



GOVERNMENT OF INDIA
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION TECHNICAL
CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI

CIVIL AVIATION REQUIREMENTS
SECTION 7 – FLIGHT CREW STANDARDS
TRAINING AND LICENSING

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SUBJECT: CRITERIA FOR APPROVAL OF CHECK PILOT EXAMINERS/SFI/SFE FOR SCHEDULE COMMUTER, NON-SCHEDULED OPERATIONS AND GENERAL AVIATION OPERATIONS WITH FIXED WING AIRCRAFT.

1. INTRODUCTION

1.1 This Civil Aviation Requirement lays down the minimum requirements for the approval, privileges, recency, standardisation and oversight of Check Pilots, Examiners, SFI and SFE for the purposes specified in Rule 41A and Schedule II of the Aircraft Rules, 1937 for schedule commuters, non – scheduled operations and general aviation operations with fixed-wing aircraft. This CAR is issued under Rule 133A of the Aircraft Rules.

2. APPLICABILITY

- 2.1 This CAR applies to all schedule commuters, non-scheduled operators and general aviation. Additionally it also applies to any individual authorised to conduct training and checks
- 2.2 Requirements are scaled based on:
- (a) Aircraft group and operational complexity
 - (b) Scheduled Commuter, General Aviation and NSOP operational environment
 - (c) Single-pilot vs Multi-crew operations
 - (d) FSTD-based authorisations.

3. CLASSIFICATION OF AIRCRAFT

3.1 Group A – Multi-Crew Jet Transport

Transport-category jet aircraft operated by multi-crew - Typical Examples:

Narrow-Body Jets :

- Airbus A320 / A321
- Boeing 737-700 / 800 / MAX
- Embraer E170 / E190 / E195

Wide-Body Jets:

- Airbus A330 / A350
- Boeing 787 Dreamliner
- Boeing 777
- Airbus A380

3.2 Group B – Multi-Crew Turboprop

Turboprop aircraft mandatorily operated by two pilots - Typical Examples:

Typical Examples:

- ATR 42 / ATR 72
- Bombardier Dash-8 Q300 / Q400
- Beechcraft 1900D
- Dornier 228
- Saab 340

3.3 Group C – Single-Pilot Turboprop / Single-Pilot Jet

Turbine aircraft certified for single-pilot operations.

Single-Pilot Turboprop - Typical Examples:

- Pilatus PC-12
- Cessna 208B Grand Caravan
- Beechcraft King Air C90
- Daher TBM 850 / 900 / 940
- Quest Kodiak 100

Single-Pilot Jet Examples - Typical Examples:

- Cessna Citation CJ1 / CJ2 / CJ3 / CJ4
- Embraer Phenom 100
- HondaJet HA-420

3.4 Group D – Multi-Engine Piston (MEP)

More than one piston engine, usually twin-engine - Typical Examples:

- Piper PA-44 Seminole
- Piper PA-34 Seneca
- Beechcraft Baron G58
- Diamond DA-42 Twin Star
- Cessna 310 / 340 / 402
- Tecnam P2006T

3.5 Group E – Single-Engine Piston (SEP)

Single engine piston, typically used for training, private flying, and basic commercial ops - Typical Examples:

- Cessna 152
- Cessna 172 Skyhawk
- Piper PA-28 Cherokee / Warrior / Archer
- Diamond DA-20
- Cirrus SR20 / SR22
- Tecnam P2002 / P2010

Note: The reference to Single pilot or multi crew in this CAR is as defined by OEM. Whereas the requirement to operate the aeroplane by single pilot or multi crew is dependent on purpose and type of operations and will be governed by relevant and applicable Rule, CAR, OC, AIC or office order issued from time to time for this purpose.

Note: The examples mentioned are only indicative and shall not be construed as an exhaustive list.

4. Definitions

4.1 CBTA (Competency-Based Training and Assessment):

Competency-Based Training and Assessment as per ICAO Doc 9995 and Doc 9868.

4.2 Check Pilot:

A pilot authorised to conduct operator proficiency checks, line checks, base checks, competency assessments, and supervised operational checks.

4.3 Designated Examiner (DE):

A person authorised by the Licensing Authority to conduct skill tests, proficiency checks, or assessments of competence and to report results to the Authority for licensing action.

4.4 Examiner:

A pilot authorised to conduct skill tests, proficiency checks, type rating evaluations, instrument rating checks, renewals, revalidations, and simulator checks.

4.5 Flight Instructor Rating (FIR):

A licence holder authorised to give instruction in flight for the purpose of issuing, renewing, or revalidating a licence, rating, or endorsement.

4.6 Instructional Time:

Time spent providing instruction or evaluation in an aircraft or Flight Simulation Training Device (FSTD).

4.7 PIC / Command Time:

Time logged as Pilot-in-Command (PIC) or Pilot-in-Command Under Supervision (PIC US), where PIC US credit is permitted.

4.8 Qualified Flight Instructor (QFI):

An instructor who meets competency, experience, and recency requirements to exercise instructional privileges.

4.9 Recent Experience:

Minimum recent experience required to conduct checks or training in an aircraft or FSTD.

4.10 Single-Pilot Operation (SPO):

An operation in which the flight crew consists of only one pilot, who is responsible for the conduct of the flight.

4.11 Skill Test (ST):

A demonstration of skill for the issue of a licence or rating, conducted in an aircraft, simulator, or other approved training device, to determine that the applicant meets the required standard of proficiency.

4.12 Synthetic Flight Examiner (SFE):

An Examiner authorised to conduct skill tests and proficiency checks in approved flight simulation training devices.

4.13 Synthetic Flight Instructor (SFI):

An instructor authorised to conduct training exclusively in flight simulation training devices, without aircraft instructional privileges.

4.14 Temporary Medically Unfit (TMU):

A condition in which a licence holder or applicant does not meet the medical fitness requirements at a given time due to a temporary medical condition and is therefore not permitted to exercise the privileges of the licence until medical fitness is restored and appropriately certified.

4.15 Type Rating Instructor (TRI):

An instructor authorised to provide flight and simulator instruction for a specific aircraft type, including multi-crew cooperation and normal, non-normal, and emergency procedures.

5. General Requirements**5.1 Applicant shall:**

- a) Hold a valid Indian licence appropriate to Group (para 3) and valid Type Rating or Class Rating
- b) Meet the experience requirements in Annexure A
- c) Maintain operational and recency requirements in Para 7.
- d) Conduct checks and assessments (CBTA methodology where applicable and approved).
- e) Adhere to operator and regulatory safety and quality systems and shall not have failed in any of the proficiency checks on simulator/aircraft during the preceding one year.

5.2 For a foreign pilot employed/engaged by an operator, shall have functioned as a trainer on the type with an ICAO Contracting State during the previous 3 years and has the qualifications as laid down in Annexure A.

5.3 Check Pilot Concurrent approval as SFI (Annexure E):

- a) A Check Pilot may obtain additional and concurrent qualification as SFI for Group A and B.
- b) To obtain concurrent authorization as SFI, the applicant needs to provide compliance of Annexure E
- c) This CAR defines SFI applicability exclusively for Schedule Commuter, NSOP, and General Aviation operations and does not correspond to or replace the provisions of CAR Section 7, Series I, Part II.

Note:

- a) Previous qualification as DE / TRI / FIR / CP / QFI on any aircraft type may be credited towards eligibility for Check Pilot / Examiner upgrade on the same or a new aircraft type, subject to the candidate having a valid licence (ATPL/ CPL) as per the appropriate aircraft class/type rating, and the experience requirements specified for that aircraft type/Group, as detailed in Annexure A.
- b) A relaxation of up to 10% may be granted subject to:
 - i) Applicant has more than 300 hours instructional (for multi-engine) or
 - ii) more than 600 hours instructional (for single-engine)
- c) Where applicant has more than 1 year experience as Examiner/Check Pilot on another type, minimum PIC-on-type experience may be reduced by:

- i) 250 hours for Examiner and
 - ii) 150 hours as Check Pilot.
- d) Lateral movement of a Designated Examiner (DE) from a Scheduled Airline to a Scheduled Commuter or NSOP operator shall only be permitted for Groups A and B, provided the applicant is type-qualified and holding a valid and current DE authorisation.

6. PRIVILEGES

6.1 Refer Annexure B

6.2 An Examiner shall continue to exercise the privileges of SFE/SFI (concurrent) in case unable to maintain the Operational Recency (para 7) or TMU and as a SFI, where approved, shall continue to exercise the privileges of SFI.

(For SFE/SFI Privileges refer Annexure E)

Note:

- a) Examiner/SFE authorisation shall be endorsed on the licence, whereas Check Pilot approval shall be an operator-specific approval.
- b) The SFE/SFI shall undergo annual medical examination (refer Annexure E)

7. VALIDITY AND REGENCY REQUIREMENTS

Unless withdrawn, the appointment of the Examiner/Check Pilot shall remain valid for a seven (7) years from the date of issue of appointment so long as the pilots continue to meet the applicable requirements of this CAR.

7.1 Operational Recency for Examiner and Check Pilot:

- a) 3 take-offs and landings in 90 days on aircraft or simulator if approved, or minimum of 10 hrs. of flying experience as a pilot-in-command on group / class of similar aeroplanes during the preceding 90 days
- b) Last PPC/IR within 12 months.
- c) Has exercised the privileges of Check Pilot / Examiner on the type or on the group / class of similar aeroplanes during the preceding one year except when a pilot is newly approved on the type or group/class of similar aeroplanes.

d) For simulator only recency the pilot shall have conducted as trainer, 150 hrs in 24 months or 2 full simulator sessions in 180 days.

e) Shall undergo assessment of their continued proficiency every two years. Such assessment shall be carried out by Flight Operations Inspector.

f) For continued proficiency, an Examiner (DE/SFE) shall undergo a DGCA-conducted Examiner/DE Refresher Course once every two (2) years.

7.2 Checking Recency

- a) Examiners/SFE shall conduct at least:
 - 2 checks on aeroplane/simulator every 12 months as laid down in Annexure B
- b) Check Pilot / SFI shall conduct at least:
 - 2 training on aeroplane/simulator as laid down in Annexure B.
- c) An Examiner or Check Pilot as applicable, shall not exercise the privileges of their authorisation unless the above recency requirements are complied with.

7.3 Instrument Recency: At least 1 instrument approach every 6 months.

7.4 Regain Recency for Examiner/SFE: An Examiner who have not exercised their privileges, the following training shall apply to regain currency:

- a) 06 months to 01 year: Observe (aeroplane or simulator) one skill test / proficiency check under supervision of another valid DE/SFE/Examiner.
- b) More than 01 year to 02 Years: Observe one Skill Test or Proficiency Check and Conduct of One Skill Test or Proficiency Checks (aeroplane or simulator), under the supervision of a DE/SFE/Examiner.
- c) More than 02 Years to 5 years: Observe (aeroplane or simulator) two Skill Test or Proficiency Check and Conduct of two Skill Test or Proficiency Checks, under the supervision of a DE/SFE/Examiner.
- d) More than 5 years: The Examiner shall undergo training requirements for initial approval.

7.5 Regain Recency for Check Pilot / SFI, where approved

A Check Pilot / SFI, where approved, who have not exercised their privileges, the following training shall apply to regain currency;

- a) 06 months to 01 year – observe one training session (aeroplane/simulator)
- b) 01 to 02 years –

- i) 2 hrs briefing session by Examiner/SFE covering duties and responsibilities of Check Pilot

- ii) observe and conduct of one training session (aeroplane/simulator)

c) More than 2 years to 5 years-

- iii) 2 hrs briefing session by Examiner/SFE covering duties and responsibilities of Check Pilot
- iv) Observe and conduct of two training session (aeroplane/simulator).
- v) One hour of training PF from RHS (aeroplane/simulator).

d) Greater than 5 years: The Examiner shall undergo training requirements for initial approval.

8. VALIDITY OF AUTHORISATION

8.1 Validity period: 7 years.

8.2 Continuance of privileges requires:

- a) Recency requirements
- b) Standardisation check completion every 24 months
- c) Examiner/DE Refresher every 24 months (Examiner only)

9. OVERSIGHT, SUSPENSION & WITHDRAWAL

9.1 Privileges may be suspended or withdrawn for causes including:

- (a) Failure to maintain recency
- (b) Substandard checking performance.
- (c) Non-compliance with regulatory procedures.
- (d) Safety-related deficiencies.
- (e) Integrity issues.

9.2 DGCA may require monitored or supervised checks prior to reinstatement.

10. TRANSITION PROVISIONS

10.1 All existing Check Pilots and Examiners shall retain privileges for 24 months from the date of issue of this CAR, subject to meeting standardisation requirements thereafter.

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ANNEXURE A**QUALIFICATION MATRIX****Approval, Experience & Competency Requirements for Examiners and Check Pilots****1 GENERAL PRINCIPLES**

1. Experience requirements apply to initial approval.
2. PIC US credit is permissible up to 25% of PIC requirements (Groups A-C only).
3. Instruction time may be accumulated in aircraft or FSTD unless otherwise specified.
4. Multi-crew requirements apply for Groups A and B only.
5. All Examiner/CP applicants must have completed (Annexure G):
 - Bi-Annual standardisation
 - At least 2 supervised checks.

2. COMPARATIVE TABLE**CHECK PILOT/ SFI – MINIMUM EXPERIENCE REQUIREMENTS**

Requirement	Group A – MCJ	Group B – MCTP	Group C – SP Turboprop / Jet	Group D – MEP	Group E – SEP
Typical Aircraft	A320, B737, B787, A350	ATR-42/72, Q400	PC-12, B200, Phenom	Seneca, DA-42	C172, DA-40
Total Flight Time	2,800 h	2,300 h	2,000 h	1,000 h	800 h
Total PIC	1,200 h	850 h	900 h	500 h	300 h
Multi-crew Hours	1,500 h	750 h	—	—	—
PIC Jet / Turbine / MEP / Class	200 h (PIC on Type)	200 h (PIC on Type)	400 h (Jet/Turbine)	200 h (MEP)	100 h (Class)
PIC on Type / Class	200 h	200 h	50 h	40 h	100 h
IR / PPC	Within last 12 months	Within last 12 months	IR current (12 months)	IR valid	Not required
IFR / Night	As applicable	As applicable	As applicable	As applicable	Not required

EXAMINER / SFE – MINIMUM EXPERIENCE REQUIREMENTS

Requirement	Group A – MCJ	Group B – MCTP	Group C – SP Turboprop / Jet	Group D – MEP	Group E – SEP
Total Flight Time	3,500 h	3,000 h	2,500 h	1,600 h	1,200 h
Total PIC	1,800 h	1,600 h	1,250 h	700 h	400 h
Multi-crew Hours	2,000 h	1,200 h	—	—	—
PIC Jet / Turbine / MEP / Class	300 h (PIC on Type)	300 h (PIC on Type)	600 h (Jet/Turbine)	300 h (MEP)	150 h (Class)
PIC on Type / Class	300 h	300 h	100 h	60 h	150 h
Instructional Time	150 h	100 h	100 h	75 h	50 h
IFR Experience (Actual)	—	250 h	200 h	150 h	—
Night PIC	75 h	—	50 h	—	—
IR / PPC	Within last 12 months	Within last 12 months	Valid	Valid	—
Additional	CAT II/III if conducting such checks	—	—	—	—

ANNEXURE B**PRIVILEGES & LIMITATIONS:****B.1 General Privileges****B.1.1 Check Pilot — General Privileges**

A Check Pilot is authorised to conduct:

1. Line checks and assessments when authorized by the operator
2. Competency Assessments under CBTA where qualified.
3. Supervised Line Flight (SLF)
4. Right-Seat checks where RHS qualified
5. Instrument Rating (IR) renewal checks where qualified.
6. PIC route checks except last two route checks.

Note: A Check Pilot may obtain concurrent qualification as a Synthetic Flight Instructor (SFI) for aeroplane Groups A and B. The qualification requirements, training, and privileges shall be as specified in Annexure E..

B.1.3 Examiner — General Privileges

An Examiner shall exercise all the privileges of the Check Pilot and also authorised to conduct:

1. Skill Tests for initial type rating issue (aeroplane and/or simulator)
2. PIC route check.
3. PPC/Instrument Rating (IR) Initial/renewal checks (aeroplane and/or simulator).
4. Base Checks
5. Special Authorisation Checks, including (aeroplane and/or simulator):
 - LVO
 - RNP AR
 - RNP APCH

Note: Examiner authority extends only to aircraft class and types and categories endorsed on the Examiner's approval.

B.2 PRIVILEGES BY AIRCRAFT GROUP

PRIVILEGES AND RESTRICTIONS – CHECK PILOT / EXAMINER (ALL GROUPS)

Requirement	Group A – Multi-Crew Jets	Group B – Multi-Crew Turboprop	Group C – Single-Pilot Turboprop / Jet	Group D – MEP	Group E – SEP
Check Pilot – Permitted Checks	Proficiency Check, Line Check, Recency Checks, PIC Recency Checks (except last two)	Proficiency Check, Line Check, Recency Checks	Proficiency Check, Line Check	PPC, Line Checks, ALC	PPC, Line Checks, ALC
Check Pilot – Restrictions	No Skill Tests; IR renewal not permitted	No initial TR or IR renewal	Not permitted to issue initial Type Rating (TR)	IR checks not permitted unless IR Examiner endorsed	No licence / rating issue
Examiner – Permitted Checks	Skill Tests, Proficiency Checks, IR, ALC, Recurrent Simulator / Checks, Special Authorisations	Skill Tests / PC, IR, ALC, Recurrent Simulator / Checks, Special Authorisations (B.5)	Skill Test, PPC, TR issue, IR Checks, ALC, Simulator training / checks	Skill Test / PPC for MEP Class Rating, IR Tests, ALC, Simulator training / checks	Skill Test (ST), PPC, IR (if applicable), ALC
Examiner – Restrictions / Conditions	Must maintain Group A Examiner recency	Must hold multi-crew Examiner privileges	Must meet turbine / jet Examiner minima	Must be MEP Examiner endorsed	ST only if Type / Class privileges held

B.3 SIMULATOR-ONLY PRIVILEGES

B.3.1 Check Pilot

Check Pilot may conduct simulator training subject to being qualified as SFI. (refer Annexure E)

1. Type endorsement training
2. Recurrent training
3. Training for issue of IR
4. ZFTT

Check Pilot Simulator privileges end if FSTD recency (150 hours/24 months or 2 full simulator sessions in 180 days) or instrument recency lapses.

B.3.2 Examiner

May conduct:

1. Skill Tests on FSTD
2. Proficiency Checks
3. IR tests on FSTD
4. Special authorisations (SIM portion only)
5. ZFTT

Examiner Simulator privileges end if FSTD recency (150 hours/24 months or 2 full simulator sessions in 180 days) or instrument recency lapses.

B.4 LIMITATIONS APPLICABLE TO ALL CHECK PILOTS & EXAMINERS

1. Privileges apply only to the aircraft group, type and operator category (Scheduled Commuter or General Aviation or NSOP) specified in the Examiner/Check Pilot authorisation.
2. Privileges cease immediately when:
 - Recency is not met
 - IR expires (if applicable)
 - Operator-specific or DGCA oversight restriction imposed
3. Examiners shall not conduct checks on a pilot with whom they have a conflict of interest.
4. Examiners shall not examine pilots they have personally trained in initial type rating phases unless the number of Examiners on-type are limited to 4 or less

If the number of Examiner on-type is equal to or less than 4, a list of Examiner's on the type and their non-availability shall be submitted to DGCA on completion of check.

5. All checks may be conducted in accordance with CBTA assessment methodology if approved and applicable
6. For multi-crew checks, examiners must be trained in CRM assessment.
7. Right-hand seat check conduct is permitted only when RHS-qualified

B.5 SPECIAL AUTHORISATIONS

The following checks may **only** be conducted by an approved Examiner with the appropriate endorsements:

- CAT II/III, LVTO
- RNAV-1 / SID / STAR
- RNP-AR
- RNP APCH/BARO V/NAV
- Low-visibility take-offs
- RVSM
- ETOPS (where applicable)
- UPRT

Check Pilots with appropriate endorsement may conduct the training but not the authorisation check.

TRAINING SYLLABUS**ANNEXURE C****GROUP A — MULTI-CREW JET TRANSPORT (MCJ) - Training Syllabus: Line Captain → Check Pilot**

This syllabus is for an experienced Multi-Crew Jet Transport Line Captain transitioning to an approved Check Pilot role.

1. Regulatory framework & role definition

A Check Pilot (MCJ):

- i. Conducts Operator Proficiency Checks, Line Checks, Route/Area checks and other operator assessments
- ii. Ensures uniform application of SOPs, CRM/TEM and company standards
- iii. Exercises authority within the operator, subject to DGCA approval, standardisation and surveillance

Primary Indian references (apply as appropriate)

- i. DGCA CAR – Flight Crew Licensing, Training & Checking
- ii. DGCA CAR – Air Operator Certification & Operations
- iii. DGCA Operations Circulars (OC) on:
 - o Approval/continuance of Check Pilots
 - o Standardisation and oversight
- iv. Relevant AICs on checking conduct, documentation, HF/CRM and surveillance

2. Eligibility prerequisites (entry to course)

Recommended baseline (to be reflected in Operator OM and accepted by DGCA):

- i. Valid ATPL with MCJ Type Rating
- ii. Current Line Captain on the applicable jet type
- iii. Experience Refer to – Annexure A
- iv. Strong CRM record; no recent adverse safety findings
- v. Recommended by Head of Training/Accountable manager
- vi. Shall not have been held blameworthy for an aircraft accident/incident in the previous 3/1 years respectively. No BA positive in previous 3 years
- vii. Satisfactory safety, compliance and performance record

- viii. Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013

3. Course objectives

On completion, the candidate shall be able to:

1. Conduct MCJ proficiency and line checks to DGCA-approved standards
2. Apply objective, uniform assessment criteria
3. Evaluate CRM, leadership, monitoring and SOP discipline
4. Exercise non-intervention discipline while maintaining safety
5. Deliver professional briefings and debriefings
6. Maintain operator and DGCA standardisation requirements

4. Course structure (recommended)

Total duration: ~50–65 hours

(Blended classroom + simulator/aircraft + supervised checks)

5. Ground Training – 24–30 hours

Module 1 — DGCA Regulatory Framework

- CARs relevant to checking & MCJ operations
- OC / Ops Circulars:
 - Check Pilot approval & renewal
 - Standardisation and oversight
- Relevant AICs
- Operator responsibilities during DGCA audits/surveillance

Module 2 — Role of Check Pilot (MCJ Context)

- Line Captain vs Check Pilot
- Authority, limitations, accountability
- Conflict of interest & impartiality
- Documentation & record-keeping standards

Module 3 — MCJ Technical & Operational Assessment

- Jet performance & limitations
- Engine failure:
 - Before/after V1

- En-route and approach
- High-energy management
- AFM limitations & Non-normals
- ETOPS (where applicable) and diversion decision-making

Module 4 — Assessment Standards & Marking

- Objective grading vs training bias
- Mandatory fail items
- Handling marginal/borderline performance
- Evidence-based assessment if applicable/approved

Module 5 — CRM, TEM & Human Factors

- Leadership & followership
- Monitoring and cross-checking
- Authority gradient management
- Communication in high-workload phases
- Cultural/language considerations

Module 6 — Briefing & Debriefing Skills

- Pre-check briefing structure
- Setting expectations clearly
- Conducting professional, defensible debriefs
- Recurrent training & corrective action recommendations

6. Simulator / Flight Standardisation – 14–20 hours

Conducted on approved Full Flight Simulator (preferred) or aircraft (as authorised).

Standardisation exercises include:

- i. Normal, crosswind & performance take-offs/landings
- ii. Engine failure at critical phases (incl. V1 cuts) (simulator only), (if on aeroplane - simulated touch drill only).
- iii. Asymmetric approaches & landings
- iv. Non-normal & emergency procedures
- v. Missed approach / go-around management
- vi. Automation mode awareness & reversion
- vii. SOP adherence and call-out discipline

Check Pilot emphasis

- i. Silent observation
- ii. Non-intervention discipline
- iii. Real-time grading and safety judgement

7. Observed & Supervised Checks – 8–15 hours

Phase 1 — Observation

- i. Observe 2 complete MCJ Proficiency/Line Checks
- ii. Focus on flow, pacing, CRM assessment and debrief quality

Phase 2 — Supervised Conduct

- i. Conduct 2 checks under supervision of an approved Check Pilot/Examiner
- ii. Joint grading and standardisation discussion

8. Final assessment & recommendation

Candidate must demonstrate:

- i. Full independent conduct of an SEP Skill Test
- ii. Correct pass/fail decision
- iii. Professional briefing & debrief
- iv. Accurate documentation & submission

9. Assessment methods: (by DGCA)

- i. Viva voce (regulations & judgement)
- ii. Observed flight test
- iii. File review (test paperwork quality)

On successful completion:

- i. Formal Examiner Recommendation submitted to DGCA FSD
- ii. Entry into examiner standardisation & renewal cycle

10. Examiner currency & standardisation (post-approval)

- ii) Conduct or observe minimum 2 tests per year
- iii) Attend bi-annual examiner standardisation
- iv) Subject to DGCA surveillance / oversight checks
- v) Immediate reporting of any safety-significant concerns

11. Deliverables to include in DGCA submission

- i. Examiner Transition Training Syllabus (this document)
 - ii. Training completion record
 - iii. Observation & supervised test reports
 - iv. Final examiner assessment report
 - v. Head of Training recommendation
 - vi. Declaration of impartiality & compliance
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GROUP A — MULTI-CREW JET TRANSPORT (MCJ) - Check Pilot → Examiner

(also refer Annexure D - aeroplane weight > 5700kg)

This syllabus is for an approved Multi-Crew Jet Transport (MCJ) Check Pilot transitioning to the role of Examiner, i.e. a pilot exercising delegated State authority to conduct Licence Skill Tests, Proficiency Checks, Revalidation and Renewal checks on transport-category jets.

1. Examiner authority

Under DGCA oversight, an MCJ Examiner:

- i) Acts on behalf of the State, not the operator
- ii) Conducts initial skill tests, recurrent proficiency checks, revalidations and renewals
- iii) Must demonstrate neutrality, independence, standardisation and legal defensibility

2. Eligibility prerequisites (MCJ Examiner)

Recommended baseline (to be documented and accepted by DGCA):

- i. Valid ATPL with MCJ Type Rating
- ii. Current and experienced MCJ Check Pilot
- iii. Typical experience Refer to – Annexure A
- iv. Recommended by Head of Training/Accountable manager
- v. shall not have been held blameworthy for an aircraft accident/incident in the previous 3/1 years respectively. No BA positive in previous 3 years
- vi. Satisfactory safety, compliance and performance record
- vii. Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013

3. Examiner transition course objectives

On completion, the candidate shall be able to:

- i. Exercise DGCA-delegated examiner authority independently and correctly
- ii. Conduct MCJ Skill Tests, PPCs, Revalidations and Renewals
- iii. Apply objective, evidence-based assessment in multi-crew environments
- iv. Assess CRM, leadership, monitoring, TEM and SOP discipline
- v. Manage borderline performance and failures professionally and defensibly
- vi. Maintain compliance with examiner standardisation, surveillance and oversight

4. Course structure (recommended)

Total duration: ~60–75 hours

(Blended ground training + simulator standardisation + observed examining)

5. Ground Training – 30–35 hours

Module 1 – Examiner Authority, Privileges & Limitations

- i. DGCA CAR provisions applicable to examiners
- ii. OC / Ops Circulars on:
 - Examiner appointment & renewal
 - Standardisation checks
 - Suspension / withdrawal of privileges
- iii. Examiner independence, neutrality & conflict of interest
- iv. Legal accountability and defensibility of examiner decisions

Module 2 – Examiner vs Check Pilot (Critical Transition)

- i. Why examiners **do not instruct, coach or correct**
- ii. Neutrality, silence and intervention discipline
- iii. Authority management during non-normal and emergency situations
- iv. Safety-based intervention thresholds

Module 3 – MCJ Skill Test & PPC Standards

- i. DGCA-approved MCJ test profiles
- ii. Manoeuvre tolerances and grading philosophy
- iii. Mandatory failure items (e.g. V1 handling, SOP deviations)
- iv. Partial failures, retests and re-test scope

Module 4 – Multi-Crew Assessment Focus

- i. SOP compliance and call-out discipline
- ii. Leadership & followership
- iii. Monitoring and cross-checking
- iv. Crew coordination during:
 - Engine failure (pre-/post-V1)
 - Non-normal & emergency scenarios
 - High-workload approaches and go-arounds

Module 5 – Human Factors, CRM & TEM

- i. Authority gradient and crew dynamics
- ii. Communication breakdowns
- iii. Automation dependency & mode confusion
- iv. Cultural and language issues
- v. Examiner bias (halo, horn, expectation bias)

Module 6 – Test Planning, Administration & Documentation

- i. Candidate eligibility and document verification
- ii. Weather and operational considerations
- iii. Test sequencing and scenario pacing
- iv. Discontinuation, invalid tests and re-scheduling
- v. Documentation standards and DGCA reporting timelines
- vi. Handling appeals and post-test representations

6. Simulator / Flight Standardisation – 15–20 hours

Conducted on DGCA-approved Full Flight Simulator.

Examiner-focused exercises

- i. Silent monitoring & real-time grading
- ii. Non-intervention discipline
- iii. Safety-based intervention judgement
- iv. Full MCJ test profile:
 - Normal & performance take-offs/landings
 - Engine failure at V1 / after V1
 - Asymmetric approaches & landings
 - Non-normal & emergency procedures
 - Missed approach and go-around

- Automation mode management

7. Observed & Supervised Examining – 10–15 hours

Phase 1 – Observation

- i. Observe minimum 2 complete MCJ Skill Tests / PPCs
- ii. Focus on:
 - Examiner neutrality
 - CRM/TEM assessment
 - Failure handling & debrief quality

Phase 2 – Supervised Examining

- i. Conduct minimum 2 Skill Tests / PPCs as Examiner-under-training
- ii. Supervised by DGCA-approved Examiner
- iii. Joint grading and standardisation discussion

8. Final assessment & recommendation

Candidate must demonstrate:

- i. Full independent conduct of a full independent Skill Test / PPC
- ii. Correct pass/fail decision
- iii. Professional briefing & debrief
- iv. Accurate documentation & submission

9. Assessment methods: (by DGCA)

- i. Viva voce (regulations & judgement)
- ii. Observed full independent Skill Test / PPC
- iii. File review (test paperwork quality)

On successful completion:

- i. Examiner assessment report
- ii. Formal Examiner Recommendation submitted to DGCA FSD
- iii. Entry into examiner standardisation & renewal cycle

10. Examiner currency & standardisation (post-approval)

- i. Conduct or observe minimum 2 tests per year
- ii. Attend bi-annual examiner standardisation
- iii. Subject to DGCA surveillance / oversight checks
- iv. Immediate reporting of any safety-significant concerns

11. Deliverables to include in DGCA submission

- i. Examiner Transition Training Syllabus (this document)
 - ii. Training completion record
 - iii. Observation & supervised test reports
 - iv. Final examiner assessment report
 - v. Head of Training recommendation
 - vi. Declaration of impartiality & compliance
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A.3 GROUP B — MULTI-CREW TURBOPROP (MCTP) - Training Syllabus: Line Captain**→ Check Pilot**

This syllabus is intended for an experienced Multi-Crew Turboprop (MCTP) Line Captain transitioning to the role of Check Pilot.

1. Regulatory framework & role definition

A Check Pilot (MCTP):

- i. Conducts Proficiency Checks, Line Checks.
- ii. Ensures standardisation of crew performance, SOP compliance and CRM effectiveness
- iii. Operates under operator authority, subject to DGCA approval and surveillance

Indian regulatory references (primary)

- i. CAR – Flight Crew Licensing, Training & Checking
- ii. CAR – Air Operator Certification & Operations
- iii. DGCA Operations Circulars covering:
 - o Approval of Check Pilots
 - o Standardisation and oversight requirements
- iv. Relevant AICs dealing with checking practices, documentation, HF/CRM and surveillance

2. Eligibility prerequisites (entry to course)

Recommended baseline (to be reflected in Operator OM and accepted by DGCA):

- i. Valid CPL/ATPL with Multi-Crew Turboprop Type Rating
 - ii. Current Line Captain on the applicable turboprop type
 - iii. Experience Refer to - A
 - iv. Recent line flying with satisfactory performance record
 - v. shall not have been held blameworthy for an aircraft accident/incident in the previous 3/1 years respectively. No BA positive in previous 3 years
 - vi. Formal recommendation from Head of Training / Accountable Manager
 - vii. Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013
- Course objectives

On completion, the candidate shall be able to:

- 1. Conduct MCTP proficiency and line checks in accordance with DGCA-approved standards
- 2. Apply uniform, objective assessment criteria
- 3. Evaluate CRM, leadership, monitoring and SOP compliance
- 4. Exercise non-intervention discipline while maintaining safety
- 5. Conduct professional briefings and debriefings

6. Maintain operator and DGCA standardisation requirements

10. Course structure (recommended)

Total duration: ~45–60 hours

(blended classroom + simulator/aircraft + supervised checks)

11. Ground Training – 22–26 hours

Module 1 – DGCA Regulatory Framework

- i) CARs applicable to:
 - o Flight crew checking
 - o Multi-crew turboprop operations
- ii) DGCA CAR's / Ops Circulars:
 - o Check Pilot approval & renewal
 - o Standardisation and oversight
- iii) Relevant AICs
- iv) Operator responsibilities during DGCA surveillance

Module 2 – Role of Check Pilot (Multi-Crew Context)

- i) Line Captain vs Check Pilot
- ii) Authority, limitations and accountability
- iii) Conflict of interest & impartiality
- iv) Documentation and record keeping

Module 3 – MCTP Technical & Operational Assessment

- i) Turboprop performance & limitations
- ii) Engine failure:
 - o Before / after V1
 - o En-route and approach
- iii) Asymmetric flight handling
- iv) AFM limitations & non-normal procedures
- v) Performance planning & OEI considerations

Module 4 – Assessment Standards & Marking

- i) Objective grading vs training bias
- ii) Mandatory fail items
- iii) Handling marginal or borderline performance
- iv) Evidence-based assessment (EBTA) if applicable/approved

Module 5 – CRM, TEM & Human Factors

- i) Leadership & followership

- ii) Monitoring and cross-checking
- iii) Authority gradient management
- iv) Communication during high-workload phases
- v) Cultural and language considerations

Module 6 – Briefing & Debriefing Skills

- i) Pre-check briefing structure
- ii) Setting expectations clearly
- iii) Conducting professional, constructive debriefs
- iv) Recurrent training and corrective action recommendations

12. Simulator / Flight Standardisation – 12–18 hours

Conducted on approved Full Flight Simulator / FNPT II / aircraft.

Standardisation exercises:

- i. Normal, crosswind and performance take-offs/landings
- ii. Engine failure:
 - At critical phases
 - During approach and go-around
- iii. Asymmetric approaches and landings
- iv. Non-Normal & emergency procedures
- v. Automation mode awareness and reversion
- vi. SOP adherence and call-out discipline

Check Pilot emphasis

- i. Silent observation
- ii. Non-intervention discipline
- iii. Real-time grading and safety judgement

13. Observed & Supervised Checks – 8–15 hours

Phase 1 – Observation

- i. Observe minimum 2 complete MCTP Proficiency / Line Checks
- ii. Focus on:
 - Flow and pacing
 - CRM assessment
 - Debrief quality

Phase 2 – Supervised Conduct

- i. Conduct minimum 2 checks under supervision of an approved Examiner
- ii. Joint grading and standardisation discussion

14. Final assessment & authorisation (by DGCA)

Assessment elements

- i. Viva / oral examination (CARs/AICs, judgement)
- ii. Observed full proficiency check conducted by candidate
- iii. Review of completed check documentation

Successful candidates:

- i. Recommended by Head of Training
- ii. Enter operator's approved Check Pilot roster
- iii. Subject to DGCA notification and oversight

15. Currency & standardisation requirements

- i. Conduct or observe minimum 2 checks per year
- ii. Mandatory annual standardisation programme
- iii. Subject to DGCA surveillance / spot checks

16. DGCA submission package (recommended)

- I. MCTP Check Pilot Training Syllabus
- II. Ground & simulator/flight training records
- III. Observation & supervised check reports
- IV. Final assessment report
- V. Head of Training recommendation
- VI. Declaration of compliance & impartiality

**GROUP B — MULTI-CREW TURBOPROP (MCTP) - Training Syllabus: Check Pilot
→ Examiner**

This syllabus is designed for an approved Multi-Crew Turboprop (MCTP) Check Pilot transitioning to the role of Examiner, exercising delegated State authority to conduct Licence Skill Tests, Proficiency Checks, Revalidations and Renewals.

1. Regulatory framework & examiner authority

Indian regulatory basis (primary)

Under DGCA oversight, an MCTP Examiner:

- i) Acts on behalf of the State, not merely the operator

- ii) Conducts initial skill tests, recurrent proficiency checks, revalidation and renewal
- iii) Must demonstrate neutrality, standardisation, independence and legal defensibility

Applicable DGCA references

- i) CAR – Flight Crew Licensing, Training & Checking
- ii) CAR – Air Operator Certification & Operations
- iii) DGCA Operations Circulars relating to:
 - o Approval and renewal of Examiners
 - o Examiner standardisation and oversight
- iv) Relevant AICs covering testing conduct, documentation, surveillance and withdrawal of examiner privileges

2. Eligibility prerequisites (MCTP Examiner)

Recommended baseline (to be documented and accepted by DGCA):

- i. Valid CPL/ATPL **with** Multi-Crew Turboprop Type Rating
- ii. Current and experienced MCTP Check Pilot
- iii. Typical experience Refer to – A
- iv. Recent checking activity with satisfactory standardisation record
- v. shall not have been held blameworthy for an aircraft accident/incident in the previous 3/1 years respectively. No BA positive in previous 3 years
- vi. Formal recommendation from Head of Training / Accountable Manager
- vii. Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013

3. Examiner transition course objectives

On completion, the candidate shall be able to:

- i. Exercise DGCA-delegated examiner authority independently and correctly
- ii. Conduct MCTP Skill Tests, PPCs, Revalidations and Renewals
- iii. Apply objective, evidence-based assessment in a multi-crew environment
- iv. Assess CRM, TEM, SOP adherence and leadership
- v. Manage borderline performance and failures professionally and defensibly
- vi. Comply with examiner standardisation, oversight and surveillance requirements

4. Course structure (recommended)

Total duration: ~55–70 hours

(Blended ground training + simulator/aircraft standardisation + observed examining)

5. Ground Training – 30–35 hours

Module 1 – Examiner Authority, Privileges & Limitations

- i) DGCA CAR provisions applicable to examiners
- ii) Ops Circulars on:
 - o Appointment & renewal of examiners
 - o Examiner standardisation checks
 - o Suspension / withdrawal of privileges
- iii) Examiner independence, neutrality & conflict of interest
- iv) Legal accountability of examiner decisions

Module 2 – Examiner vs Check Pilot (Critical Transition)

- i) Why examiners do not instruct or correct
- ii) Neutrality, silence and intervention discipline
- iii) Authority management during non-normal/emergency situations
- iv) Safety-based intervention thresholds

Module 3 – MCTP Skill Test Standards & Tolerances

- i) DGCA-approved MCTP test profiles
- ii) Manoeuvre tolerances and grading philosophy
- iii) Mandatory failure items
- iv) Partial failures, retests and re-test scope

Module 4 – Multi-Crew Assessment Focus

- i) SOP compliance and standard call-outs
- ii) Leadership, followership and monitoring
- iii) Crew coordination during:
 - o Engine failure (take-off, en-route, approach)
 - o Non-normal and emergency scenarios
- iv) Workload sharing and prioritisation

Module 5 – Human Factors, CRM & TEM

- i) Authority gradient management
- ii) Communication breakdowns
- iii) Automation dependency
- iv) Cultural and language considerations
- v) Examiner bias (halo, horn, expectation bias)

Module 6 – Test Planning, Administration & Documentation

- i) Candidate eligibility & documentation checks
- ii) Weather and operational considerations
- iii) Test sequencing and scenario pacing
- iv) Discontinuation and invalid tests
- v) Documentation standards and DGCA reporting timelines
- vi) Handling appeals and post-test representations

6. Simulator / Flight Standardisation – 15–20 hours

Conducted on approved Full Flight Simulator / FNPT II / aircraft as authorised.

Examiner-focused exercises

- i. Silent monitoring & real-time grading
- ii. Non-intervention discipline
- iii. Safety-based intervention judgement
- iv. Full MCTP test profile:
 - o Normal & performance take-offs/landings
 - o Engine failure before/after V1
 - o Asymmetric flight & approaches
 - o Non-normal & emergency procedures
 - o Missed approach and go-around
 - o Automation mode management

7. Observed & Supervised Examining – 10–15 hours

Phase 1 – Observation

- i) Observe minimum 2 complete MCTP Skill Tests / PPCs
- ii) Focus on:
 - o Examiner neutrality
 - o CRM and TEM assessment
 - o Failure handling and debrief quality

Phase 2 – Supervised Examining

- i) Conduct minimum 2 Skill Tests / PPCs as Examiner-under-training
- ii) Supervised by DGCA-approved Examiner
- iii) Joint grading and standardisation discussion

8. Final assessment & recommendation

Candidate must demonstrate:

- i. Full independent conduct of an SEP Skill Test

- ii. Correct pass/fail decision
- iii. Professional briefing & debrief
- iv. Accurate documentation & submission

9. Assessment methods: (by DGCA)

- i. Viva voce (regulations & judgement)
- ii. Observed flight test
- iii. File review (test paperwork quality)

On successful completion:

- iv. Formal Examiner Recommendation submitted to DGCA FSD
- v. Entry into examiner standardisation & renewal cycle

10. Examiner currency & standardisation (post-approval)

- i) Conduct or observe minimum 2 tests per year
- ii) Attend bi-annual examiner standardisation
- iii) Subject to DGCA surveillance / oversight checks
- iv) Immediate reporting of any safety-significant concerns

12. Deliverables to include in DGCA submission

- i) Examiner Transition Training Syllabus (this document)
- ii) Training completion record
- iii) Observation & supervised test reports
- iv) Final examiner assessment report
- v) Head of Training recommendation
- vi) Declaration of impartiality & compliance

A.4 GROUP C — SINGLE-PILOT TURBOPROP (SPTP) / SINGLE-PILOT JET (SP JET)

– Training Syllabus: Line Captain → Check Pilot

This syllabus is intended for an experienced Single-Pilot Turboprop or Single-Pilot Jet Line Captain transitioning to the role of Check Pilot.

1. Regulatory framework & role definition

A Check Pilot (Single-Pilot Turbine):

- i) Conducts Proficiency Checks, Line Checks and Operator Skill Assessments
- ii) Ensures standardisation and safety assurance in high-workload, single-pilot environments
- iii) Operates under operator authority, subject to DGCA approval and surveillance

2. Eligibility prerequisites (entry to course)

Recommended baseline (to be reflected in Operator OM and accepted by DGCA):

- i. Valid CPL/ATPL with Single-Pilot Turboprop or Single-Pilot Jet type rating
- ii. Current Line Captain on the applicable aircraft
- iii. Experience - Refer to A
- iv. Demonstrated compliance, safety awareness and professionalism
- v. Formal recommendation from Head of Training / Accountable Manager Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013

3. Course objectives (single-pilot emphasis)

On completion, the candidate shall be able to:

- i. Conduct single-pilot turbine proficiency and line checks to DGCA-approved standards
- ii. Apply objective, standardised assessment in high-workload environments
- iii. Evaluate decision-making, workload management and automation use
- iv. Demonstrate non-intervention discipline while maintaining safety
- v. Conduct professional briefings, monitoring and debriefings
- vi. Uphold operator and DGCA standardisation and oversight requirements

4. Course structure (recommended)

Total duration: ~45–60 hours

(blended ground + aircraft/simulator + supervised checks)

5. Ground Training – 20–25 hours

Module 1 – DGCA Regulatory Framework

- i) CARs applicable to:
 - o Flight crew checking

- Single-pilot turbine operations
- ii) DGCA CAR's / Ops Circulars:
 - Check Pilot approval
 - Standardisation & surveillance
- iii) Relevant AICs
- iv) Operator responsibilities during DGCA audits

Module 2 – Role of Check Pilot (Single-Pilot Context)

- i) Check Pilot vs Line Captain
- ii) Authority, limitations and accountability
- iii) Conflict of interest & impartiality
- iv) Documentation and record keeping

Module 3 – Single-Pilot Turbine Operational Risk

- i) Workload & task saturation
- ii) Startle and surprise effect
- iii) Automation management (use vs misuse)
- iv) Decision-making under time pressure
- v) Go/no-go judgement in non-normal situations

Module 4 – Aircraft Systems & Performance (Assessment View)

- i) Turbine engine characteristics
- ii) Propeller/jet performance & limitations
- iii) AFM limitations & non-normal procedures
- iv) Performance planning (runway, obstacle, OEI considerations)

Module 5 – Assessment Standards & Marking

- i) Objective grading vs training bias
- ii) Mandatory fail items
- iii) Handling marginal performance
- iv) Evidence-based assessment

Module 6 – Briefing & Debriefing Skills

- i) Pre-check briefing structure
- ii) Setting expectations clearly
- iii) Conducting calm, professional debriefs
- iv) Corrective action & retraining recommendations

6. Flight / Simulator Standardisation – 12–18 hours

Conducted on approved aircraft or simulator (if authorised).

Standardisation exercises:

- i. Normal, crosswind & performance take-offs/landings
- ii. Engine failure:
 - a. After take-off
 - b. En-route
- iii. Non-normal & emergency procedures
- iv. Go-around decision making
- v. Navigation, diversion & fuel management
- vi. Automation mode awareness & reversion
- vii. Manual handling at high workload points

Check Pilot focus

- i. Silent observation
- ii. Non-intervention discipline
- iii. Real-time grading and safety judgement

7. Observed & Supervised Checks – 8–15 hours

Phase 1 – Observation

- i. Observe minimum 2 complete Single-Pilot Turbine Proficiency Checks
- ii. Focus on:

- Flow and pacing
- Decision points
- Debrief quality

Phase 2 – Supervised Conduct

- i. Conduct minimum 2 checks under supervision of an approved Examiner
- ii. Joint grading & standardisation discussion

8. Final assessment & recommendation

Candidate must demonstrate:

- i. Full independent conduct of a Proficiency Test
- ii. Correct pass/fail decision
- iii. Professional briefing & debrief
- iv. Accurate documentation & submission

9. Assessment methods: (by DGCA)

- i. Viva voce (regulations & judgement)
- ii. Observed flight test
- iii. File review (test paperwork quality)

On successful completion:

- i) Formal Examiner Recommendation submitted to DGCA FSD
- ii) Entry into examiner standardisation & renewal cycle

10. Examiner currency & standardisation (post-approval)

- i) Conduct or observe minimum 2 tests per year
- ii) Attend bi-annual examiner standardisation
- iii) Subject to DGCA surveillance / oversight checks
- iv) Immediate reporting of any safety-significant concerns

11. Deliverables to include in DGCA submission

- i) Examiner Transition Training Syllabus (this document)
- ii) Training completion record
- iii) Observation & supervised test reports
- iv) Final examiner assessment report
- v) Head of Training recommendation
- vi) Declaration of impartiality & compliance

A.4 GROUP C — SINGLE-PILOT TURBOPROP (SPTP) / SINGLE-PILOT JET (SP JET) – Training Syllabus: Check Pilot → Examiner

This syllabus is intended for an approved Single-Pilot Turboprop or Single-Pilot Jet Check Pilot transitioning to the role of Examiner, i.e. a person exercising delegated State authority **to conduct** licence Skill Tests, Renewals and Revalidations.

1. Eligibility prerequisites (entry to examiner course)

Recommended baseline (to be documented and accepted by DGCA):

- i) Valid CPL/ATPL with: Single-Pilot Turboprop or Single-Pilot Jet type rating
- ii) Current and experienced Check Pilot on the applicable aircraft
- iii) Typical experience Refer to A
- iv) Recent checking activity with satisfactory standardisation record
- v) Recommended by Head of Training/Accountable manager
- vi) Formal recommendation from Head of Training / Accountable Manager
- vii) Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013
- viii) Recent checking activity with satisfactory standardisation record

- ix) Recommended by Head of Training/Accountable manager
- x) Formal recommendation from Head of Training / Accountable Manager
- xi) Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013

2. Examiner transition course objectives

On completion, the candidate shall be able to:

- i) Exercise DGCA-delegated examiner authority correctly and independently
- ii) Conduct Single-Pilot Turbine Skill Tests, Revalidations and Renewals
- iii) Apply objective, evidence-based assessment in high-workload environments
- iv) Manage borderline performance and failures with regulatory discipline
- v) Maintain examiner neutrality and non-intervention discipline
- vi) Comply with examiner standardisation, oversight and surveillance requirements

3. Course structure (recommended)

Total duration: ~50–65 hours

(Blended ground training + flight standardisation + observed examining)

4. Ground Training – 25–30 hours

Module 1 – Examiner Authority, Privileges & Limitations

- i) DGCA CAR provisions applicable to examiners
- ii) Ops Circulars on:
 - o Appointment & renewal of examiners
 - o Standardisation checks
 - o Suspension / withdrawal of privileges
- iii) Examiner independence & conflict of interest
- iv) Legal accountability and defensibility of examiner decisions

Module 2 – Examiner vs Check Pilot (Critical Transition)

- i) Why examiners **do not** coach or correct
- ii) Neutrality, silence and timing discipline
- iii) Examiner authority during non-normal / emergency situations
- iv) When intervention is justified on safety grounds only

Module 3 – Single-Pilot Turbine Skill Test Standards

- i) DGCA-approved test profiles
- ii) Manoeuvre tolerances & assessment criteria
- iii) Mandatory failure items
- iv) Partial failures, re-tests and scope of re-examination

Module 4 – Single-Pilot Turbine Risk & Judgement Assessment

- i) Workload & task saturation

- ii) Startle and surprise effect
- iii) Automation management and mode awareness
- iv) Decision-making under time pressure
- v) Go / no-go judgement during non-normal situations

Module 5 – Test Planning & Administration

- i) Pre-test planning and weather considerations
- ii) Aircraft, documents and candidate eligibility checks
- iii) Test sequencing and workload pacing
- iv) Discontinuation, invalid tests and re-scheduling
- v) Documentation standards & DGCA reporting timelines

Module 6 – Human Factors & Examiner Bias

- i) Halo, horn and expectation bias
- ii) Cultural and language issues
- iii) Professional handling of disagreement and appeals
- iv) Conduct during DGCA surveillance checks

5. Flight & Practical Standardisation – 10–15 hours

Conducted on approved aircraft or simulator (if authorised).

Examiner-focused exercises

- i) Silent monitoring and real-time grading
- ii) Non-intervention discipline
- iii) Safety-based intervention thresholds
- iv) Full Single-Pilot Turbine test profile:
 - Normal and performance take-offs/landings
 - Engine failure (after take-off / en-route)
 - Non-normal & emergency procedures
 - Go-around decision making
 - Navigation, diversion and fuel management
 - Automation reversion and manual handling

6. Observed & Supervised Examining – 10–15 hours

Phase 1 – Observation

- i) Observe minimum 2 complete Single-Pilot Turbine Skill Tests
- ii) Focus on:
 - Examiner neutrality
 - Evidence-based grading
 - Failure handling and debrief quality

Phase 2 – Supervised Examining

- i) Conduct minimum 2 Skill Tests as Examiner-under-training
- ii) Supervised by DGCA-approved Examiner

- iii) Joint grading and standardisation discussion

7. Final assessment & recommendation

Candidate must demonstrate:

- i) Full independent conduct of a Skill Test
- ii) Correct pass/fail decision
- iii) Professional briefing & debrief
- iv) Accurate documentation & submission

8. Assessment methods: (by DGCA)

- i) Viva voce (regulations & judgement)
- ii) Observed flight test
- iii) File review (test paperwork quality)

On successful completion:

- i) Formal Examiner Recommendation submitted to DGCA FSD
- ii) Entry into examiner standardisation & renewal cycle

9. Examiner currency & standardisation (post-approval)

- i) Conduct or observe minimum 2 tests per year
- ii) Attend bi-annual examiner standardisation
- iii) Subject to DGCA surveillance / oversight checks
- iv) Immediate reporting of any safety-significant concerns

10. Deliverables to include in DGCA submission

- i) Examiner Transition Training Syllabus (this document)
- ii) Training completion record
- iii) Observation & supervised test reports
- iv) Final examiner assessment report
- v) Head of Training recommendation
- vi) Declaration of impartiality & compliance

GROUP D — MULTI-ENGINE PISTON (MEP) - Training Syllabus: Line Captain → Check Pilot

This syllabus is intended for an MEP Line Captain transitioning to an approved Check Pilot role.

1. Entry prerequisites (minimums)

- i. Valid CPL/ATPL (as required for role) and appropriate MEP class/type rating.
- ii. Minimum operational experience Refer to Annexure A
- iii. Recommended by Head of Training/Accountable manager
- iv. Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013

2. Regulatory context & role definition

A Check Pilot:

- Operates under operator authority, not direct licence-issuing authority (unlike Examiners)

3. Eligibility prerequisites (MEP)

Recommended minimums (to be aligned with Operator OM & DGCA acceptance):

- i. Refer Annexure A
- ii. Valid CPL/ATPL with MEP Class Rating
- iii. Current Line Captain on MEP
- iv. Recent operational & training activity
- v. shall not have been held blameworthy for an aircraft accident/incident in the previous 3/1 years respectively. No BA positive in previous 3 years
- vi. Satisfactory safety, compliance and performance record
- vii. Formal recommendation from Head of Training / Accountable Manager

4. Course objectives

On completion, the candidate shall be able to:

- i. Conduct MEP proficiency and line checks in accordance with DGCA-approved standards
- ii. Apply uniform assessment criteria and pass/fail decisions
- iii. Demonstrate sound judgement during non-normal and asymmetric flight evaluations
- iv. Conduct professional briefings, monitoring and debriefings
- v. Maintain MEP check pilot standardisation across the operator

5. Course structure.

Total duration: ~40–55 hours

(Blended classroom + aircraft / simulator + supervised checks)

A. Ground Training – 18–22 hours

Module 1 – DGCA Regulatory Framework

- i) Applicable CARs (Flight Crew Licensing, Training & Checking)
- ii) DGCA Operations Circulars:
 - o Approval of Check Pilots
 - o Standardisation & oversight
- iii) Relevant AICs affecting training, checks, documentation
- iv) Operator responsibilities under DGCA surveillance

Module 2 – Role of Check Pilot (MEP Focus)

- i) Check Pilot vs Line Captain
- ii) Authority, limitations and accountability
- iii) Conflict of interest & impartiality
- iv) Documentation & record keeping

Module 3 – MEP Technical & Performance Assessment

- i) Multi-engine aerodynamics
- ii) Critical engine concept
- iii) Asymmetric thrust management
- iv) V_{mc}, Vy_{se}, accelerate-stop & accelerate-go concepts
- v) Performance planning & limitations

Module 4 – Assessment Standards & Marking

- i) Objective grading vs training bias
- ii) Mandatory fail items
- iii) Handling marginal performance
- iv) Evidence-based assessment principles if applicable/approved

Module 5 – Human Factors & TEM (MEP)

- i) Startle effect during engine failure
- ii) Workload & task shedding
- iii) Monitoring errors in asymmetric flight
- iv) CRM & communication in multi-crew piston ops

Module 6 – Briefing & Debriefing Skills

- i) Pre-check briefing structure
- ii) Setting expectations
- iii) Conducting a professional, defensible debrief
- iv) Corrective action & retraining recommendations

6. Flight Training / Standardisation – 12–18 hours

Conducted on approved MEP aircraft or FNPT (where authorised).

Standardisation exercises include:

- i. Normal & crosswind take-offs/landings
- ii. Engine failure:
 - o After take-off
 - o En-route
 - o Go-around
- iii. Asymmetric handling & shutdown procedures
- iv. Vmc awareness & avoidance
- v. Forced landing (simulated)
- vi. Non-normal & emergency procedures
- vii. Navigation, diversions and workload management

Check Pilot emphasis:

- i. Silent observation
- ii. Non-intervention discipline
- iii. Real-time grading techniques

7. Observed & Supervised Checks – 8–15 hours

Phase 1 – Observation

- i. Observe minimum 2 MEP Proficiency / Line Checks
- ii. Focus on:
 - o Check flow
 - o Assessment logic
 - o Debrief quality

Phase 2 – Supervised Conduct

- i. Conduct minimum 2 checks under supervision of an approved Examiner
- ii. Joint grading & standardisation discussion

8. Final assessment & recommendation

Candidate must demonstrate:

- i. Full independent conduct of an SEP Skill Test
- ii. Correct pass/fail decision
- iii. Professional briefing & debrief
- iv. Accurate documentation & submission

9. Assessment methods: (by DGCA)

- i. Viva voce (regulations & judgement)
- ii. Observed flight test
- iii. File review (test paperwork quality)

On successful completion:

- i. Formal Examiner Recommendation submitted to DGCA FSD
- ii. Entry into examiner standardisation & renewal cycle

10. Examiner currency & standardisation (post-approval)

1. Conduct or observe minimum 2 tests per year
- ii. Attend bi-annual examiner standardisation
- iii. Subject to DGCA surveillance / oversight checks
- iv. Immediate reporting of any safety-significant concerns

11. Deliverables to include in DGCA submission

- i. Examiner Transition Training Syllabus (this document)
- ii. Training completion record
- iii. Observation & supervised test reports
- iv. Final examiner assessment report
- v. Head of Training recommendation
- vi. Declaration of impartiality & compliance

A.3 GROUP D — MULTI-ENGINE PISTON (MEP) - Training Syllabus: Check Pilot → Examiner

This syllabus is for an approved MEP Check Pilot transitioning to the role of Examiner, i.e. a person exercising delegated authority of the State to conduct licence skill tests, renewals and revalidations on multi-engine piston aircraft.

- i) Valid CPL/ATPL (as required for role) and appropriate MEP class/type rating.
- ii) Minimum operational experience Refer to: Annexure A.
- iii) Recommended by Head of Training/Accountable manager
- iv) Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013

1. Regulatory framework & examiner authority

Under DGCA oversight, an Examiner:

- i. Acts on behalf of the State, not merely the operator
- ii. Must demonstrate independence, standardisation and legal defensibility

2. Eligibility prerequisites (MEP Examiner)

Recommended baseline (to be documented and accepted by DGCA):

- i) Refer Groub A3-B
- ii) Valid CPL/ATPL with MEP Class Rating
- iii) Current and experienced MEP Check Pilot
- iv) Recent checking activity with satisfactory standardisation record
- v) shall not have been held blameworthy for an aircraft accident/incident in the previous 3/1 years respectively. No BA positive in previous 3 years
- vi) Satisfactory safety, compliance and performance record
- vii) Formal recommendation from Head of Training / Accountable Manager

3. Examiner transition course objectives

On completion, the candidate shall be able to:

- i) Exercise DGCA-delegated examiner authority correctly and independently
- ii) Conduct MEP Skill Tests, Revalidations and Renewals in accordance with approved standards
- iii) Apply objective, evidence-based assessment (not training judgement)
- iv) Handle borderline performance and failures correctly and defensibly
- v) Conduct examiner-grade briefings, observation and debriefings
- vi) Maintain compliance with examiner standardisation and oversight requirements

4. Course structure (recommended)

Total duration: ~45–60 hours

(Blended ground training + flight standardisation + observed examining)5. Ground Training – 25–30 hours

Module 1 – Examiner Authority, Privileges & Limitations

- i) DGCA CARs applicable to examiners
- ii) CAR / Ops Circulars on:
 - o Appointment & renewal of examiners
 - o Standardisation checks
 - o Suspension or withdrawal of examiner privilege
- iii) Examiner independence & conflict of interest
- iv) Legal accountability of examiner decisions

Module 2 – Examiner vs Check Pilot (Critical Transition)

- i) Why examiners do not coach or correct
- ii) Neutrality, silence and non-intervention discipline
- iii) Examiner authority during non-normal situations
- iv) Managing examiner stress and judgement under pressure

Module 3 – MEP Skill Test Standards & Tolerances

- i) DGCA-approved MEP test profiles
- ii) Manoeuvre tolerances and assessment criteria
- iii) Mandatory failure items (engine handling, safety limits)
- iv) Partial failures, retests and re-test scope

Module 4 – MEP-Specific Technical & Risk Assessment

- i) Multi-engine aerodynamics
- ii) Critical engine & asymmetric thrust
- iii) Vmc awareness and protection
- iv) Engine failure:
 - o After take-off
 - o En-route
 - o Go-around
- v) Performance planning & limitations
- vi) Examiner decision-making on **safety intervention**

Module 5 – Test Planning & Administration

- i) Pre-test planning & weather considerations

- ii) Aircraft, documents and candidate eligibility checks
- iii) Test sequencing and workload management
- iv) Discontinuation, rescheduling and invalid tests
- v) Documentation & DGCA reporting timelines

Module 6 – Human Factors for Examiners

- i) Examiner bias (halo, horn, expectation bias)
- ii) Candidate stress & startle effect (engine failure scenarios)
- iii) Cultural / language issues
- iv) Professional conduct during disagreements or appeals

5. Flight & Practical Standardisation – 10–15 hours

Conducted on approved MEP aircraft or FNPT (as authorised).

Focus areas

- i) Examiner seating, monitoring & situational awareness
- ii) Silent observation and real-time grading
- iii) Decision discipline: *when not to intervene*
- iv) Full MEP test profile:
 - o Normal, short & crosswind take-offs/landings
 - o Engine failure after take-off (simulated)
 - o Asymmetric flight & shutdown
 - o Go-around with engine failure
 - o Navigation & diversion
 - o Non-normal & emergency procedures

6. Observed & Supervised Examining – 10–15 hours

Phase 1 – Observation

- i) Observe minimum 2 complete MEP Skill Tests
- ii) Emphasis on:
 - o Examiner neutrality
 - o Evidence-based grading
 - o Failure handling & debrief

Phase 2 – Supervised Examining

- i) Conduct minimum 2 Skill Tests as Examiner-under-training
- ii) Supervised by DGCA-approved Examiner
- iii) Joint grading and standardisation discussion

7. Final assessment & recommendation

Candidate must demonstrate:

- i) Full independent conduct of an SEP Skill Test
- ii) Correct pass/fail decision
- iii) Professional briefing & debrief
- iv) Accurate documentation & submission

8. Assessment methods: (by DGCA)

- i) Viva voce (regulations & judgement)
- ii) Observed flight test
- iii) File review (test paperwork quality)

On successful completion:

- i) Formal Examiner Recommendation submitted to DGCA FSD
- ii) Entry into examiner standardisation & renewal cycle

9. Examiner currency & standardisation (post-approval)

- i) Conduct or observe minimum 2 tests per year
- ii) Attend bi-annual examiner standardisation
- iii) Subject to DGCA surveillance / oversight checks
- iv) Immediate reporting of any safety-significant concerns

10. Deliverables to include in DGCA submission

- i) Examiner Transition Training Syllabus (this document)
- ii) Training completion record
- iii) Observation & supervised test reports
- iv) Final examiner assessment report
- v) Head of Training recommendation
- vi) Declaration of impartiality & compliance

A.6 A.2 GROUP E — SINGLE-ENGINE PISTON (SEP) SEP — Line Captain → Check Pilot

Below is a training syllabus to convert an experienced Single-Engine Piston (SEP) line captain into an authorised **Check Pilot**.

1) Entry prerequisites (minimums)

- i. Valid CPL/ATPL (as required for role) and appropriate SEP class/type rating.
- ii. Minimum operational experience Refer to: Annexure A.
- iii. shall not have been held blameworthy for an aircraft accident/incident in the previous 3/1 years respectively.
- iv. Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013

2) Course objective

On completion, the candidate shall be able to:

- i. Conduct proficiency and line checks in accordance with DGCA-approved standards
- ii. Apply uniform assessment criteria and pass/fail decisions
- iii. Demonstrate sound judgement during non-normal and asymmetric flight evaluations
- iv. Conduct professional briefings, monitoring and debriefings
- v. Maintain check pilot standardisation across the operator

3) Course structure (recommended total ~40–60 hours blended)

a) Ground school: 18–24 hrs (classroom/CBT)

- i. Regulatory framework & authority
 - o DGCA duties/privileges of Check Pilot; CARs and relevant Rules/AICs/Ops Circular on standardisation.
- ii. Operator SOPs, MEL/QRH and Company policy (read & interpret company check standards).
- iii. Standards & test criteria
 - o Passing criteria, common failures. Use operator check-sheets.
- iv. Assessment & decision making
 - o Objective vs subjective elements; evidence collection; risk-based grading; use of checklists; documentation & records.
- v. Instructional & assessment techniques
 - o How to brief, set realistic scenarios, grade performance, give constructive debriefs.
- vi. Human Factors & Threat-Error Management
 - o Error chains, startle, complacency, normalization of deviance, communication, CRM in single-pilot/dual-pilot SEP contexts.
- vii. ADM & scenario design
 - o Creating realistic failure scenarios in-air and on-ground; contingency management.
- viii. Legal & ethical
 - o Bias avoidance, impartiality, conflict of interest, reporting obligations.

b) Flight training / standardisation: 10–18 hrs (aircraft by an Examiner or if FNPT where available, by an Examiner/SFE/SFI)

- i. Demonstration flights by an authorised examiner covering the full check syllabus.
- ii. Hands-on demonstration of each manoeuvre and non-normal/emergency procedure expected on a check, missed approach/go-around, engine failure after take-off, forced landing procedures, diverted-field procedures, system failures.
- iii. Particular emphasis on **areas where single-pilot ops create different threats** (workload management, automation-limited decision making).
- iv. Practical use of operator check-sheets and marking.

c) Observed practice & supervised checks: 8–16 hrs

- i. Observation: Candidate observes authorised Check Pilot/Examiner conduct at least 2 checks (skill tests/proficiency checks).
- ii. Supervised checking: Candidate conducts 2 checks under the supervision of an authorised Examiner (jointly assessing and co-signing). This gives real assessment practice and ensures standardisation.

d) Assessment & sign-off

- i. Attend and pass a standardisation course run by DGCA or authorised body
- ii. Formal viva (regulations, SOPs, assessment methods) by the standardisation authority. (DGCA FOI)
- iii. Practical assessment: candidate must conduct a full check (skill test / proficiency check) independently, which is observed and graded by the standardisation authority. (DGCA FOI)
- iv. Submission of training and check records to DGCA for approval/authorisation.

4) Recency, currency & ongoing standardisation

- i. Put in place **recency** requirements: e.g., to exercise check pilot privileges must conduct or observe a minimum number of checks per 12 months OR attend refresher standardisation.
- ii. Bi-Annual refresher: human factors, regulatory updates, and a standardisation session.

5) Suggested course schedule (compact 5-day example)

Day 1 — Regs, check pilot duties, operator SOPs, assessment principles (8 hrs)
Day 2 — Instructional technique, human factors, scenario design (8 hrs)
Day 3 — Ground briefings for flight tasks; demo flights / simulator (8 hrs)
Day 4 — Supervised checks (observe + conduct) (8 hrs)
Day 5 — Final assessed independent check, viva & administrative sign-off (8 hrs)

Total ≈ 40 hours. Extend with more supervised checks if candidate needs more practice.

6) Templates & tools to include in COM/TPM package

- i. Check Pilot Appointment Form (including declarations of impartiality).
- ii. Standardised check sheet (itemised; pass/fail & evidential notes).
- iii. Brief/debrief job aid.
- iv. Standardisation attendance record & certificate.
- v. Appeal & remediation flowchart.
- vi. Training record folder for DGCA inspection.

7) Short checklist - COM/TPM package

- i. Candidate CV & flight time summary attached
- ii. Copies of licenses, medicals & SEP ratings attached
- iii. Operator SOPs & check sheets used for training attached
- iv. Record of observed checks (≥ 2) attached
- v. Record of supervised checks (≥ 3) attached
- vi. Final assessed independent check report attached
- vii. Recommendation for appointment signed by Standardisation Instructor
- viii. Application submitted to DGCA per Ops Circular

A.2 GROUP E — SINGLE-ENGINE PISTON (SEP) SEP — Check Pilot → Examiner Transition

1. Entry prerequisites (minimums)

- i. Valid CPL/ATPL (as required for role) and appropriate SEP class/type rating.
- ii. Minimum operational experience refer Annexure A
- iii. shall not have been held blameworthy for an aircraft accident/incident in the previous 3/1 years respectively.
- iv. Completion of a formal application to DGCA/operator per the DGCA Ops Circular 9 of 2013

This syllabus is designed for an experienced SEP Check Pilot progressing to the role of Examiner (Skill Test / Proficiency Check Examiner).

2. Regulatory framework

- i. A Check Pilot assesses pilots within an operator/organisation.
- ii. An Examiner exercises delegated authority of the State, conducts licence skill tests, renewals and revalidations, and must demonstrate:
 - o Independence
 - o Uniform application of standards
 - o Legal defensibility of pass/fail decisions

3. Eligibility prerequisites (entry to examiner course)

Minimum recommended baseline (SEP):

- i. Refer to Annexure A
- ii. Valid CPL/ATPL with SEP class rating
- iii. Approved **Check Pilot** on SEP
- iv. No incident/accident in last 3/5 year's respectively.
- v. No BA positive in last three years.
- vi. Recommendation from Head of Training / Accountable Manager

4. Course objectives (examiner-specific)

5. Course structure (recommended)

Total duration: ~45–60 hours
(Balanced ground + flight + observed examining)

A. Ground Training: 25–30 hours

Module 1 – DGCA Examiner Authority & Legal Basis

- i) CARs: Flight Crew Licensing & Training (examiner privileges & limitations)
- ii) DGCA Rule's/CAR's / Ops Circulars on:
 - o Examiner approval & renewal
 - o Standardisation checks
 - o Surveillance & withdrawal of privilege
- iii) AICs relevant to testing, documentation, oversight
- iv) Examiner liability, impartiality, conflict of interest

Module 2 – Examiner Role vs Check Pilot

- i) Why examiners **do not teach during tests**
- ii) Managing silence, neutrality and non-interference
- iii) Handling candidate questions during a test
- iv) Differences between:
 - o Proficiency Check
 - o Skill Test
 - o Revalidation vs Renewal

Module 3 – Skill Test Standards & Tolerances (SEP)

- i) Manoeuvre tolerances (DGCA-approved test profiles)
- ii) Critical items / automatic failure items
- iii) Use of test evidence, not impressions
- iv) Handling partial failures & re-tests

Module 4 – Test Planning & Administration

- i) Examiner briefing structure
- ii) Weather minima & decision making
- iii) Aircraft & document verification

- iv) Handling examiner cancellation / discontinuation
- v) Record keeping & DGCA reporting timelines

Module 5 – Human Factors for Examiners

- i) Examiner bias (halo, horn, expectation bias)
- ii) Stress & startle in test candidates
- iii) Cultural & language issues (foreign trainees)
- iv) Authority gradient & professionalism

Module 6 – Ethics, Discipline & Appeals

- i) Failure communication
- ii) Handling disagreement or emotional reactions
- iii) Appeals process (DGCA expectations)
- iv) Examiner conduct during DGCA surveillance

6. Flight / Practical Standardisation: 10–15 hours

Conducted on **SEP aircraft** approved for tests.

Focus areas:

- i. Examiner seating, observation & workload
- ii. Silent monitoring techniques
- iii. Real-time mental grading
- iv. Typical SEP test profile:
 - o Normal/short/soft field take-off & landing
 - o Stalls (clean, approach, turning)
 - o Engine failure (after take-off / en-route)
 - o Forced landing (simulated)
 - o Navigation & diversion
 - o Non-normal & emergency procedures
- v. Decision-making: when *not* to intervene

7. Observed Examiner Activity: 10–15 hours

Phase 1 – Observation

- i. Observe minimum 2 complete SEP Skill Tests
- ii. Focus on:
 - o Examiner neutrality
 - o Marking method
 - o Failure handling

Phase 2 – Supervised Examining

- i. Conduct minimum 2 Skill Tests as Examiner-under-training
- ii. Supervising DGCA-approved Examiner present
- iii. Joint debrief and grading comparison

8. Final assessment & recommendation

Candidate must demonstrate:

- i) Full independent conduct of an SEP Skill Test
- ii) Correct pass/fail decision
- iii) Professional briefing & debrief
- iv) Accurate documentation & submission

9. Assessment methods: (by DGCA)

- i) \Viva voce (regulations & judgement)
- ii) Observed flight test
- iii) File review (test paperwork quality)

On successful completion:

- i) Formal Examiner Recommendation submitted to DGCA FSD
- ii) Entry into examiner standardisation & renewal cycle

10. Examiner currency & standardisation (post-approval)

- i) Conduct or observe minimum 2 tests per year
- ii) Attend bi-annual examiner standardisation
- iii) Subject to DGCA surveillance / oversight checks
- iv) Immediate reporting of any safety-significant concerns

11. Deliverables to include in DGCA submission

- i) Examiner Transition Training Syllabus (this document)
- ii) Training completion record
- iii) Observation & supervised test reports
- iv) Final examiner assessment report
- v) Head of Training recommendation
- vi) Declaration of impartiality & compliance

Annexure D**Aeroplane with AUW above > 5700 kg - Training Syllabus –
Check Pilot → Examiner**

The following training is recommended for airplanes weight category >5700 kg:-

1. Examiner Indoctrination Course at DGCA HQ**2. Experience:**

- i) Flying Experience – Annexure A
- ii) Training experience in the aircraft as Training Captain (CP, LTC, DE, QFI) 150 hours
- iii) Has functioned as an CP, LTC, DE, QFI with the same/another operator for a minimum period of twelve months during the previous five years.

3. Ground Training

- a) The ground training may be undergone at an ATO with:
 - (i) 08 Hours ATO's indoctrination course (*DGCA approved ATO*)
OR
 - (ii) 08 Hours indoctrination course with prior intimation to DGCA for ICAO approved ATO.
OR
 - (iii) At DGCA approved Operator training establishment.
- b) Knowledge of Aircraft Rules, CARs and DGCA circulars pertaining to Examiner functions and responsibilities
- c) Technical theoretical knowledge instruction (technical training) comprising of minimum 12 hours training to include the revision of technical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the applicant to instruct the technical theoretical knowledge syllabus.
- d) Teaching and learning instruction (trainers course) comprising of minimum 40 hours training to cover;
 - i) Learning process
 - ii) Teaching process
 - iii) Training philosophies
 - iv) Techniques of applied instruction
 - v) Airborne instruction techniques
 - vi) Student evaluation and testing
 - vii) Training program development
 - viii) Human performance and limitations relevant to flight instruction
 - ix) Specific hazards involved in simulating systems failures and malfunctions in the aircraft during flight
 - x) Training administration

Note: Ground training can be modular. Validity of the ground course will be 2 years. In case of change of operator, credit for similar duration ground course can be carried forward.

4 .Simulator Training

Phase I

(a) One simulator session of at least two hours from right hand seat and for the purpose of familiarization and handling of normal, Non-normal and emergency conditions especially in traffic circuits.

(b) Assessment of at least two hours with the trainee Examiner in the right hand seat, instructor/Examiner/SFI in left hand seat acting as a Pilot under-training during which the trainee Examiner Pilot shall demonstrate his skill in handling the aircraft in normal, Non-normal and emergency conditions and taking timely corrective actions.

Phase – II

(a) The trainee Examiner Pilot shall observe a complete PIC or Co-pilot training profile as per CAR Section 7 Series B Part XIX including IR/PPC and skill tests.

(b) The trainee Examiner Pilot shall impart instructions under supervision of an Instructor/Examiner/SFI a complete training profile of PIC or Co-pilot as per CAR Section 7 Series B Part XIX (including IR/PPC and skill tests by day and night).

S.no	Exercise	Session
1.	FFS Training	08
2.	LOFT	01
3.	Skill test CA-40 Day	01
4.	Skill test CA-40 Night	01
5.	AWO Training	01 Hour
6.	AWO Check	01 Hour

Note 1: If a batch of at least two PIC/Co-pilot trainees is being trained together for the complete course, the trainee Examiner Pilot may impart instructions along with the instructor/Examiner/SFI alternatively, thus reducing the simulator timings.

Note 2: The validity of Phase I training is 3 months within which Phase II must be completed. If more than 3 months have elapsed, then Phase I training must be repeated prior to commencing/resuming Phase II training.

5. Aircraft Training

Phase I

Adequate flying training to the satisfaction of instructor/Examiner/SFI - (if done in simulator, refer note below), with the trainee Examiner Pilot occupying right hand seat and TRI/Examiner occupying left hand seat acting as Pilot-under-Training. Minimum 3 take-offs and landings out of which at least one landing shall be with simulated one engine inoperative. This is to provide practice in handling the aircraft in normal, non-normal and emergency conditions from right hand seat and also to impart instructions and to take timely corrective actions.

Note: Phase I above may be carried out in a simulator. Phase I is not required if Phase I has been completed out in the preceding 3 months.

Phase II

- (a) Observe an Instructor/Examiner conduct base training in an airplane, consisting of minimum 3 take offs and landings
- (b) Conduct under supervision of an Instructor base training in an aeroplane consisting of minimum 3 take offs and landings.

Note 1: The validity of Phase I training is 3 months within which Phase 2 must be completed. If more than 3 months have elapsed, then Phase I training must be repeated prior to commencing/resuming Phase II training.

6. Line Training

At least one SLF sector should be conducted by the trainee Examiner pilot under supervision of an Instructor/Examiner. Instructor/Examiner may occupy left hand seat or right hand seat and act as a Pilot-under- training.

7. Release Check under the supervision of nominated FOI. The Check will consist of two parts:-

Part 1

01:30 hours of simulator session - The Trainee Examiner will be assessed on his/her knowledge and his/her demonstration and training of a trainee pilot on following-

PRE FLIGHT

-

- a. Briefing preparation and set up
- b. Knowledge of DGCA CARs/Circulars
- c. Type specific knowledge

- d. Briefing on simulator conduct and safety aspects
- e. Lesson plan
- f. IOS familiarity

IN FLIGHT

-

- a. Take off cross wind (maximum limit) – demonstration and fault analysis
- b. Stall/Approach to stall - demonstration and fault analysis.
- c. Precision approach manual without FD (15 kts crosswind)- demonstration and fault analysis
- d. Non-precision approach - demonstration
- e. Visual circuit - demonstration and fault analysis of trainee.
- f. Engine failure on take-off - demonstration
- g. Cross wind landing technique (maximum limit)- demonstration and fault analysis

-

IOS OPERATIONS

-

- a. Ability to set up exercises
- b. Ability to introduce failures and reset/freeze
- c. Time management

-

POST FLIGHT

-

- a. Ability to recount key faults
- b. Note taking during session
- c. Debrief technique
- d. Report writing
- e. Ability to assess CRM

-

Part 2

0200 hours of simulator session - The Trainee Examiner will be assessed on his/her conduct of an IR/PPC or Skill Test of a trainee Pilot on following-

PRE-FLIGHT BRIEFING

- a. Content Adequacy
- b. Clarity
- c. Rapport with Candidate

-

SCOPE OF FLIGHT CHECK

- a. Use of Questions
- b. Required items Covered
- c. Relative to Briefing

-

CONDUCT OF FLIGHT CHECK

- a. Standard Procedures
- b. Relative to Briefing
- c. Rapport with Candidate

-

POST FLIGHT BRIEFING

- a. Content Adequacy
- b. Relative to Flight Check
- c. Relative to Flight Check Coverage – Error/ Weakness

-

FLIGHT CHECK REPORT

- a. Coverage - Errors/ Weakness
- b. Content - General
- c. Assessment – Validity

Note: If the trainee Examiner has conducted simulator training in any capacity (DE/TRI/SFE/SFI/QFI) on the same /other - category/type of aeroplane and has exercised the privileges in the simulator in last 1 year, he may be exempted from para 7, Part 1 of the above assessment at the discretion of the DG-CA.

Annexure E**(A) Synthetic Flight Instructor for Schedule Commuter/NSOP/General Aviation:****1. Qualification Requirements:**

The pilots recommended for authorization as SFIs:

- (a) (i) shall meet the qualification as laid down in Annexure A for upgrade from Line Capt to Check Pilot;
- or,
- (ii) shall have been a simulator trainer on the same/another type of commercial air transport with a Scheduled Operator/NSOP/Schedule Commuter or a DGCA/ICAO Contracting State approved TRTO/ATO in the preceding 5 years;
- or,
- (iii) For a foreign pilot employed / engaged by an operator without FATA, functioned as a DE/Examiner/SFE/TRI/SFI on the type with an ICAO Contracting State for a minimum period of 3 years;
- and
- (b) shall not have tested alcohol positive during a pre/post flight medical check in the previous 3 years of flying;
- and,
- (c) shall not have been held blameworthy for an aircraft accident/ incident in the previous 3/1 years of flying respectively;
- and,
- (d) shall have undergone a medical assessment by a doctor qualified in Aviation Medicine on suitability for simulator instructional duties that will address;
- Physical ability
 - Visual and colour perception
 - Hearing

Note

1: In addition to entry requirements, the medical assessment above shall be conducted annually for SFIs. The medical assessment may be conducted by any doctor including operator's doctor,

2: Another type in context of (a) above means turboprop to turboprop, turbojet to turbojet

3: For pilot qualified on another type as in Para 3.6 (a) (i), (ii) above, or not current on the same type in preceding 3 years, full type rating course as per CAR Section 7 Series B Part XIX including skill tests and IR/PPC shall be completed for the pilot to be eligible to commence training for SFI.

2. Recency:

For SFI who have not exercised their privileges, the following training shall apply to regain currency under the supervision of DE/SFE/TRI/Examiner:

(a) 06 months to 01 year:

Observe and conduct of one FFS training session.

(b) 01 to 02 years :

i) 2 hrs briefing session, covering duties and responsibilities of SFI

iii) Observe and conduct of two FFS training session.

(c) More than 2 years:

i) 2 hrs briefing session covering duties and responsibilities of SFI

iii) Observe and conduct of two FFS training session

iv) one hour of FFS training PF from RHS

5: The pilot trained as SFI shall be checked for proficiency by DGCA Flight Inspector. The pilots who fail in the proficiency check should not be recommended for the respective approval for a period of three months.

3. Privileges Of Synthetic Flight Instructor:

(a) Training of PIC/co-pilots for type rating

(b) Training for issue/renewal of Instrument rating.

(c) Recurrent pilot proficiency training

(d) Simulator training of SFIs and Check Pilots.

(B) Synthetic Flight Examiner for Schedule Commuter/NSOP/General Aviation:**1. Qualification Requirements:**

Holds a valid ATPL

- (a) Demonstrates satisfactory knowledge of the contents and interpretation of the DGCA Civil Aviation Requirements and applicable regulations
- (b) Is Pilot-in-Command in the same type for which examining authority is sought
- (c) Holds a current Proficiency Check on type
- (d) Holds Current Examiner Authorisation on same type
- (e) Has not been held blameworthy for an aircraft accident in the previous three years or an aircraft incident in the previous one year
- (f) Has not been tested alcohol positive in the pre/post flight medical check in the previous three years
- (g) The qualifying command experience on type shall meet the qualification as laid down in Annexure A for upgrade from Check Pilot to Examiner.
- (h) shall have undergone a medical assessment by a doctor qualified in Aviation Medicine on suitability for simulator instructional duties that will address;
 - Physical ability
 - Visual and colour perception
 - Hearing

Note: In addition to entry requirements, the medical assessment above shall be conducted annually for SFE. The medical assessment may be conducted by any doctor including operator's doctor,

2. Recency:

For SFE who have not exercised their privileges, the following training shall apply to regain currency under the supervision of DE/SFE/TRI/Examiner:

- (a) 06 months to 01 year:

observe and conduct of one FFS training session.

- (b) 01 to 02 years :

i) 2 hrs briefing session, covering duties and responsibilities of SFE

iii) observe and conduct of two FFS training session.

(c) More than 2 years:

i) 2 hrs briefing session covering duties and responsibilities of SFE

iii) observe and conduct of four FFS training session

Note: The pilot trained as SFE shall be checked for proficiency by DGCA Flight Inspector. The pilots who fail in the proficiency check should not be recommended for the respective approval for a period of three months.

Appendix F

<u>EXAMINER INITIAL ISSUE APPLICATION</u>			
APPLICANT'S IDENTIFICATION			
NAME:		ADDRESS:	
EMPLOYER:	NATIONALITY:	DATE OF BIRTH:	
TYPE OF LICENSE:	LICENSE NO.	LICENSE EXPIRY DATE:	RATINGS HELD:
FLIGHT TIME (Hours)			
PIC	PIC NIGHT	PIC ON TYPE	FSTD/ SIMULATOR
Flying Experience before Examiner Course: Flying Experience hours of which PIC experience hours Flight Experience as PIC on type hours Flight Experience as Trainer (on aeroplane): hours (on simulator) hours Experience in the past 12 months as Trainer Type of Aeroplane Last Skill Test/ PPC date Type of Aeroplane Examiner Name			
DECLARATION BY APPLICANT			
I CERTIFY THAT THE ABOVE INFORMATION IS TRUE IN EVERY RESPECT. I AGREE TO ABIDE BY THE PROVISIONS OF THE CIVIL AVIATION LAW AND THE REGULATIONS ISSUED THEREUNDER. I CERTIFY THAT NO ENFORCEMENT ACTION HAS BEEN TAKEN AGAINST ME BY DGCA in last 3 years. APPLICANT'S SIGNATURE DATE (DD/MM/YY) APPLICANT'S NAME			
COMPANY RECOMMENDATION			
Incident/ Accident record details BA Positive test record Administrative Action taken if any in last 3 Years. Post Holder Training / Post Holder Flight Operations (name) I hereby recommend the applicant be appointed as Examiner for the company. I also verify the statement of qualifications and experience. and that the applicant will complete an approved DGCA Examiner course on) / whenever scheduled by DGCA. POST HOLDER'S SIGNATURE LICENSE NO. DATE POST HOLDER'S NAME OPERATOR			

Appendix G**List of documents to be submitted with the Examiner application****1 Examiner Interview**

- Appendix 1 / 1A
- ATPL Copy
- Valid Medical Copy
- Valid PPC Copy (For Examiner)
- Justification for nomination vis-à-vis Existing EXAMINER Strength & Sanctioned EXAMINER Strength (Para 5.1)
- Resume of Candidate with Conflict of Interest Declaration (Para 5.2)
- Para 5.3 Compliance Certificate
- Para 6.1 Compliance Certificate
- Para 6.3 Compliance Certificate (if applicable)
- Para 6.4 Compliance certificate (for SFE)

2 EXAMINER/SFE Initial Application

- ATPL Copy
- Valid Medical Copy
- Valid PPC Copy (For EXAMINER)
- EXAMINER/SFE Interview Result
- EXAMINER/SFE Indoctrination Course Result
- Training certificate (Para 8.1)
- Fee for Approval
- Fee for FOI Check

3 EXAMINER/SFE Renewal

- EXAMINER/SFE Appointment Letter
- Record of EXAMINER/SFE Standardization Check (in tabular form) with Check Reports
- Records of EXAMINER Indoctrination / Refresher Course detail (in tabular form)
- Non-Utilization Certificate as applicable
- ATPL Copy
- Valid Medical Copy
- Valid PPC Copy (For EXAMINER)
- EXAMINER utilization for last 12 months
- Fee for Renewal
- Fee for FOI Check (if due)