i>					
<i>Use of check list</i>					
<i>Use of ECAM</i>					

SUMMARY OF EVALUATIO

<i>Support of PF</i>					
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SATISFACTORY

UNSATISFACTORY COMMENTS

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I Captainholder of valid CPL/ATPL number.....certify that, I flew in aaeroplane registrationfor which my pilot's licence is duly rated for flying as pilot in command & Flight Instructor with.....at the controls on.....and that..... carried out all the above events.

Recommendations;

..... *Date*
Examiners signature



Appendix 3- PPC 111
(para 2.1.1.(iii) b) refers)

Pilot Proficiency Check – Non Commercial Ops / Private Flight

(To be completed by the CAA Authorized Examiner)

Name of the Applicant:- Mr/Ms:.....Licence #.....Expiry Aircraft Type:-
..... Registration:-.....
Date:-..... Take Off:-..... Landed:-..... Duration:-.....

**SECTION – 1
PRE FLIGHT OPERATIONS**

Use of check list, airmanship (control of aircraft with external visual references)

apply in all sections.

- a) Aircraft knowledge:
- b) Weather interpreting (TAF/METAR).....
- c) Training Area, Notams :
- d) Mass and Balance :
- e) Pre- flight inspection :
- f) Checks before starting: g)
Engine starting :
- h) Checks after starting : i)
Taxing :
- j) Pre-take off procedures:
- k) ATC liaison – compliance, R/T procedures:

**SECTION – 2
GENERAL AIRWORK**

- a) Take off: Normal: Short field: Soft field:
- b) Aerodrome departure procedure:
- c) Climb:
- d) Climbing turns:
- e) Leveling off :
- f) Establishing in allotted training area / sector;
- g) Medium turns (30 deg;) :
- h) Steep turns (45 deg;) :
- i) Flight at critically low speeds (55 kts): Clean ...with flaps 20 deg:

**SECTION – 3
GENERAL AIRWORK – CONTD;**

- j) Clean stall, recovery: without power:with power:

- k) Approach to stall in landing configuration:
- l) Spin entry and recovery - Demo Only (Not required if certified by FTO):
- m) Descend with and without power:
- n) Descending turns:
- o) Level off:

SECTION – 4
ABNORMAL AND EMERGENCY OPERATIONS

- a) Simulated engine failure after take-off:
- b) Simulated forced landings:
- c) Simulated precautionary landings:
- d) Approach to landing without power:

SECTION – 5
ARRIVAL AND LANDING
PROCEDURE

- a) Rejoining procedure:
- b) Aerodrome arrival procedure; c)
- Precision landing (short field 100 ft; obstacle): d)
- Flapless landing: e)
- Traffic pattern / touch & go:
- f) Cross wind landing if conditions suitable:
- g) Go around from low height:
- h) ATC liaison – compliance, R/T procedures:
- i) Action after flight:

(Some of the above items may be combined at the discretion of the FE)

Skill Test – Partial Pass R☐ ining recommended on, SectionItem
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Comments

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.....

.....
Skill Test – Fail Pass.

Date.....

Signature:

Name / Seal of Exam

Appendix 4- IR I
(para 2.2 b) and 3.2.1 b) refer)

Examiner's Report

01. Duration: - Minimum one hours

II) Instrument Rating Test - one hour

02. Location:-.....03.Type of aircraft used: -

04. Date: -.....05. Registration number: -.....

Renewal of IR – Check List

Serial No.	Task	Satisfied	Unsatisfied
	Administration		
01	Validity of licence SPL/PPL		
02	Validity of Medical		
03	Maintaining the log book		
	Preflight preparation		
01	Weather information		
02	Airworthiness requirements		
	Preflight procedures		
01	Preflight inspection		
02	Cockpit management		
03	Engine starting		
04	Taxiing		
05	Before take-off check		
	Air traffic control clearances and procedures		
01	Air traffic control clearances		
02	Compliance with departure, en route and arrival procedures and clearances		
03	Holding procedures		
	Basic instrument maneuvers		
	Take-offs, Landings & go around		
01	Normal take-off and climb		
02	Go around / rejected landing		
03	Power off 180 degrees accuracy approach and landing		
	Fundamentals of flight		
01	Straight & level flight		
02	Level turns		
03	Straight climbs & climbing turns		
04	Straight descent & descending turns		
	Navigation systems		
01	Intercepting and tracking navigational system and DME		
	Emergency Operations		
01	Loss of communication		
02	Loss of gyro attitude and/or heading indicators		

	<i>Instrument approach procedures</i>		
01	<i>VOR approach – KAT</i>		
02	<i>NDB approach - RM</i>		
03	<i>ILS approach – Rwy 22, 04</i>		
04	<i>DME approach – Rwy 22, 04</i>		
05	<i>Missed approach</i>		
	<i>Post-flight procedures</i>		
01	<i>Checking instruments and equipment</i>		

**The minimum requirement for IR test is one precision and one non precision approach*

COMMENTS

.....

I Captainholder of valid CPL/ATPL number.....certify that, I flew in aaeroplane registrationfor which my pilot’s licence is duly rated for flying as pilot in command & Flight Instructor with.....at the controls on.....and that..... carried out all the above events.

Recommendations;

.....
 Date

.....
 Examiner’s Signature

Appendix 5 - PPC IV (SE)
 (para 2.3. b) and 3.3. b) Refer)

**Standardization Check for AFI/ FI Rating (Single Engine-Land Aeroplane)
 For Pilots with Recency**

Name of Candidate		
Licence Number		
Duration	<i>Minimum Two hours - General Handling 01 hour</i>	
Location		
Type of Aircraft and Registration No.		
Date		

<i>Serial No.</i>	<i>Task</i>	<i>S</i>	<i>SB</i>	<i>U</i>	<i>Comments- General Assessment</i>
	<i>Administration</i>				
<i>01</i>	<i>Validity of licence CPL/ATPL</i>				
<i>02</i>	<i>Validity of Medical</i>				
<i>03</i>	<i>Maintaining the log book</i>				
	<i>Preflight preparation/Briefing</i>				
<i>01</i>	<i>Teaching Techniques</i>				
<i>02</i>	<i>Lesson Planning</i>				
<i>03</i>	<i>Analysis and correction of student errors</i>				
<i>04</i>	<i>Human performance relevant to flight</i>				
<i>05</i>	<i>Weather information</i>				
<i>06</i>	<i>Operation of system</i>				
<i>07</i>	<i>Performance & limitations</i>				
<i>08</i>	<i>Airworthiness requirements</i>				
	<i>Preflight procedures</i>				
<i>01</i>	<i>Preflight inspection</i>				
<i>02</i>	<i>Cockpit management</i>				
<i>03</i>	<i>Engine starting</i>				
<i>04</i>	<i>Taxiing</i>				
<i>05</i>	<i>Before take-off check</i>				
	<i>Take-offs, Landings & go around</i>				
<i>01</i>	<i>Normal & crosswind take-off and climb</i>				
<i>02</i>	<i>Take-off & maximum performance climb</i>				
<i>03</i>	<i>Soft field take-off & climb</i>				
<i>04</i>	<i>Normal & crosswind approach & landing</i>				
<i>05</i>	<i>Slip to a landing</i>				
<i>06</i>	<i>Go around / rejected landing</i>				

07	Power- off 180 degrees accuracy approach & landing				
	Fundamentals of flight				
01	Straight & level flight				
02	Level turns				
03	Straight climbs & climbing turns				
04	Straight descent & descending turns				
	Performance manoeuvres				
01	Steep turns				
02	Steep spirals				
	Ground reference manoeuvres				
1	Rectangular course				
02	S-turns across a road				
03	Turns around a point				
	Slow flights, Stalls & Spins				
01	Maneuvering during slow flight				
02	Power on stalls				
03	Power off stalls				
04	Crossed control stalls				
05	Elevator trim stalls				
06	Secondary stalls				
07	Spins				
	Basic instrument manoeuvres				
01	Straight & level flight				
02	Constant airspeed climbs				
03	Constant airspeed descent				
04	Turns to headings				
05	Recovery from unusual flight attitudes				
	Emergency operations				
01	Emergency approach & Landing				
02	Systems & equipment malfunctions				
03	Emergency equipment & survival gear				
	Post flight procedures				
01	Post flight briefing				
02	Anchoring				
03	Docking & mooring				
04	Beaching				
05	Ramping				

ResultPASS FAIL

Name of Examiner

Licence Number
Signature of Candidate
| *Signature of Examiner*

Appendix 5 - PPC IV (ME)

***Standardization Check for AFI / FI Rating
Multi Engine-Land Aeroplane
For Pilots with No Regency (PPC –IV)***

Name of Candidate		
Licence Number		
Duration	<i>Minimum Two hours</i> <i>- General Handling</i> <i>01 hour</i>	
Location		
Type of Aircraft and Registration No.		
Date		

<i>Serial</i>	<i>Task</i>	<i>S</i>	<i>SB</i>	<i>U</i>	<i>Comments-</i>
	<i>Administration</i>				
<i>01</i>	<i>Validity of licence CPL/ATPL</i>				
<i>02</i>	<i>Validity of Medical</i>				
<i>03</i>	<i>Maintaining the log book</i>				
	<i>Pre flight preparation/Briefing</i>				
<i>01</i>	<i>Teaching Techniques</i>				
<i>02</i>	<i>Lesson Planning</i>				
<i>03</i>	<i>Analysis and correction of student errors</i>				
<i>04</i>	<i>Human performance relevant to flight instruction</i>				
<i>05</i>	<i>Weather information</i>				
<i>06</i>	<i>Operation of system</i>				
<i>07</i>	<i>Performance & limitations</i>				
<i>08</i>	<i>Airworthiness requirements</i>				
	<i>Preflight procedures</i>				
<i>01</i>	<i>Preflight inspection</i>				
<i>02</i>	<i>Cockpit management</i>				
<i>03</i>	<i>Engine starting</i>				
<i>04</i>	<i>Taxiing</i>				
<i>05</i>	<i>Before take-off check</i>				
	<i>Take-offs, Landings & go</i>				
<i>01</i>	<i>Normal & crosswind take-off and climb</i>				

02	Take-off & maximum performance climb				
03	Soft field take-off & climb				
04	Normal & crosswind approach & landing				
05	Slip to a landing				
06	Go around / rejected landing				
07	Power- off 180 degrees accuracy approach & landing				
	Fundamentals of flight				
01	Straight & level flight				
02	Level turns				
03	Straight climbs & climbing turns				
04	Straight descent & descending turns				
	Performance manoeuvres				
01	Steep turns				
02	Steep spirals				
	Ground reference manoeuvres				
01	Rectangular course				
02	S-turns across a road				
03	Turns around a point				
	Slow flights, Stalls & Spins				
01	Maneuvering during slow flight				
02	Power on stalls (Proficiency)				
03	Power off stalls(Proficiency)				
	Basic instrument manoeuvres				
01	Straight & level flight				
02	Constant airspeed climbs				
03	Constant airspeed descent				
04	Turns to headings				
05	Recovery from unusual flight attitudes				
	Emergency operations				
01	Systems & equipment				
02	Engine failure during take-off				
03	Engine failure after lift-off				
04	Approach & landing with an inoperative				
05	Emergency descent				
06	Emergency equipment & survival gear				
	Multi Engine operations				

01	<i>Operation of systems</i>				
02	<i>Performance & limitations</i>				
03	<i>Flight principles – engine inoperative</i>				
04	<i>Maneuvering with one engine inoperative</i>				
05	<i>Vmc demonstration</i>				
06	<i>Demonstrating the effects of various airspeeds & configurations during engine inoperative performance</i>				
07	<i>System and equipment & Post flight procedures</i>				
01	<i>Post flight procedures</i>				
02	<i>Anchoring</i>				
03	<i>Docking & mooring</i>				
04	<i>Beaching</i>				
05	<i>Ramping</i>				

<u>Result</u>	
PASS <input type="checkbox"/> FAIL <input type="checkbox"/>	
<i>Name of Examiner</i>	
<i>Licence Number</i>	
<i>Signature of Candidate</i>	
<i>Signature of Examiner</i>	

Appendix 6 - PPC V
(para 3.1 to 3.4 refers)

Re-Activation of Aircraft Type Rating – Professional Pilot Licence

Examiner's Report

01. Duration: - Minimum two hours

D) General Handling - One hour

02. Location: -03.Type of aircraft used: -

04. Date: -05. Registration number: -

(Accuracy requirements for CPL is attached)

A/C Type Rating - Reactivation Check

<i>Serial</i>	<i>Task</i>	<i>S</i>	<i>a</i>	<i>A</i>	<i>c</i>	<i>A</i>	<i>G</i>	<i>V</i>
	<i>Administration</i>							
01	<i>Validity of licence SPL/PPL</i>							
03	<i>Maintaining the log book</i>							
	<i>Pre flight preparation</i>							
01	<i>Weather information</i>							
02	<i>Operation of system</i>							
03	<i>Performance & limitations</i>							
04	<i>Airworthiness requirements</i>							
	<i>Pre flight procedures</i>							
01	<i>Pre flight inspection</i>							
02	<i>Cockpit checks</i>							
03	<i>Engine starting</i>							
04	<i>Taxiing</i>							
05	<i>Before take-off check</i>							
	<i>Air traffic control clearances and procedures</i>							
01	<i>Air traffic control clearances</i>							
02	<i>Compliance with departure, en route and arrival procedures and clearances</i>							
03	<i>Holding procedures</i>							
	<i>Take-offs, Landings & go around</i>							
01	<i>Normal & crosswind take-off and climb</i>							
02	<i>Take-off & maximum performance climb</i>							
03	<i>Normal & crosswind approach and landing</i>							
04	<i>Slip to a landing</i>							
05	<i>Rejected take off</i>							
06	<i>Go around / rejected landing</i>							

07	Power- off 180 degrees accuracy approach & landing					
	Fundamentals of flight					
01	Straight & level flight					
02	Level turns					
03	Straight climbs & climbing turns					
04	Straight descent & descending turns					
	Performance maneuvers					
01	Steep spirals					
02	Steep turns					
	Slow flights, Stalls & Spins					
01	Manoeuvring during slow flight					
02	Stall and recovery in approach condition					
	Stall and recovery with power					
03	Recovery with power and without power					
04	Power off stalls with flaps and without flaps					
05	Spins if applicable					
	Emergency Operations					
01	Emergency approach and landing					
02	System and equipment malfunctions					
	Emergency equipment and survival gear					
	Threat & Error Management					
01	Pre-flight phase					
02	Take off and climb					
03	Cruise					
04	Decent and approach					

Guidance:

01. Any item assessed as “safety involved” or “acceptable with briefing” requires comment.
02. A single item with “safety involved” or more than three items assessed as “acceptable with briefing” will result in unsatisfactory skill test.
03. If during the test, any maneuver is assessed as “safety involved”, the flight test shall be discontinued.

SATISFACTORY

UNSATISFACTION

SUMMARY OF EVALUATION

	<i>Safety Involved</i>	<i>Acceptable with</i>	<i>Acceptable</i>	<i>Good</i>	<i>Very Good</i>
<i>Pre flight preparation</i>					
<i>Pre flight procedures</i>					
<i>Air traffic control clearances and procedures</i>					
<i>Take-offs, Landings & go around</i>					
<i>Fundamentals of flight</i>					
<i>Slow flights, Stalls</i>					
<i>Emergency Operations</i>					
<i>Threat & Error Management</i>					
<i>Airmanship</i>					
<i>IR- 1. precision approach</i>					

COMMENTS

.....

I Captainholder of valid CPL/ATPL number.....certify that, I flew in a.....aeroplane registrationfor which my pilot’s licence is duly rated for flying as pilot in command & Flight Instructor with.....at the controls on.....and that..... carried out all the above events.

Recommendations;

.....
Date

.....
Examiners signature

Appendix 7 - IR II
 (para 3.2.2 b) refers)

Examiner’s Report

01. Duration: - Instrument Rating Test - Minimum one hour

02. Location:-.....03.Type of aircraft used:-

04. Date: -.....05. Registration number: -.....

The minimum requirement for IR test is one precision and one non precision approach

Issuance of IR Check List: (Single Engine-Land Aeroplane)

Guidance:		Safety Involved	Acceptable with	Acceptable	Good	Very Good
01. Any item assessed as “safety involved” or “acceptable with briefing” requires comment.						
02. A single item with “safety involved” or more than three items assessed as “acceptable with briefing” will result in unsatisfactory skill test.						
03. If during the test, any maneuver is assessed as “safety involved”, the flight test shall be discontinued.						
No.	Task					
	Administration					
01	Validity of licence SPL/PPL					
02	Validity of Medical					
03	Maintaining the log book					
	Preflight preparation					
01	Weather information					
02	Airworthiness requirements					
	Preflight procedures					
01	Preflight inspection					
02	Cockpit management					
03	Engine starting					
04	Taxiing					
05	Before take-off check					
	Air traffic control clearances and procedures					
01	Air traffic control clearances					
02	Compliance with departure, en route and arrival procedures and clearances					
03	Holding procedures					
	Basic instrument maneuvers					
	Take-offs, Landings & go around					
01	Normal take-off and climb					
02	Go around / rejected landing					
03	Power off 180 degrees accuracy approach and landing					

	Fundamentals of flight					
01	Straight & level flight					
02	Level turns					
03	Straight climbs & climbing turns					
04	Straight descent & descending turns					
	Navigation systems					
01	Intercepting and tracking navigational system and DME					
	Emergency Operations					
01	Loss of communication					
02	Loss of gyro attitude and/or heading indicators					
	Instrument approach procedures					
01	VOR approach – KAT					
02	NDB approach - RM					
03	ILS approach – Rwy 22, 04					
04	DME approach – Rwy 22, 04					
05	Missed approach					
	Post-flight procedures					
01	Checking instruments and equipment					

COMMENTS

.....

I Captainholder of valid CPL/ATPL number.....certify that, I flew in aaeroplane registrationfor which my pilot’s licence is duly rated for flying as pilot in command & Flight Instructor with.....at the controls on.....and that..... carried out all the above events.

Recommendations;

.....
 Date

.....
 Examiners signature

Appendix 8 - PPC VI (SE)
 (para 3.3.2 b) refers)

Standardization Check for AFI/ EI Rating AFI (Single Engine for Pilots with No Recency

Serial	Task	S	SB	U	Comments-
	Administration				

01	<i>Validity of licence CPL/ATPL</i>				
02	<i>Validity of Medical</i>				
03	<i>Maintaining the log book</i>				
	<i>Preflight preparation/Briefing</i>				
01	<i>Teaching Techniques</i>				
02	<i>Lesson Planning</i>				
03	<i>Analysis and correction of student errors</i>				
04	<i>Human performance relevant to flight</i>				
05	<i>Weather information</i>				
06	<i>Operation of system</i>				
07	<i>Performance & limitations</i>				
08	<i>Airworthiness requirements</i>				
	<i>Preflight procedures</i>				
01	<i>Preflight inspection</i>				
02	<i>Cockpit management</i>				
03	<i>Engine starting</i>				
04	<i>Taxiing</i>				
05	<i>Before take-off check</i>				
	<i>Take-offs, Landings & go around</i>				
01	<i>Normal & crosswind take-off and climb</i>				
02	<i>Take-off & maximum performance climb</i>				
03	<i>Soft field take-off & climb</i>				
04	<i>Normal & crosswind approach & landing</i>				
05	<i>Slip to a landing</i>				
06	<i>Go around / rejected landing</i>				
07	<i>Power-off 180 degrees accuracy approach</i>				
	<i>Fundamentals of flight</i>				
01	<i>Straight & level flight</i>				
02	<i>Level turns</i>				
03	<i>Straight climbs & climbing turns</i>				
04	<i>Straight descent & descending turns</i>				
	<i>Performance manoeuvres</i>				
01	<i>Steep turns</i>				
02	<i>Steep spirals</i>				
	<i>Ground reference manoeuvres</i>				
01	<i>Rectangular course</i>				
02	<i>S-turns across a road</i>				

03	<i>Turns around a point</i>				
	<i>Slow flights, Stalls & Spins</i>				
01	<i>Maneuvering during slow flight</i>				
02	<i>Power on stalls</i>				
03	<i>Power off stalls</i>				
04	<i>Crossed control stalls</i>				
05	<i>Elevator trim stalls</i>				
06	<i>Secondary stalls</i>				
07	<i>Spins</i>				
	<i>Basic instrument manoeuvres</i>				
01	<i>Straight & level flight</i>				
02	<i>Constant airspeed climbs</i>				
03	<i>Constant airspeed descent</i>				
04	<i>Turns to headings</i>				
05	<i>Recovery from unusual flight attitudes</i>				
	<i>Emergency operations</i>				
01	<i>Emergency approach & Landing</i>				
02	<i>Systems & equipment malfunctions</i>				
03	<i>Emergency equipment & survival gear</i>				
	<i>Post flight procedures</i>				
01	<i>Post flight briefing</i>				
02	<i>Anchoring</i>				
03	<i>Docking & mooring</i>				
04	<i>Beaching</i>				
05	<i>Ramping</i>				

Name of Candidate		
Licence Number		

Duration	<i>Minimum Two hours - General Handling 01 hour</i>
Location	
Type of Aircraft and Registration No.	
Date	

<u>Result</u>	
<i>PASS</i>	<input type="checkbox"/>
<i>FAIL</i>	<input type="checkbox"/>
<i>Name of Examiner</i>	
<i>Licence Number</i>	
<i>Signature of Candidate</i>	
<i>Signature of Examinee</i>	

Appendix 8 – PPC VI (ME)

**Standardization Check for AFI / FI Rating (*Multi Engine-Land
Aeroplane*) for pilots with Recency (PPC –VI)**

Name of Candidate		
Licence Number		
Duration	<i>Minimum Two hours - General Handling 01 hour</i>	
Location		
Type of Aircraft and Registration No.		
Date		

Serial	Task	S	SB	U	Comments-
	Administration				
01	<i>Validity of licence CPL/ATPL</i>				
02	<i>Validity of Medical</i>				
03	<i>Maintaining the log book</i>				
	Pre flight preparation/Briefing				
01	<i>Teaching Techniques</i>				
02	<i>Lesson Planning</i>				
03	<i>Analysis and correction of student errors</i>				
04	<i>Human performance relevant to flight instruction</i>				
05	<i>Weather information</i>				
06	<i>Operation of system</i>				
07	<i>Performance & limitations</i>				
08	<i>Airworthiness requirements</i>				
	Pre flight procedures				
01	<i>Preflight inspection</i>				
02	<i>Cockpit management</i>				
03	<i>Engine starting</i>				
04	<i>Taxiing</i>				
05	<i>Before take-off check</i>				
	Take-offs, Landings & go around				
01	<i>Normal & crosswind take-off and</i>				
02	<i>Take-off & maximum performance</i>				
03	<i>Soft field take-off & climb</i>				
04	<i>Normal & crosswind approach &</i>				
05	<i>Slip to a landing</i>				
06	<i>Go around / rejected landing</i>				
07	<i>Power- off 180 degrees accuracy</i>				
	Fundamentals of flight				

01	<i>Straight & level flight</i>				
02	<i>Level turns</i>				
03	<i>Straight climbs & climbing turns</i>				
04	<i>Straight descent & descending turns</i>				
	<i>Performance manoeuvres</i>				
01	<i>Steep turns</i>				
02	<i>Steep spirals</i>				
	<i>Ground reference manoeuvres</i>				
01	<i>Rectangular course</i>				
02	<i>S-turns across a road</i>				
03	<i>Turns around a point</i>				
	<i>Slow flights, Stalls & Spins</i>				
01	<i>Maneuvering during slow flight</i>				
02	<i>Power on stalls (Proficiency)</i>				
03	<i>Power off stalls(Proficiency)</i>				
	<i>Basic instrument manoeuvres</i>				
01	<i>Straight & level flight</i>				
02	<i>Constant airspeed climbs</i>				
03	<i>Constant airspeed descent</i>				
04	<i>Turns to headings</i>				
05	<i>Recovery from unusual flight attitudes</i>				
	<i>Emergency operations</i>				
01	<i>Systems & equipment malfunctions</i>				
02	<i>Engine failure during take-off before Vmc</i>				
03	<i>Engine failure after lift-off</i>				
04	<i>Approach & landing with an inoperative</i>				
05	<i>Emergency descent</i>				
06	<i>Emergency equipment & survival gear</i>				
	<i>Multi Engine operations</i>				
01	<i>Operation of systems</i>				
02	<i>Performance & limitations</i>				
03	<i>Flight principles – engine inoperative</i>				
04	<i>Maneuvering with one engine inoperative</i>				
05	<i>Vmc demonstration</i>				
06	<i>Demonstrating the effects of various</i>				
07	<i>System and equipment & survival gear</i>				
	<i>Post flight procedures</i>				
01	<i>Post flight procedures</i>				
02	<i>Anchoring</i>				
03	<i>Docking & mooring</i>				
04	<i>Beaching</i>				
05	<i>Ramping</i>				



<u>Result</u>	
PASS <input type="checkbox"/> FAIL <input type="checkbox"/>	
<i>Name of Examiner</i>	
<i>Licence Number</i>	
<i>Signature of Candidate</i>	
<i>Signature of Examine</i>	

Appendix 9 - PPC VII
(para 4.0. c), 4.1.2, 5.1(i) b) and 5.1.(ii) e) refer)

Private Pilot License - General Flying Test Certificate

(To be completed by the CAA Authorized Examiner)

Name of the Applicant:-Mr/Ms:SPL#.....Expiry
Aircraft Type:-..... Registration:-.....
Date:-.....Take Off:-..... Landed:-.....
Duration.....

**SECTION – 1
PRE FLIGHT OPERATIONS**

Use of check list, airmanship (control of aircraft with external visual references) apply in all sections.

- l) Aircraft knowledge.....
- m) Weather interpreting (TAF/METAR).....
- n) Training Area, Notams:
- o) Mass and Balance :
- p) Pre- flight inspection:
- q) Checks before starting:
- r) Engine starting
- s) Checks after starting :
- t) Taxing :
- u) Pre-take off procedures:
- v) ATC liaison – compliance, R/T procedures:

**SECTION – 2
GENERAL AIRWORK**

- j) Take off: Normal: Short field: Soft field:
- k) Aerodrome departure procedure:
- l) Climb:
- m) Climbing turns:
- n) Leveling off :
- o) Establishing in allotted training area / sector;
- p) Medium turns (30 deg;):
- q) Steep turns (45 deg;):
- r) Flight at critically low speeds (55 kts): Cleanwith flaps 20 deg: ...

**SECTION – 3
GENERAL AIRWORK – CONTD;**

- p) Clean stall, recovery: without power.....with power:
- q) Approach to stall in landing configuration:

- r) Spin entry and recovery - Demo Only (Not required if certified by FTO): ...
- s) Descend with and without power: t)
- Descending turns:
- u) Level off:

SECTION – 4
ABNORMAL AND EMERGENCY OPERATIONS

- e) Simulated engine failure after takeoff:
- f) Simulated forced landings:
- g) Simulated precautionary landings:
- h) Approach to landing without power:

SECTION – 5
ARRIVAL AND LANDING PROCEDURE

- j) Rejoining procedure:
- k) Aerodrome arrival procedure;
- l) Precision landing (short field 100 ft; obstacle):
- m) Flapless landing:
- n) Traffic pattern / touch & go:
- o) Cross wind landing if conditions suitable:
- p) Go around from low height:
- q) ATC liaison – compliance, R/T procedures:
- r) Action after flight:

(Some of the above items may be combined at the discretion of the FE)

Skill Test – Partial Pass Reining recommended on, Section Item

Comments

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Skill Test - Fail Pass .

Date.....

Name / Seal of Examintor

Appendix 10 - PPC VIII
(para 5.1 (iii) c) refers)



Private Pilot License - General Flying Test Certificate

(To be completed by the CAA Authorized Examiner)

Name of the Applicant: - Mr/Ms:SPL #.....Expiry

Aircraft Type:-..... Registration:-.....

Date:-..... Take Off:-.....Landed:-..... Duration:-.....

SECTION – 1 PRE FLIGHT OPERATIONS

Use of check list, airmanship (control of aircraft with external visual references) apply in all sections.

- w) Aircraft knowledge:
- x) Weather interpreting (TAF/METAR).....
- y) Training Area, Notams :
- z) Mass and Balance :
- aa) Pre- flight inspection :
- bb) Checks before starting:
- cc) Engine starting :
- dd) Checks after starting :
- ee) Taxing :
- ff) Pre-take off procedures:
- gg) ATC liaison – compliance, R/T procedures:

SECTION – 2 GENERAL AIRWORK

- s) Take off: Normal: Short field:Soft field:
- t) Aerodrome departure procedure:
- u) Climb:
- v) Climbing turns:
- w) Leveling off :
- x) Establishing in allotted training area / sector:
- y) Medium turns (30 deg;) :
- z) Steep turns (45 deg;) :
- aa) Flight at critically low speeds (55 kts) : Cleanwith flaps 20 deg:.....

SECTION – 3 GENERAL AIRWORK – CONTD;

- v) Clean stall, recovery: without power:with power:

- w) Approach to stall in landing configuration:
- x) Spin entry and recovery - Demo Only (Not required if certified by FTO):
- y) Descend with and without power :
- z) Descending turns :
- aa) Level off :

SECTION – 4

ABNORMAL AND EMERGENCY OPERATIONS

- i) Simulated engine failure after take-off:
- j) Simulated forced landings:
- k) Simulated precautionary landings:
- l) Approach to landing without power:

SECTION – 5

ARRIVAL AND LANDING PROCEDURE

- s) Rejoining procedure:
- t) Aerodrome arrival procedure;
- u) Precision landing (short field 100 ft; obstacle):
- v) Flapless landing:
- w) Traffic pattern / touch & go:
- x) Cross wind landing if conditions suitable:
- y) Go around from low height:
- z) ATC liaison – compliance, R/T procedures:
- aa) Action after flight :

(Some of the above items may be combined at the discretion of the FE)

Skill Test – Partial Pass Re ining recommended on, SectionItem

Comments

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.....

.....

Skill Test - Fail Pass

Date.....

Signature:

Name / Seal of Examiner

Appendix 11- PPC IX

(para 6.1.1 (ii), 6.1.2, 7.0 (i) b), 7.0 (ii) d), 7.0 (iii) c), 9.1 (1) b) and 9.1. (2) d) refer)

Reserved for future development.

Appendix 12 - PPC X
(para 8.1.1 (ii) and 8.1.2 refer)

Reserved for future development.

