

Part 14

AOC Personnel Qualification

| | |
|------------------------------------------------------------------------|----|
| Subpart A: General | 5 |
| 14.001 Applicability | 5 |
| 14.003 Definitions | 5 |
| 14.005 Acronyms | 5 |
| Subpart B: Aviation Personnel Qualifications | 5 |
| 14.010 Age Restrictions for Pilots | 5 |
| 14.013 PIC Licence Requirements: Turbo-Jet or Large Aircraft | 5 |
| 14.015 PIC Licence Requirements: Small Aircraft | 5 |
| 14.017 PIC Aeronautical Experience: Small Aircraft | 5 |
| 14.020 PIC Aeronautical Experience: Single-Engine Small Aircraft | 6 |
| 14.023 Co-Pilot Licence Requirements | 6 |
| 14.025 Other Flight Crew Licence Requirements | 6 |
| 14.027 One Pilot Qualified to Perform FE Functions | 6 |
| 14.030 Persons Qualified to Flight Release | 6 |
| 14.033 Pairing of Low Experience Crew Members | 6 |
| 14.035 Language Proficiency | 7 |
| Subpart C: Ground Training Requirements | 7 |
| 14.040 Operator-Specific Procedures Indoctrination | 7 |
| 14.042 Fatigue Education & Awareness Training | 7 |
| 14.043 Initial Dangerous Goods Training | 8 |
| 14.045 Initial Security Training | 8 |
| 14.047 Initial Crew Resource Management | 8 |
| 14.050 Initial Emergency Duties Training | 9 |
| 14.053 Initial Aircraft Ground Training | 9 |
| 14.055 Transition or Upgrade Aircraft Ground Training | 9 |
| Subpart D: Flight Training Requirements | 9 |
| 14.060 Initial Aircraft Flight Training | 9 |
| 14.061 Initial Single Pilot Flight Training | 10 |
| 14.062 Transition or Upgrade Aircraft Flight Training | 10 |
| 14.063 Initial Specialized Operations Training | 10 |
| 14.065 Aircraft Differences or Familiarization Training | 11 |
| 14.067 Use of Flight Simulation Training Devices | 11 |
| 14.070 Introduction of New Equipment or Procedures | 11 |
| Subpart E: Proficiency & Competency Checks | 11 |
| 14.080 Pilot Aircraft & Instrument Proficiency Checks | 11 |
| 14.083 Other Flight Crew Proficiency Checks | 12 |

| | | |
|----------------------------------------------------------------------------|--------------------------------------------------------------------|-----------|
| 14.085 | Competence Checks: Cabin Crew Members | 12 |
| 14.087 | Competence Checks: Flight Dispatchers | 12 |
| Subpart F: Supervised Line Flying | | 13 |
| 14.090 | Supervised Line Flying: Pilots | 13 |
| 14.093 | Supervised Line Flying: Other Flight Crew Members | 13 |
| 14.095 | Supervised Line Experience: Cabin Crew Members | 13 |
| 14.097 | Line Observations: Flight Dispatchers | 13 |
| Subpart G: Continuing Qualification | | 14 |
| 14.100 | Route & Aerodrome Qualification | 14 |
| 14.103 | PIC Route & Area Qualification | 14 |
| 14.105 | PIC Low Minimums Authorisation | 14 |
| 14.107 | Designated Special Aerodromes & Heliports: PIC Qualification | 15 |
| 14.110 | Recency of Experience | 15 |
| 14.113 | Re-Establishing Recency of Experience: Pilots | 15 |
| 14.115 | Re-Qualification of Personnel | 16 |
| Subpart H: Recurrent Training | | 16 |
| 14.120 | Recurrent Training: Flight Crew Members | 16 |
| 14.123 | Recurrent Training: Cabin Crew Members | 17 |
| 14.125 | Recurrent Training: Flight Dispatcher | 17 |
| Subpart I: Instructor & Check Airman Qualification | | 18 |
| 14.130 | Instructor Training | 18 |
| 14.133 | Simulator Instructor Qualifications | 18 |
| 14.135 | Aircraft Instructor Pilot Qualifications | 18 |
| 14.137 | Check Airman Training | 18 |
| 14.140 | Check Airman Qualifications | 18 |
| 14.143 | Check Airman Designation | 19 |
| 14.145 | Check Airman Limitations | 19 |
| Subpart J: Administrative Requirements | | 19 |
| 14.150 | Training Facilities | 19 |
| 14.153 | Contract Training and Qualification | 19 |
| 14.155 | Simulation Training Device Approval Required | 19 |
| 14.157 | Termination of a Proficiency, Competence or Line Check | 19 |
| 14.160 | Recording of Crew Member Qualifications | 19 |
| 14.163 | Monitoring of Training and Checking Activities | 20 |
| 14.165 | Eligibility Period | 20 |
| 14.167 | Reductions in Requirements | 20 |
| APPENDICES | | 21 |
| Appendix 1 to 14.033: Pairing of Low Experience Flight Crew Members | | 21 |
| Appendix 1 to 14.080: Aircraft & Instrument Proficiency Check: Pilot | | 21 |
| Appendix 2 to 14.080: Pilot Proficiency Knowledge & Skill | | 22 |
| Appendix 1 to 14.085: Contents of Cabin Crew Member Competency Check | | 23 |
| Appendix 1 to 14.087: Contents of Flight Dispatcher Competency Check | | 23 |

Attachments 24
Attachment 1 to Part 14: Summary of Amendments 24

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SUBPART A: GENERAL

14.001 APPLICABILITY

- (a) This Part prescribes the minimum requirements of Vietnam for qualification and currency of operations personnel to be able to serve in commercial air transport or to be used by the holder of an Air Operator Certificate issued by the CAAV.
- (b) This Part is applicable to the persons and entities engaged in commercial air transport operations and the persons performing duties on their behalf.

14.003 DEFINITIONS

- (a) All definitions applicable to this Part are contained in Part 1 (Appendix 1 to 1.007) of these regulations.

14.005 ACRONYMS

- (a) The meanings of acronyms in this Part are contained in Part 1 (Appendix 1 to 1.008) of these regulations.

SUBPART B: AVIATION PERSONNEL QUALIFICATIONS

14.010 AGE RESTRICTIONS FOR PILOTS

- (a) No person may serve or may any AOC holder use a person as a pilot of an aircraft engaged in international commercial air transport operations if the license holder has attained:
 - (1) their 60th birthday; or
 - (2) In the case of operations requiring more than one pilot, their 65th birthday.
- (a) Check airman who have reached their 65th birthday or who do not hold an appropriate medical certificate may continue their check airman functions, but may not serve as or occupy the position of a required pilot flight crew member on an aeroplane with a gross takeoff weight of more than 5700 kg engaged in international commercial air transport operations.

14.013 PIC LICENCE REQUIREMENTS: TURBO-JET OR LARGE AIRCRAFT

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

14.015 PIC LICENCE REQUIREMENTS: SMALL AIRCRAFT

- (a) No pilot may act as PIC of a small helicopter or small propeller-driven aeroplane in commercial air transport during:
 - (1) IFR operations unless he or she holds a commercial pilot licence with appropriate category and class ratings for the aircraft operated, and an instrument rating, or
 - (2) Day VFR operations unless he or she holds a commercial pilot licence with appropriate category and class ratings for the aircraft operated and an instrument rating.

14.017 PIC AERONAUTICAL EXPERIENCE: SMALL AIRCRAFT

- (a) No pilot may act as the single-pilot PIC of a small aircraft in commercial air transport during:
 - (1) IFR-IMC operations across international borders unless he or she meets the minimum aeronautical experience requirements necessary to qualify for the ATPL licence.
 - (2) IFR-IMC operations within Vietnam unless he or she has logged a minimum of 500 hours as a pilot, including at least 100 hours in IFR operations.
 - (3) VMC operations across international borders unless he or she has logged a minimum of 500 hours of time as a pilot, including at least 100 hours of cross-country flight time including 25 hours of which were at night.

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

14.020 PIC AERONAUTICAL EXPERIENCE: SINGLE-ENGINE SMALL AIRCRAFT

- (a) No pilot may act as the single-pilot PIC of a single-engine small helicopter or and propeller-driven aeroplane in commercial air transport unless he has accumulated 50 hours on the class of aircraft, and for:
 - (1) For VMC night operations, 15 hours of flight time at night in the single pilot role in the aircraft class, including at least 3 takeoff and landings in the preceding 90 days.
 - (2) For IFR operations, 25 hours of IFR flight time in the single pilot role in the aircraft class, including, within the preceding 90 days:
 - (i) At least 5 IFR flights and 3 instrument approaches, or
 - (ii) An IFR instrument approach check carried out on such an aircraft.

14.023 CO-PILOT LICENCE REQUIREMENTS

- (a) No pilot may act as co-pilot of an aircraft in commercial air transport operations unless he or she holds at least:
 - (1) A commercial pilot licence with appropriate category and class ratings for the aircraft operated; and
 - (2) An instrument rating.

14.025 OTHER FLIGHT CREW LICENCE REQUIREMENTS

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

14.027 ONE PILOT QUALIFIED TO PERFORM FE FUNCTIONS

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

14.030 PERSONS QUALIFIED TO FLIGHT RELEASE

- (a) No person may issue a flight release for a scheduled passenger-carrying commercial air transport operation in aircraft of more than 20 passengers unless that person:
 - (1) Holds an Flight Dispatcher licence or an ATPL rating; and
 - (2) Is currently qualified with the AOC holder in accordance with this Part for the operation and type of aircraft used.
- (b) No person, other than the PIC, may issue a flight release for any other commercial air transport operation unless that person:
 - (1) Holds an ATPL rating; or
 - (2) Is currently qualified with the AOC holder in accordance with this Part for the operation and type of aircraft used.

14.033 PAIRING OF LOW EXPERIENCE CREW MEMBERS

- (a) If an co-pilot has fewer than 50 hours of flight time in an aeroplane type of more than 5700 kg and more than 19 passenger seats, and the PIC is not an appropriately qualified check airman, the PIC shall make all takeoffs and landings in situations designated as critical by the CAAV.
- (b) The CAAV may, upon application by the AOC holder, authorise deviations from paragraph (a) by an appropriate amendment to the operations specifications.

Note: See Appendix 1 to 14.033 for those situations designated as critical by the CAAV and for circumstances authorising a deviation from paragraph (b).

14.035 LANGUAGE PROFICIENCY

- (a) All pilots and flight navigators required to use the radio telephone aboard an aircraft in flight operations shall be evaluated by the AOC holder for their ability to speak and understand the language used for radiotelephony communications.
- (1) This evaluation will be accomplished before initial assignment to duty and at intervals specified in paragraph (b).
 - (2) The language proficiency requirements of Part 7 will be used to accomplish this evaluation.
 - (3) The language evaluated for international flight operations shall be English.
 - (4) The results of this evaluation will be recorded.
- (b) Those persons demonstrating proficiency below the Expert Level (Level 6) shall be formally evaluated at least once every-
- (1) 3 calendar years, for Operational Level (Level 4)
 - (2) 6 calendar years, for Extended Level (Level 5)
- Formal evaluation is not required on recurring intervals for persons who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community, during the initial evaluation*
- (c) Pilots assigned to flight crews will be evaluated to ensure that they can communicate together at the Extended Level (Level 4) in a common language for operation of the aircraft.

SUBPART C: GROUND TRAINING REQUIREMENTS**14.040 OPERATOR-SPECIFIC PROCEDURES INDOCTRINATION**

- (a) No person may serve nor may any person use a person as a crew member or flight dispatcher unless that person has completed the operator-specific procedures indoctrination curriculum approved by the CAAV, which shall include a complete review of operations manual procedures pertinent to the crew member or flight dispatcher's duties.
- (b) This training shall include:
- (1) Ensuring that all employees when abroad know that they must comply with the laws, regulations and procedures of those States in which operations are conducted.
 - (2) Ensuring that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto.
 - (3) Ensuring that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aircraft.
- (c) The operator shall ensure that each crew member is required to demonstrate during training that he/she is aware the contents of the Operations Manual and the key policies and procedures appropriate to their technical speciality.

14.042 FATIGUE EDUCATION & AWARENESS TRAINING

- (a) No person may serve nor may any person use a person as a crew member or flight dispatcher or other employees responsible for administering crew scheduling, unless that person has completed the operator-specific fatigue education and awareness training approved by the CAAV.
- (b) This training program must provide annual fatigue education and awareness training to all crew members, dispatchers, individuals directly involved in the scheduling of flight crew members, individuals directly involved in operational control, and any employee providing direct management oversight of those areas.
- (c) The fatigue education and awareness training program must be designed to increase awareness of:

- (1) Fatigue;
- (2) The effects of fatigue on crew members;
- (3) Fatigue countermeasures
- (4) The aviation regulations applicable to fatigue;
- (5) The operator's policies and procedures relating to fatigue; and
- (6) Fatigue reporting requirements.

14.043 INITIAL DANGEROUS GOODS TRAINING

- (a) No person may serve nor may any person use a person as a crew member unless he or she has completed the appropriate initial dangerous goods curriculum approved by the CAAV.
- (b) The dangerous goods training curriculum shall conform to that specified in the most current revision of the ICAO Technical Instructions for the assigned position and duties.
- (c) The operator shall ensure that each crew member is required to demonstrate (appropriate to their technical speciality) during training that he/she is aware of the types of dangerous goods which may, and may not, be carried in the:
 - (1) Cargo compartments;
 - (2) Cockpit; and
 - (3) Passenger cabin.

14.045 INITIAL SECURITY TRAINING

- (a) No person may serve nor may any person use a person as a crew member unless he or she has completed the initial security curriculum approved by the CAAV.
- (b) The approved security program curriculum shall ensure that the crew members act in the most appropriate manner to minimize the consequences of acts of unlawful interference and shall include the following elements:
 - (1) Determination of the seriousness of any occurrence;
 - (2) Crew communication and coordination;
 - (3) Appropriate self-defence responses;
 - (4) Use of non-lethal protective devices assigned to crew members whose use is authorized by the CAAV;
 - (5) Understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses;
 - (6) Live situational training exercises regarding various threat conditions;
 - (7) Flight deck procedures to protect the aeroplane; and
 - (8) Aeroplane search procedures and guidance on least-risk bomb locations where practicable; and
 - (9) Preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aircraft so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.

14.047 INITIAL CREW RESOURCE MANAGEMENT

- (a) No person may serve nor may any person use a person as a crew member or flight dispatcher unless that person has completed the initial CRM curriculum, including human performance and threat and error management and crew coordination as approved by the CAAV.
- (b) The operator shall ensure that each crew member and dispatcher is required to demonstrate (appropriate to their technical speciality) during training that he/she is knowledgeable about human performance as related to their safety duties including coordination between crew members and dispatchers.

14.050 INITIAL EMERGENCY DUTIES TRAINING

- (a) No person may serve nor may any AOC holder use a person as a crew member unless that person has completed the appropriate initial emergency duties curriculum and drills for the crew member position approved by the CAAV for the emergency equipment available on the aircraft to be operated.
- (b) The operator shall ensure that each crew member is required to demonstrate during training that he/she is:
 - (1) Capable of performing the emergency duties appropriate to their technical assignment,
 - (2) Aware of other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfilment of the crew member's own duties; and
 - (3) *For those crew members serving on aircraft operated above 3 000 m (10 000 ft), knowledgeable as regards the effect of lack of oxygen and, in the case of pressurized aircraft, as regards physiological phenomena accompanying a loss of pressurization.*
- (c) The operator shall ensure that each crew member is required during his/her emergency duties training to be drilled and demonstrate capability in the use of emergency and life-saving equipment required to be carried, such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment, first-aid and universal precaution kits, and automated external defibrillators.

14.053 INITIAL AIRCRAFT GROUND TRAINING

- (a) No person may serve nor may any person use a person as a crew member or flight dispatcher unless he or she has completed the initial ground training approved by the CAAV for the aircraft type(s) on which they serve.
- (b) Initial aircraft ground training for flight crew members shall include the pertinent portions of the operations manuals relating to aircraft-specific performance, mass and balance, operational policies, systems, limitations, normal, abnormal and emergency procedures on the aircraft type(s) to which they are assigned.

Note: The AOC holder may have separate initial aircraft ground training curricula of varying lengths and subject emphasis which recognise the experience levels of flight crew members approved by the CAAV.

- (c) For cabin crew members, initial aircraft ground training shall include the pertinent portions of the operations manuals relating to aircraft-specific configuration, equipment, normal and emergency procedures for the aircraft type(s) to which they are assigned.
- (d) For flight dispatchers, aircraft initial ground training shall include the pertinent portions of the operations manuals relating to aircraft-specific flight preparation procedures, performance, mass and balance, systems, and limitations for the aircraft type(s) to which they are assigned.
- (e) The operator shall ensure that each crew member is required to demonstrate during training that he/she is aware the contents of the aircraft-specific limitations, systems and normal, abnormal and emergency procedures appropriate to their technical speciality.

14.055 TRANSITION OR UPGRADE AIRCRAFT GROUND TRAINING

- (a) An AOC holder may request approval for separate initial aircraft ground training curriculums which recognise the experience levels of flight crew members for the purpose of:
 - (1) Upgrading from one seat assignment and function to another seat position in the same aircraft; or
 - (2) Transitioning in the same seat assignment in one type of aircraft to another type of aircraft.

SUBPART D: FLIGHT TRAINING REQUIREMENTS**14.060 INITIAL AIRCRAFT FLIGHT TRAINING**

- (a) No person may serve nor may any person use a person as a flight crew member unless he or she has completed the initial flight training approved by the CAAV for the aircraft type(s) to which they are assigned.

- (b) Initial flight training shall focus on the manoeuvring and safe operation of the aircraft in accordance with AOC holder's normal, abnormal and emergency procedures. This training shall include demonstration of:
- (1) Use of the installed equipment such as autopilot and data management devices;
 - (2) Proper flight crew coordination and training in all types of emergency and abnormal situations or procedures caused by engine, airframe or systems malfunctions, fire or other abnormalities;
 - (3) Knowledge and skills related to visual and instrument flight procedures for the intended area of operation;
 - (4) Where applicable, procedures specific to the environment in which the aircraft is to be operated; and
 - (5) Knowledge of the functions for which they are responsible and the relation of these functions to the functions of other crew members, particularly in regard to abnormal or emergency procedures.

14.061 INITIAL SINGLE PILOT FLIGHT TRAINING

- (a) No person may serve nor may any person use a person in the role of a single pilot PIC unless he or she has completed the initial flight training approved by the CAAV including the requirements of Section 14.060 and demonstration of:
- (1) Autopilot management; 14.061
 - (2) Simplified inflight documentation; and
 - (3) Passenger briefing for emergency evacuation.

14.062 TRANSITION OR UPGRADE AIRCRAFT FLIGHT TRAINING

- (a) An AOC holder may request approval for separate initial flight training curriculums which recognise the experience levels of flight crew members for the purpose of:
- (1) Upgrading from one seat position to another seat position in the same aircraft; or
 - (2) Transitioning in the same seat position in one type of aircraft to another type of aircraft.

14.063 INITIAL SPECIALIZED OPERATIONS TRAINING

- (a) No person may serve nor may any person use a person as a flight crew member unless he or she has completed the appropriate initial specialized operations training curriculum approved by the CAAV.
- (b) Specialized operations for which initial training curricula shall be developed, as appropriate to the operations approvals, to include:
- (1) PIC right seat qualification;
 - (2) Co-pilot left seat qualification;
 - (3) All-weather operations, including low visibility takeoffs and Category II and III operations;
 - (4) HUD, NVIS and/or EVS operations
 - (5) ETDO operations;
 - (6) PBN operations, such as RNP-10 Operations;
 - (7) RNP-APRCH operations;
 - (8) CPDLC operations;
 - (9) ADS-B Out operations;
 - (10) NORPAC operations;
 - (11) MNPS operations
 - (12) Polar operations.
 - (13) ACAS qualification;
 - (14) EFB usage,
 - (15) Other specialized operations prescribed by the CAAV.

14.065 AIRCRAFT DIFFERENCES OR FAMILIARIZATION TRAINING

- (a) No person may serve nor may any person use a person as a flight dispatcher or crew member on an aircraft of a type for which a differences curriculum is included in the AOC holder's approved training programme, unless that person has satisfactorily completed that curriculum, with respect to both the crew member position and the particular variant of that aircraft.
- (b) For the purpose of aircraft differences training requirements, no person may combine variants of the same type of aircraft with similar characteristics in terms of operating procedures, systems and handling except under the conditions approved by the CAAV.

14.067 USE OF FLIGHT SIMULATION TRAINING DEVICES

- (a) Each aircraft simulator and other training device that is used for flight crew member qualification shall:
 - (1) Be specifically approved by the CAAV for:
 - (i) The AOC holder;
 - (ii) The type aircraft, including type variations, for which the training or check is being conducted;
 - (iii) The particular manoeuvre, procedure, or crew member function involved;
 - (2) Maintain the performance, functional, and other characteristics that are required for the qualification and use approvals issued by the applicable CAAV;
 - (3) Be modified to conform with any modification to the aircraft being simulated that results in changes to performance, functional, or other characteristics required for approval;
 - (4) Be given a daily functional preflight check before use; and
 - (5) Have a daily discrepancy log kept by the appropriate instructor or check airman at the end of each training or check flight.

14.070 INTRODUCTION OF NEW EQUIPMENT OR PROCEDURES

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

SUBPART E: PROFICIENCY & COMPETENCY CHECKS**14.080 PILOT AIRCRAFT & INSTRUMENT PROFICIENCY CHECKS**

- (a) No pilot may serve nor may any person use a pilot flight crew member unless, since the beginning of the 12th calendar month before that service, that person has demonstrated competency in pilot technique and ability to execute emergency procedures in a proficiency check prescribed by the CAAV for the make and model and, if applicable, type aircraft on which their services are required.
- (b) No pilot may serve nor may any person use a pilot in IFR operations unless, since the beginning of the 6th calendar month before that service, that pilot has demonstrated competency in instrument flight operations in a proficiency check prescribed by the CAAV.
- (c) If the pilot is to be authorized for use in:
 - (1) Only VFR commercial air transport operations, the proficiency check of paragraph (a) is required for:
 - (i) Each make and model of helicopter or large or turbine-powered aeroplane.
 - (ii) The category and class of small single engine aeroplanes.
 - (2) IFR commercial air transport operations, the proficiency checks of both (a) and (b) are required for qualification and currency;
 - (3) IFR single pilot role in the aircraft category and class, the proficiency check of paragraph (b) shall be conducted in an environment representative of the operation, including the use of the autopilot and simplified in-flight documentation.

- (d) A pilot may complete the requirements of paragraphs (a) and (b) simultaneously in a specific aircraft type.
- (e) No operator may schedule a flight crew on several variants of the same type of aircraft or different types of aircraft with similar characteristics in terms of operating procedures, systems and handling, unless the CAAV has approved the conditions under which the requirements of paragraph (a) and/or (b) may be combined for:
 - (1) Each variant; or
 - (2) Each type of aircraft.
- (f) For airplanes of 5700 kg or less and requiring a crew composition of only a single pilot, the PIC shall complete the proficiency check specified in paragraph (b) in the single pilot role in the in the class of airplane representative of the operation.
- (g) No person may use a flight simulation training device for the checks required by paragraphs (a), (b) and or (f) of this Section unless the CAAV has approved the device for the specific:
 - (1) Operator;
 - (2) Check or portion of the check; and
 - (3) Events and procedures to be checked.
- (h) Any 2 such checks which are similar and which occur in a period of 4 calendar months shall not satisfy the requirement of paragraph (b) of this Section.

See Appendix 1 to 14.080 for recommended operation and procedures pertaining to the proficiency checks

14.083 OTHER FLIGHT CREW PROFICIENCY CHECKS

- (a) No person may serve nor may any person use a flight engineer on an aeroplane unless within the preceding 6 calendar months he has completed a proficiency check in accordance with the requirements prescribed by the CAAV.
- (b) The proficiency check of paragraph (a) is not required for a flight engineer that has 50 hours flight time in the preceding 6 calendar months with an AOC holder as flight engineer in the type aeroplane.
- (c) No person may serve as, nor may any person use, a flight navigator on an aircraft unless within the preceding 6 calendar months he or she had a proficiency check in accordance with the requirements prescribed by the CAAV.

14.085 COMPETENCE CHECKS: CABIN CREW MEMBERS

- (a) No person may serve nor may any person use a person as a cabin crew member unless, since the beginning of the 12th calendar month before that service, that person has passed the competency check prescribed by the CAAV in Appendix 1 to 14.085 performing the emergency duties appropriate to that person's assignment.
- (b) The operator shall ensure that this check is adequate to determine that the cabin crew member is competent to execute those safety duties and functions which he/she is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation.

14.087 COMPETENCE CHECKS: FLIGHT DISPATCHERS

- (a) No person may serve nor may any person use a person as a flight dispatcher unless, since the beginning of the 12th calendar month before that service, that person has passed the competency check, prescribed by the CAAV in Appendix 1 to 14.087, performing the flight preparation and subsequent duties appropriate to that person's assignment.

SUBPART F: SUPERVISED LINE FLYING

14.090 SUPERVISED LINE FLYING: PILOTS

- (a) Each pilot qualifying as PIC or co-pilot in an aircraft type shall complete a consecutive series of flights performing their duties under the supervision of a check airman prior to unsupervised commercial air transport operations.
- (b) The minimum supervised line flying requirements shall be:
 - (1) 15 flights for a PIC qualifying on a turbine-powered aircraft, of which 10 sectors must have been at least 50 nm in length;
 - (2) 10 flights for a PIC qualifying on a piston aircraft with a passenger capacity of more than 9 passengers;
 - (3) 10 flights for a co-pilot qualifying on an aircraft with a passenger capacity of more than 9 passengers;
 - (4) 10 sectors for a qualifying cruise relief pilot.
- (c) During the time that a qualifying PIC is completing the supervised line flying requirements of (a) and (b), a check airman who is also serving as the PIC shall occupy a pilot station.
- (d) In the case of a transitioning PIC, the check airman serving as PIC may occupy the observer's seat if the transitioning pilot has made at least two takeoffs and landings in the type aeroplane used and has satisfactorily demonstrated to the check airman that he is qualified to perform the duties of a PIC for that type of aeroplane.
- (e) For aircraft with a passenger capacity of 9 or less, the pilots are not required to complete the supervised line flying requirements of (a) and (b) if the original route check qualification in the type of aircraft was completed under the supervision of an authorized person of the CAAV prior to the carriage of passengers in commercial air transport.

14.093 SUPERVISED LINE FLYING: OTHER FLIGHT CREW MEMBERS

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

14.095 SUPERVISED LINE EXPERIENCE: CABIN CREW MEMBERS

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

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

14.097 LINE OBSERVATIONS: FLIGHT DISPATCHERS

- (a) No person may serve nor may any person use a person as a flight dispatcher unless, since the beginning of the 12th calendar month before that service, that person has observed, on the flight deck, the conduct of:
 - (1) *For airplanes*, at least two complete flights over routes representative of those for which that person is assigned duties.
 - (2) *For helicopters*, at least a one-way qualification flight in a helicopter over any area for which that person is authorized to exercise flight supervision.
- (b) The flight should include landings at as many aerodromes, heliports or landing sites as practicable;
- (c) For the purpose of the qualification flight, the flight dispatcher shall be able to:
 - (1) Monitor the flight crew intercommunication system and radio communications, and
 - (2) be able to observe the actions of the flight crew.

SUBPART G: CONTINUING QUALIFICATION

14.100 ROUTE & AERODROME QUALIFICATION

- (a) No person may serve nor may any person use a pilot as the PIC of an aircraft on a route or route segment for which that pilot is not currently qualified until such pilot has complied with the requirements of this Section.
- (b) No person may serve nor may any person use a person as a PIC of a helicopter unless, that person has made a flight, representative of the operation with which the pilot is to be engaged which must include a landing at a representative heliport, as a member of the flight crew and accompanied by a pilot who is qualified for the operation.
- (c) Each such pilot shall demonstrate to the AOC holder an adequate knowledge of:
 - (1) The route to be flown, and the aerodromes which are to be used. This shall include knowledge of:
 - (i) The terrain and minimum safe altitudes;
 - (ii) The seasonal meteorological conditions;
 - (iii) The meteorological, communication and air traffic facilities, services and procedures;
 - (iv) The search and rescue procedures; and
 - (v) The navigational facilities and procedures, including any long-range navigation procedures, associated with the route along which the flight is to take place; and
 - (2) Procedures applicable to flight paths over heavily populated areas and areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instruction approach procedures, and applicable operating minima.

14.103 PIC ROUTE & AREA QUALIFICATION

- (a) No person may serve nor may any person use a person as a pilot unless, within the preceding 12 calendar months, that person has passed a route check in which he or she satisfactorily performed their assigned duties in one of the types of aircraft they are to fly on that route.
- (b) No person may perform PIC duties over a route or within an area where the procedures associated with that route or within any aerodromes intended to be used for takeoff or landing require the application of special skills and knowledge unless, within the preceding 12 calendar months that pilot has made at least one trip as:
 - (1) A pilot member of the flight crew;
 - (2) A check pilot; or
 - (3) An observer in the flight crew compartment.
- (c) For the purpose of subsequent requalification in the event that more than 12 calendar months elapse in which the pilot has not made such a trip, the pilot shall:
 - (1) Complete the requirement of paragraph (b); or
 - (2) In lieu of that course of action, complete procedures training in a training device approved by the CAAV for this purpose.

14.105 PIC LOW MINIMUMS AUTHORISATION

- (a) After initial qualification for Category II approach minimums, a PIC may not plan for or initiate an instrument approach when the ceiling is less than 300 feet and the visibility less than 1 mile until he or she has 15 flights performing PIC duties in the aircraft type (which included 5 approaches to landing using Category II procedures).
- (b) After initial qualification for Category III approach minimums, a PIC may not plan for or initiate an approach when the ceiling is less than 100 feet or the visibility is less than 1200 RVR until he or she has 20 flights

performing PIC duties in the aircraft type (which included 5 approach and landing using Category III procedures).

14.107 DESIGNATED SPECIAL AERODROMES & HELIPORTS: PIC QUALIFICATION

- (a) No person may serve nor may any person use a person as PIC for operations at designated special aerodromes and heliports unless within the preceding 12 calendar months:
- (1) The PIC has been qualified by the AOC holder through a pictorial means acceptable to the CAAV for that aerodrome; or
 - (2) The PIC or the assigned co-pilot has made a takeoff and landing at that aerodrome while serving as a flight crew member for the AOC holder.

Note: If acceptable to the CAAV, that portion of the demonstration including the arrival, holding, instrument approach and departure may be conducted in a simulator or training device adequate for those purposes.

- (b) Designated special aerodrome and heliport limitations are not applicable if the operation will occur:
- (1) During daylight hours;
 - (2) When the visibility is at least 3 miles; and
 - (3) When the ceiling at that aerodrome is at least 1000 feet above the lowest initial approach altitude prescribed for an instrument approach procedure.

14.110 RECENCY OF EXPERIENCE

- (a) No person may assign and no person may serve as a PIC or co-pilot to operate at the flight controls of a type or variant of a type of aircraft during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 calendar days on the same type of aircraft or a simulator approved for that purpose.
- (b) No person may assign and no person may serve to act in the capacity of cruise relief pilot in a type or variant of a type aircraft unless, within the preceding 90 calendar days that pilot has operated as a pilot-in-command, co-pilot or cruise relief pilot on the same type of aircraft:
- (c) For the purpose of recency of experience described in paragraphs (a) and (b), no person may combine variants of the same type of aircraft or different types of aircraft with similar characteristics in terms of operating procedures, systems and handling except under the conditions approved by the CAAV.
- (d) No person may assign and no person may serve as a PIC of a single-engine aircraft unless, within the preceding 90 calendar days:
- (1) For night operations, the pilot has made 3 takeoffs and landings at night in the same class of aircraft; and/or
 - (2) For IFR operations, the pilot has:
 - (i) Made 3 instruments approaches in the class of aircraft in the single pilot role; or
 - (ii) Completed an instrument approach check on such an aircraft.

14.113 RE-ESTABLISHING RECENCY OF EXPERIENCE: PILOTS

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

- (b) A cruise relief pilot may re-establish currency by flying skill refresher training, including:
 - (1) Normal, abnormal and emergency procedures specific to cruise flight in the aeroplane type(s) or approved flight simulator, and
 - (2) Approach and landing procedures practice as the pilot not flying.
- (c) When using a simulator to accomplish any of the takeoff and landing training requirements necessary to re-establish recency of experience, each required flight crew member position shall be occupied by an appropriately qualified person and the simulator shall be operated as if in a normal in-flight environment without use of the repositioning features of the simulator.
- (d) A check airman who observes the takeoffs and landings of a pilot flight crew member shall certify that the person being observed is proficient and qualified to perform flight duty in operations and may require any additional manoeuvres that are determined necessary to make this certifying statement.

14.115 RE-QUALIFICATION OF PERSONNEL

Re-Qualification: Pilots

- (a) No person may assign and no person may serve as a pilot to operate at the flight controls of a type or variant of a type of aircraft during commercial air transport operations unless that person has remained in current and qualified status for that operation in accordance with this requirements of this Part.
- (b) Before being returned to flight status, a flight crew member whose current and qualified status has lapsed shall complete all applicable recurrent and recency requirements of this Part.
- (c) In addition to the requirements of paragraph (b), the flight crew member shall complete:
 - (1) Initial aircraft type-specific flight training, if the period exceeded 3 months; and
 - (2) Initial aircraft type-specific ground training, if the period exceeded 6 months; and
 - (3) All other initial training and qualification requirements, if the period exceed 12 months.

Re-Qualification: Cabin Crew Member Functions

- (d) Before being returned to perform cabin crew functions, a cabin crew member whose current and qualified status has lapsed shall complete all applicable recurrent and recency requirements of this Part.
- (e) In addition to the requirements of paragraph (d), the cabin crew member shall complete, if that the period of absence from duty exceeded:
 - (1) 3 consecutive months, the initial aircraft-type specific emergency training and drills; and
 - (2) 6 consecutive months, all other initial training and qualification requirements.

Re-Qualification: Operational Control Functions

- (f) Before being returned to perform cabin crew functions, a flight dispatcher whose current and qualified status has lapsed shall complete all applicable recurrent and recency requirements of this Part.
- (g) In addition to the requirements of paragraph (f), the flight dispatcher shall complete, if that the period of absence from duty exceeded:
 - (1) 3 consecutive months, the initial aircraft-type specific ground training; and
 - (2) 6 consecutive months, all other initial training and qualification requirements.

SUBPART H: RECURRENT TRAINING

14.120 RECURRENT TRAINING: FLIGHT CREW MEMBERS

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

- (b) The recurrent ground training shall include training on:
- (1) Aircraft systems and limitations and normal, abnormal and emergency procedures;
 - (2) Emergency duties and equipment and drills for performance of these duties and the use of this equipment;
 - (3) Crew resource management, including human performance and threat and error management;
 - (4) Recognition or transportation of dangerous goods;
 - (5) Security training; and
 - (6) Other requirements as prescribed by the CAAV.
- (c) The recurrent flight training curriculum shall include:
- (1) Manoeuvring and safe operation of the aircraft in accordance with AOC holder's normal, abnormal and emergency procedures;
 - (2) Manoeuvres and procedures necessary for avoidance of in-flight hazards; and
 - (3) For authorized pilots, at least one low visibility takeoff to the lowest applicable minimum LVTO and two approaches to the lowest approved minimums for the AOC holder, one of which is to be a missed approach;
 - (4) Other requirements as prescribed by the CAAV.
- (d) If authorized by the CAAV, the AOC holder may use satisfactory completion of a proficiency check with the AOC holder for the type aircraft and operation to be conducted in lieu of recurrent flight training.

14.123 RECURRENT TRAINING: CABIN CREW MEMBERS

- (a) No person may serve nor may any person use a person as a cabin crew member unless within the preceding 12 calendar months that person has completed the recurrent ground curricula approved by the CAAV.
- (b) The recurrent ground training shall include training on:
- (1) Aircraft-specific configuration, equipment and procedures;
 - (2) Emergency duties and equipment and drills for performance of these duties and the use of this equipment;
 - (3) Crew resource management, including knowledge and skills related to human performance;
 - (4) Recognition or transportation of dangerous goods; and
 - (5) Security training; and
 - (6) Other requirements as prescribed by the CAAV.

14.125 RECURRENT TRAINING: FLIGHT DISPATCHER

- (a) No person may serve nor may any person use a person as a flight dispatcher unless within the preceding 12 calendar months that person has completed the recurrent ground curricula approved by the CAAV.
- (b) A flight dispatcher assigned to duty should maintain complete familiarization with all features of the operation, including:
- (1) The use of all software and equipment required for the performance of dispatcher duties;
 - (2) Any revisions to the company operating policies and procedures, and
 - (3) Any new or revised operations approvals granted by the CAAV.
- (c) The recurrent ground training shall include training on:
- (1) Aircraft-specific flight preparation, including flight planning, loading, mass and balance, and performance;
 - (2) Weather, including seasonal effects on flight and radio reception
 - (3) Crew resource management, including knowledge and skills related to human performance; and
 - (4) Recognition or transportation of dangerous goods; and

- (5) Other requirements as prescribed by the CAAV.

SUBPART I: INSTRUCTOR & CHECK AIRMAN QUALIFICATION

14.130 INSTRUCTOR TRAINING

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

14.133 SIMULATOR INSTRUCTOR QUALIFICATIONS

- (a) No person may use a person nor may any person serve as an instructor pilot unless, with respect to the type aircraft involved, that person:
 - (1) Holds the airman licences and rating required to serve as a PIC or a flight engineer, as applicable;
 - (2) Has satisfactorily completed the appropriate training for the aircraft, including recurrent training, that are required to serve as a PIC or a flight engineer, as applicable;
 - (3) Has satisfactorily completed the appropriate proficiency and recency of experience checks that are required to serve as a PIC or a flight engineer, as applicable; and
 - (4) Has satisfactorily completed the applicable instructor training requirements.

14.135 AIRCRAFT INSTRUCTOR PILOT QUALIFICATIONS

- (a) No person may use a person nor may any person serve as an instructor pilot unless, with respect to the type aircraft involved, that person:
 - (1) Holds the airman licences and rating required to serve as a PIC or a flight engineer, as applicable;
 - (2) Has satisfactorily completed the appropriate training for the aircraft, including recurrent training, that are required to serve as a PIC or a flight engineer, as applicable;
 - (3) Has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a PIC or a flight engineer, as applicable;
 - (4) Has satisfactorily completed the applicable initial or transitional training requirements; and
 - (5) Holds at least a Class II medical certificate unless serving as a required crew member, in which case holds a Class I medical certificate.

14.137 CHECK AIRMAN TRAINING

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

14.140 CHECK AIRMAN QUALIFICATIONS

- (a) No person may use a person, nor may any person serve as a check airman unless, with respect to the type aircraft involved, that person:
 - (1) Holds the airman licences and ratings required to serve as a PIC or a flight engineer, as applicable;
 - (2) Has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a PIC and flight engineer, as applicable;
 - (3) Has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a PIC or flight engineer, as applicable;
 - (4) Holds at least a Class II medical certificate unless serving as a required crew member, in which case holds a Class I or Class II medical certificate as appropriate.
 - (5) Has been designated by the CAAV for that purpose.

14.143 CHECK AIRMAN DESIGNATION

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

14.145 CHECK AIRMAN LIMITATIONS

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

SUBPART J: ADMINISTRATIVE REQUIREMENTS**14.150 TRAINING FACILITIES**

- (a) The AOC holder shall include the specifics of the ground and flight training facilities in the Training programme.
- (b) No AOC holder may use ground training facilities that are not acceptable to the CAAV.

14.153 CONTRACT TRAINING AND QUALIFICATION

- (a) The AOC holder shall include the specifics of any contract training arrangements in the Training programme.
- (b) No AOC holder may use contract training arrangements that are not acceptable to the CAAV.
- (c) The contract training arrangements shall include:
- (1) The official company names;
 - (2) The specific training program/curriculum of the AOC holder that will be administered;
 - (3) Specific facilities, equipment and simulation that will be used during the training; and
 - (4) The requirement that the service provider will use the flight safety document system of the AOC holder for that training.

14.155 SIMULATION TRAINING DEVICE APPROVAL REQUIRED

- (a) No AOC holder may use a simulation training device for training or checking unless that equipment has been specifically approved for the AOC holder in writing by the CAAV.
- (b) No AOC holder may use a simulation training device for any purpose other than that specified in the CAAV approval.

14.157 TERMINATION OF A PROFICIENCY, COMPETENCE OR LINE CHECK

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

14.160 RECORDING OF CREW MEMBER QUALIFICATIONS

- (a) The AOC holder shall record in its records maintained for each crew member and flight dispatcher, the completion of each of the qualifications required by this Part.

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

14.163 MONITORING OF TRAINING AND CHECKING ACTIVITIES

- (a) To enable adequate supervision of its training and checking activities, the AOC holder shall forward to the CAAV at least 24 hours prior to the scheduled activity the dates, report times and report location of all:
- (1) Training for which a curriculum is approved in the AOC holder's training programme; and
 - (2) Proficiency, competence and route checks.
- (b) Failure to provide the information required by paragraph (a) may invalidate the training or check and the CAAV may require that it be repeated for observation purposes.
- (c) The CAAV may approve a reduced prior notification requirement if it will not interfere with the proper surveillance of such activities.

14.165 ELIGIBILITY PERIOD

- (a) Crew members who are required to take a test or a proficiency, competency or route check or recurrent training to maintain qualification for commercial air transport operations may complete those requirements at any time during the eligibility period.
- (b) The eligibility period is defined as the 3 calendar month period including the month-prior, the base month-due, and the month-after any required due date.
- (c) Completion of the requirement at any time during the period shall be considered as completed in the month-due for calculation of the next due date.
- (d) Completion of the requirement before or after the current eligibility period will establish a new base month and eligibility period for the subsequent completion of the requirement.

14.167 REDUCTIONS IN REQUIREMENTS

- (a) The CAAV may authorise reductions in, or waive, certain portions of the training requirements of this subpart, taking into account the previous experience of the crew members.
- (b) An AOC holder's request for reduction or waiver shall be made in writing and outline the basis under which the request is made.
- (c) If the request was for a specific crew member, the correspondence from the CAAV authorising the reduction and the basis for it shall be filed in the record the AOC holder maintains for that crew member.
- (d) With the approval of the CAAV, correspondence courses or written examinations may be used to reduce the amount of classroom time for ground training subjects.
- (e) A person who progresses successfully through flight training, is recommended by their instructor or a check airman, and successfully completes the appropriate flight check, or is permitted by the CAAV, to complete a course in less than programmed time, need not complete the programmed hours of flight training for the particular type aircraft.

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APPENDICES

APPENDIX 1 TO 14.033: PAIRING OF LOW EXPERIENCE FLIGHT CREW MEMBERS

- (a) Situations designated as critical by the CAAV at special aerodromes designated by the CAAV or at special aerodromes designated by the AOC holder include:
- (1) The prevailing visibility value in the latest weather report for the aerodrome is at or below 3/4 mile;
 - (2) The runway visual range for the runway to be used is at or below 4,000 feet;
 - (3) The runway to be used has water, snow, slush or similar conditions that may adversely affect aeroplane performance;
 - (4) The braking action on the runway to be used is reported to be less than "good";
 - (5) The crosswind component for the runway to be used is in excess of 15 knots;
 - (6) Windshear is reported in the vicinity of the aerodrome; or
 - (7) Any other condition in which the PIC determines it to be prudent to exercise the PIC's prerogative.
- (b) Circumstances which would be routinely be considered for deviation from the required minimum line operating flight time include:
- (1) A newly certified AOC holder does not employ any pilots who meet the minimum flight time requirements;
 - (2) An existing AOC holder adds to its fleet a type aeroplane not before proven for use in its operations; or
 - (3) An existing AOC holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the aeroplanes operated from that domicile.

APPENDIX 1 TO 14.080: AIRCRAFT & INSTRUMENT PROFICIENCY CHECK: PILOT

- (a) Satisfactory completion of a PIC proficiency check following completion of an approved Part 14 training program for the particular type aircraft, satisfies the requirement for an aircraft type rating practical test if:
- (1) That proficiency check includes all manoeuvres and procedures required for a type rating practical test.; and
 - (2) Proficiency checks are be conducted by an Designated Representative of the CAAV.
- (b) Aircraft and instrument proficiency checks for PIC and co-pilot must include the following operations and procedures listed in Appendix 2 to 14.080. As noted, examiners may waive certain events on the flight test based on an assessment of the pilot's demonstrated level of performance.
- (c) The oral and flight test phases of a proficiency check should not be conducted simultaneously.
- (d) When the examiner determines that an applicant's performance is unsatisfactory, the examiner may terminate the flight test immediately or, with the consent of the applicant, continue with the flight test until the remaining events are completed.
- (e) If the check must be terminated (for mechanical or other reasons) and there are events which still need to be repeated, the examiner shall issue a letter of discontinuance, valid for 60 days, listing the specific areas of operation that have been successfully completed.

APPENDIX 2 TO 14.080: PILOT PROFICIENCY KNOWLEDGE & SKILL

(a) This table outlines the elements of a pilot proficiency check, including the variations for type of aircraft and type of check. The operator shall use it for the development of their proficiency check records.

| | | |
|--------------------------------------|----------------------------------------------------------------------------------------|----|
| PILOT: | | |
| AIRCRAFT: | | |
| DATE: | | |
| RESULTS: | | |
| DESIGNEE: | | |
| ORAL (OR WRITTEN) EXAMINATION | | |
| 1 | Memory Action Items | |
| 2 | Aircraft Limitations | |
| 3 | Aircraft Systems | |
| 4 | Operations Specifications & Ops Manual | |
| 5 | Operational Flight Planning | |
| 6 | Load Manifest and Performance Calculation | |
| 7 | Completion of the Aircraft Tech Log | |
| 8 | Applicable Regulations and Schedules | |
| FLIGHT PREPARATION | | |
| 9 | Airplane exterior visual inspection | # |
| 10 | Use of checklists prior to starting engines | # |
| 11 | Taxiing | # |
| 12 | Preflight checks and checklists | # |
| TAKEOFFS | | |
| 13 | Normal takeoffs | V |
| 14 | Short Field takeoffs | V |
| 15 | Instrument takeoff (transition during rotation or immediately after becoming airborne) | IR |
| 16 | Crosswind Takeoff (a/c if practical) | V |
| 17 | Takeoff at maximum takeoff mass (actual or simulated) | SM |
| 18 | Takeoff with engine failure before 500' AGL (reciprocating less than 12,500 lbs) | V |
| 19 | Takeoff with engine failure between V1 and V2 | V |
| 20 | Rejected takeoff before reaching V1 | V |
| FLIGHT MANEUVERS | | |
| 21 | Steep Turns (45° bank-180° to 360° left and right) | V |
| 22 | Takeoff configuration approach to stall (early recognition and counter measures) | WI |
| 23 | Clean configuration approach to stall (recognition and counter measures) | WI |
| 24 | Landing configuration approach to stall (recognition and countermeasures) | WI |
| 25 | Special flight characteristic procedure | # |
| 26 | Normal operations of systems and controls | # |
| INSTRUMENT FLIGHT PROCEDURES | | |
| 27 | Area departure and arrival routes | |
| 28 | ATC Procedures | |
| 28 | Holding Procedures | |
| 29 | ILS approach (200 DH) manually | |
| 30 | ILS approach (200 DH) autopilot coupled | |
| 31 | ILS approach (200 DH) manually with one engine inop | # |
| 32 | ILS Category II approach (100 DH) | # |
| 33 | ILS Category III approach (appropriate DH) | # |
| 34 | Non-precision approach (Type:) | V |
| 35 | 2 nd non-precision approach (Type:) | W |
| 36 | Circling Approach (low visibility pattern) | |
| MISSED APPROACH PROCEDURES | | |
| 37 | Rejected landing at 50 feet AGL | V |
| 38 | From DH during ILS approach | IR |
| LANDINGS | | |
| 39 | Normal VFR pattern and landing | V |
| 40 | Landing after ILS approach to DH | IR |
| 41 | Crosswind landing (in aircraft, if practical) | V |

| | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|--------|
| 42 | Landing with engine inoperative | V |
| 43 | Short Field approach and landing | V |
| NORMAL AND ABNORMAL SYSTEMS OPERATIONS | | |
| 44 | Engine (if necessary propeller) | # |
| 45 | Pressurization and air conditioning | # |
| 46 | Pitot/static system | # |
| 47 | Fuel system | # |
| 48 | Electrical system | # |
| 49 | Hydraulic system | # |
| 50 | Flight control and trim system | # |
| 51 | Anti-icing system, glare shield heating | # |
| 52 | Autopilot and flight director | # |
| 53 | Stall warning, stall avoidance and stability augmentation devices | # |
| 54 | GPWS, wx radar, radio altimeter, xponder | # |
| 55 | Radios, navigation equipment, instruments, flight management system | # |
| 56 | Landing gear and brake-system | # |
| 57 | Slat and flap system | # |
| 58 | Auxiliary power unit | # |
| ABNORMAL AND EMERGENCY PROCEDURES | | |
| 59 | Fire Drills (e.g. Engine, APU, cabin, cargo compartment, flight deck and electrical fires including evacuation) | # |
| 60 | Smoke control and removal | # |
| 61 | Engine failures, shutdown and restart | # |
| 62 | Fuel dumping | # |
| 63 | Wind shear at takeoff or landing | SIM; # |
| 64 | Cabin pressure failure and emergency descent | # |
| 65 | Landing with jammed horizontal stabilizer in any out of trim system | SIM; # |
| 66 | Landing with two engines inoperative (3 and 4 engine a/c) | # |
| 67 | Go-around with one engine inoperative at ILS-DH | # |
| 68 | Approach and landing with flap slat malfunction | SIM; # |
| FLOAT PLANE ONLY PROCEDURES | | |
| 69 | Step Turns | |
| 70 | Plow Taxi | |
| 71 | Glassy Water Landings | |
| 72 | Sailing | |
| 73 | Docking | |
| HELICOPTER ONLY PROCEDURES | | |
| 74 | Hovering in ground effect | |
| 75 | Hovering autorotation | |
| 76 | Autorotation | |
| 77 | Recovery from settling with power | |
| 78 | Pinnacle approach to touchdown | |
| Completion Instructions: | | |
| 1. Insert in right column the evaluation of the applicant. P = Proficient, NT = Needs Training) | | |
| 2. Other letters may be used in the right column to denote omission or action other than evaluation: W = Waived; NA = Not Applicable to particular check conducted | | |
| Legend: | | |
| The indications in superscript just prior to the right column indicate to the check pilot whether the maneuvers are applicable: P = PIC; B = Both PIC and SIC must accomplish; # = PIC and SIC can be credited for simultaneous performance, IR = Required on instrument check, SIM = Maneuver should not be performed in aircraft, H = Helicopter; W = Maneuver may be waived in accordance with FSI guidelines. | | |

APPENDIX 1 TO 14.085: CONTENTS OF CABIN CREW MEMBER COMPETENCY CHECK

- (a) The cabin crew member competency check shall include, for each cabin crew member, a live, timed one-on-one demonstration of the performance of assigned duties at a representative emergency exit during an emergency evacuation. The standard of performance shall be that, from the cockpit evacuation signal, the crew member shall be able to perform all required tasks, including actuation of the evacuation slide and all standardized passenger instructions (call-outs) within 7.5 seconds.
- (b) The cabin crew member shall be required to demonstrate at least two other passenger emergency call-outs and associated actions selected by the person conducting the check. The standard of performance shall be that the crew member be able to enunciate the call-outs using the correct phraseology and perform the tasks associated with the particular call-outs.
- (c) The cabin crew member shall be required to participate as an assigned crew member in a emergency ditching demonstration. All cabin crew members will be assigned specific positions in the aircraft for the start of the demonstration. The standard of performance shall be that, from the cockpit signal, the crew members shall be able to perform all required tasks within 6 minutes. Then, from the instructor signal that the aircraft is motionless in the water, the crew members shall be able to perform (or simulate the performance of) all tasks to deploy and board the rafts.

APPENDIX 1 TO 14.087: CONTENTS OF FLIGHT DISPATCHER COMPETENCY CHECK

- (a) Flight dispatcher competency checks shall include demonstration to the operator a knowledge of:
 - (1) The contents of the operations manual (and volumes);
 - (2) The radio equipment in the aircraft used; and
 - (3) The navigation equipment in the aircraft used;
- (b) The flight dispatcher competency check shall also include demonstration to the operator a knowledge of the following details concerning operations for which the dispatcher is responsible and areas in which that individual is authorized to exercise flight supervision:
 - (1) The seasonal meteorological conditions and the sources of meteorological information;
 - (2) The effects of meteorological conditions on radio reception in the aeroplanes used;
 - (3) The peculiarities and limitations of each navigation system which is used by the operation; and
 - (4) The aeroplane loading instructions.
- (c) The competency check shall also demonstrate to the operator
 - (1) Knowledge and skills related to human performance relevant to dispatch duties; and
 - (2) The ability to perform the duties specified in Section 16.023.

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ATTACHMENTS

ATTACHMENT 1 TO PART 14: SUMMARY OF AMENDMENTS

This attachment contains a summary of all amendments that have been made to the original version of this Part:

| Location | Revision | Description of Amendment |
|--------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| 14.003 | [1]2014 | Deleted definitions and revised to indicate to reader that the definitions applicable to VARs are now consolidated in Part 1, Appendix 1 to 1.007. |
| 14.005 | [1]2014 | Deleted acronyms and revised to indicate to reader acronyms applicable to the VARS are now consolidated in Part 1, Appendix 1 to 1.008. |
| 14.003 | [1]2014 | Revised to indicate to reader that the definitions applicable to this Part have been relocated and consolidated in Part 1, Appendix 1 to 1.007. |
| 14.005 | [1]2014 | Revised to indicate to reader that the definitions applicable to this Part have been relocated and consolidated in Part 1, Appendix 1 to 1.007. |
| 14.010(a) | [1]2014 | Revised text to align with ICAO SARP which allows pilots to function in commercial air transport until age 65. |
| 14.010(b) | [1]2014 | Revised text to allow check airman to continue to function beyond age 65.. |
| 14.017(a) | [1]2014 | Inserted words "single-pilot" prior to PIC. |
| 14.020(a) | [1]2014 | Inserted words "single-pilot" prior to PIC. |
| 14.020(a)(1) | [1]2014 | Increased currency requirements for VFR operations as single pilot. |
| 14.020(a)(2) | [1]2014 | Increased currency requirements for IFR operations as single pilot. |
| 14.023 | [1]2014 | Revised Section title to replace "F/O" with "Co-Pilot." |
| 14.023(a) | [1]2014 | Revised "F/O" to "co-pilot." |
| 14.033(a) | [1]2014 | Revised "F/O" to "co-pilot." |
| 14.040(b) | [1]2014 | Inserted new general procedures subjects for crew member training. |
| 14.040(c) | [1]2014 | Inserted a new requirement that the operator must have crew members demonstrate procedures knowledge. |
| 14.042(a) | [1]2014 | Inserted new requirement for fatigue awareness training. |
| 14.042(b) | [1]2014 | Inserted new requirement listing the persons that must receive fatigue awareness training. |
| 14.042(c) | [1]2014 | Inserted new requirement listing the minimum subjects for fatigue awareness training. |
| 14.043(b) | [1]2014 | Inserted new requirement that the dangerous goods training should conform to the most current revision specified in the Technical Instructions. |
| 14.043(c) | [1]2014 | Inserted new requirement that the crew member must demonstrate to the operator their awareness of type of dangerous goods that may be carried. |
| 14.045(b) | [1]2014 | Deleted original (b) and (c) and inserted new paragraph (b) specifying the security program curriculum elements. |
| 14.047(b) | [1]2014 | Inserted new requirement that crew members and dispatchers demonstrate their knowledge in human performance between the different specialties. |
| 14.050(b) | [1]2014 | Inserted new requirement requiring the operator to ensure the crew member demonstrate capability and awareness of safety duties. |

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| 14.050(c) | [1]2014 | Inserted new requirement requiring the operator to ensure that crew members have demonstrated their capability to use emergency equipment. |
| 14.053(b) | [1]2014 | Revised to require initial ground training for flight crew members on all aircraft types to which they are assigned. |
| 14.053(c) | [1]2014 | Revised to require initial ground training for cabin crew members on all aircraft types to which they are assigned. |
| 14.053(d) | [1]2014 | Revised to require initial ground training for flight dispatchers on all aircraft types to which they are assigned. |
| 14.053(e) | [1]2014 | Inserted new (e) requirement that the operator require the crew members and dispatchers to demonstrate their knowledge of aircraft procedures. |
| 14.055 | [1]2014 | Inserted new Section which allows for different length transition and upgrade aircraft ground training. |
| 14.060(b) | [1]2014 | Revised paragraph (b) to be more specific regarding operations and environment. |
| 14.060(c) | [1]2014 | Deleted paragraph (c) to relocate the requirement to new Section 14.062. |
| 14.061 | [1]2014 | Inserted new Section to include additional initial training specific to single pilot operations. |
| 14.062 | [1]2014 | Inserted new Section to formalize transition and upgrade initial flight training curriculums. |
| 14.063(b) | [1]2014 | Revised paragraph (b) to expand the specific operations requiring initial specialized training. |
| 14.080(c) | [1]2014 | Inserted new paragraph (c) to clarify the type and timing of the proficiency check based on the aircraft category, class and type. |
| 14.080(d) | [1]2014 | Reformatted original paragraph (c) to (d). |
| 14.080(e) | [1]2014 | Inserted new requirement for CAAV approval regarding the combinations of variant for proficiency check. |
| 14.080(f) | [1]2014 | Inserted new requirement allowing single pilot proficiency check in small airplane to be conduct in the class of aircraft. |
| 14.080(g) | [1]2014 | Inserted new requirement allowing the use of flight simulation for the proficiency check if approved for the specific operator, check and events. |
| 14.080(h) | [1]2014 | Reformatted original paragraph (d) to (h). |
| 14.085(b) | [1]2014 | Inserted new requirement for the content of the competency check and referencing Appendix 1 to 14.085 for additional requirements. |
| 14.087(a) | [1]2014 | Revised to reference Appendix 1 to 14.087 for additional guidance for the flight dispatcher competency check. |
| 14.090(a) | [1]2014 | Replaced original (a) with the general requirement for a consecutive series of supervised flights prior to unsupervised flights. |
| 14.090(b) | [1]2014 | Replaced the original (b) with a summary of the minimum number of supervised flights. |
| 14.090(c) | [1]2014 | Deleted the original paragraph (c) and reformatted the original (d) as paragraph (c). |
| 14.090(d) | [1]2014 | Reformatted the original (e) as paragraph (d). |
| 14.090(e) | [1]2014 | Reformatted the original (f) as paragraph (e). |
| 14.097(a) | [1]2014 | Replaced the original (a) with more expanded requirements that include helicopters. |

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| 14.097(b) | [1]2014 | Inserted new (b) requirement that the dispatcher observations should include as many airports and heliports as possible. |
| 14.097(c) | [1]2014 | Inserted a new requirement specifying that the dispatcher be able to observe the actions of the crew and monitor their communications. |
| 14.100(a) | [1]2014 | Revised to align with ICAO SARP text. |
| 14.100(b) | [1]2014 | Inserted new requirement regarding helicopter operations. |
| 14.100(c) | [1]2014 | Reformatted (b) to (c). |
| 14.107(a)(2) | [1]2014 | Replaced acronym "F/O" with "co-pilot." |
| 14.110(a) | [1]2014 | Replaced acronym "F/O" with "co-pilot." |
| 14.110(b) | [1]2014 | Replaced acronym "F/O" with "co-pilot." |
| 14.113(b)(1) | [1]2014 | Revised requirement to allow refresher training in more than one type of aircraft and in an approved flight simulator. |
| 14.113(b)(2) | [1]2014 | Replaced the word "takeoff" with the word "approach." |
| 14.115 | [1]2014 | Inserted new Section to incorporate requalification of personnel who have exceeded the proficiency and recency required by the other Sections of this Subpart. |
| 14.115(a-c) | [1]2014 | Inserted new requirements for requalification of flight crew members whose qualifications expired. |
| 14.115(d-e) | [1]2014 | Inserted new requirements for requalification of cabin crew members whose qualifications expired. |
| 14.115(f-g) | [1]2014 | Inserted new requirements for requalification of flight dispatchers whose qualifications expired. |
| 14.120(b)(2) | [1]2014 | Revised to align with ICAO SARP. |
| 14.120(b)(6) | [1]2014 | Inserted new paragraph (6) to provide for CAAV determination for additional general ground training requirements. |
| 14.120(c)(4) | [1]2014 | Inserted new paragraph (4) to provide for CAAV determination for additional flight training requirements. |
| 14.120(d) | [1]2014 | Converted the original note to give it the force of regulation. |
| 14.123(b)(2)(3) | [1]2014 | Revised text to align with ICAO SARP regarding use of equipment.. |
| 14.123(b)(6) | [1]2014 | Inserted new paragraph (6) to provide for CAAV determination for additional general ground training requirements. |
| 14.125(c) | [1]2014 | Reformatted original (b) to paragraph (c). |
| 14.125(c)(3) | [1]2014 | Revised text to align with ICAO SARP regarding human performance. |
| 14.125(c)(5) | [1]2014 | Inserted new paragraph (6) to provide for CAAV determination for additional general ground training requirements. |
| 14.130 | [1]2014 | Relocated original check airman training requirement to Section 14.137. Inserted new instructor general initial and recurrent training requirement.. |
| 14.133 | [1]2014 | Deleted original text and relocated original 14.135 requirements to 14.133. |
| 14.135 | [1]2014 | Relocated original 14.137 requirements to 14.153. |
| 14.137 | [1]2014 | Inserted check airman training requirement originally located in Section 14.130 and revised text to emphasize that the check airman training is both initial and recurring. |

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| 14.153(c) | [1]2014 | Inserted a new requirement listing the minimum information that must be provided regarding the contract training arrangements. |
| 14.155 | [1]2014 | Revised title to encompass all training simulation devices. |
| 14.155(a) | [1]2014 | Revised to delete the word "flight" and replace the word "simulator" with "equipment." |
| 14.155(a) | [1]2014 | Revised to delete the word "flight." |
| 14.163(c) | [1]2014 | Inserted new requirement to provide for a reduced notification requirement when approved. |
| Appendix 1 to 14.033 Title | [1]2014 | Revised the title of this appendix to delete the reference to commercial air transport. |
| Appendix 1 to 14.080 | [1]2014 | Inserted new appendix to provide additional requirements relating to conduct of pilot proficiency checks. |
| Appendix 2 to 14.080 | [1]2014 | Inserted new appendix to provide a listing of maneuvers and procedures that should be included in applicable pilot proficiency checks. |
| Appendix 1 to 14.085 | [1]2014 | Inserted new appendix to provide contents and standards for the completion of a cabin crew member competency check. |
| Appendix 1 to 14.087 | [1]2014 | Inserted new appendix to provide contents and standards for the completion of a flight dispatcher competency check. |
| Attachment 1 to Part 14 | {1]2014 | Inserted new attachment to summarize the revisions to the regulation text since the original publication of this regulation. |

End of Part 14

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