

ATTACHMENT 22 Pilot-in-command Proficiency Check and Recent Flight Experience.

This attachment is established in accordance with Article 287 of this AOR proper and FAR Part 91.5, 61.56, 61.57, 61.58

Operation of Aircraft requiring more than one Pilot Flight Crewmember.

1. To serve as pilot in command of an aircraft that is type certificated for more than one required pilot flight crewmember, a person shall:
 - 1.1 Within the preceding 12 calendar months, complete a pilot-in-command in an aircraft that is type certificated for more than one required pilot flight crewmember.
 - 1.2 Complete the type certification proficiency check provided in Chapter 2 and Chapter 3 of AOR.
2. The pilot-in-command proficiency check required by Item 1 may be accomplished by satisfactory completion of one of the following:
 - 2.1 A pilot-in-command proficiency check conducted by a person authorized by the CAA, consisting of the maneuvers and procedures required for a type rating, in an aircraft type certificated for more than one required pilot flight crewmember.
 - 2.2 A pilot-in-command practical test conducted by CAA, in an aircraft type certificated for more than one required pilot flight crewmember.
 - 2.3 The initial or periodic practical test required for the issuance of a pilot examiner or check airman designation, in an aircraft type certificated for more than one required pilot flight crewmember.
3. A check or test described in Item 2.1 through 2.3 may be accomplished in a full flight simulator under this chapter, subject to the following:
 - 3.1 Except as provided for in Item 3.2 and 3.3, if an otherwise qualified and approved full flight simulator used for a pilot-in-command proficiency check is not qualified and approved for a specific required maneuver:
 - 3.1.1 The training center shall annotate, in the applicant's training record, the maneuver or maneuvers omitted.
 - 3.1.2 Prior to acting as pilot in command, the pilot shall demonstrate proficiency in each omitted maneuver in an aircraft or full flight simulator qualified and approved for each omitted maneuver.
 - 3.2 If the full flight simulator is not qualified and approved for circling approaches:
 - 3.2.1 The applicant's record shall include the statement, "Proficiency in circling approaches not demonstrated".
 - 3.2.2 The applicant may not perform circling approaches as pilot in command when weather conditions are less than the basic VFR conditions described in this chapter, until proficiency

in circling approaches has been successfully demonstrated in a full flight simulator qualified and approved for circling approaches or in an aircraft to a person authorized by the CAA to conduct the check.

3.3 If the full flight simulator used is not qualified and approved for landings, the applicant shall:

3.3.1 Hold a type rating in the airplane represented by the full flight simulator.

3.3.2 Have completed within the preceding 90 days at least three takeoffs and three landings as the sole manipulator of the flight controls in the type airplane for which the pilot-in-command proficiency check is sought.

4. For the purpose of meeting the pilot-in-command proficiency check requirements of Item 1, a person may act as pilot in command of a flight under day VFR conditions or day IFR conditions if no person or property is carried.

Operation of Aircraft requiring single Pilot.

1. To serve as pilot in command of an aircraft that is type certificated for single pilot , a person shall:

1.1 Within the preceding 12 calendar months, complete a pilot-in-command in an aircraft that is type certificated for more than one required pilot flight crewmember.

1.2 Complete the type certification proficiency check provided in Chapter 2 and Chapter 3 of AOR.

2. (a) Except as provided in Item 5 of this section, a flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:

2.1 Normal, abnormal/emergency procedures flight rule and written test for chapter 4 of AOR ;

2.2 A review of those maneuvers and procedures that, at the discretion of check pilot examiner, check pilot or flight instructor giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

3. Except as provided in paragraph 4 and 6 of section, no person may act as pilot in command of an aircraft unless, since the beginning of the 12th calendar month before the month in which that pilot acts as pilot in command, that person has—

3.1 Accomplished a flight review given in an aircraft for which that pilot is rated by designated examiner, check pilot or flight instructor, and

3.2 A logbook endorsed from a designated examiner, check pilot or flight instructor who gave the review certifying that the person has satisfactorily completed the review.

4. A person who has, within the period of 12 month, satisfactorily accomplished one or more phases of an CAA-accepted pilot proficiency award program need not accomplish the flight review required by this section.

5. A person who holds a flight instructor certificate and who has, within the period of 12 month, satisfactorily completed a renewal of a flight instructor certificate, need not accomplish the one hour of ground training specified in paragraph 2.
6. A student pilot need not accomplish the flight review required by this section provided the student pilot is undergoing training for a certificate and has a current solo flight endorsement.
7. Meet the requirements of pilot-in-command recent experience of this attachment.

Recent flight experience: Pilot in command.

1. General experience.

- 1.1 No person may act as a pilot in command of an aircraft carrying passengers or of an aircraft certificated for more than one pilot flight crewmember unless that person has made at least three takeoffs and three landings within the preceding 90 days:
 - 1.1.1 The person acted as the sole manipulator of the flight controls;
 - 1.1.2 The required takeoffs and landings were performed in an aircraft of the same category, class, and type, and, if the aircraft to be flown is an airplane with a tailwheel, the takeoffs and landings must have been made to a full stop in an airplane with a tailwheel.
- 1.2 For the purpose of meeting the requirements of paragraph 1.1 of this section, a person may act as a pilot in command of an aircraft under day VFR or day IFR, provided no persons or property are carried on board the aircraft, other than those necessary for the conduct of the flight.
- 1.3 To meet the requirement by paragraph 1.1 of this section may be accomplished in a inspected or accepted full flight simulator by CAA, used in accordance with an approved course.

2. Night takeoff and landing experience.

- 2.1 No person may act as pilot in command of an aircraft carrying passengers during night time, unless within the preceding 90 days that person has made at least three takeoffs and three landings to a full stop during night time:
 - 2.1.1 That person acted as sole manipulator of the flight controls.
 - 2.1.2 The required takeoffs and landings were performed in an aircraft of the same category, class, and type.
- 2.2 To meet the requirement by paragraph 2.1 of this section may be accomplished in a inspected or accepted full flight simulator by CAA, used in accordance with an approved course.

3. Instrument experience.

A person may act as pilot in command under IFR or weather conditions if:

- 3.1 Within the 6 calendar months preceding the month of the flight, that person performed and logged at least the following tasks and iterations in an aircraft, for the instrument rating privileges to be maintained in actual weather conditions, or under simulated conditions using a view-limiting device that involves having performed the following—

3.1.1 Six instrument approaches.

3.1.2 Holding procedures and tasks.

3.1.3 Intercepting and tracking courses through the use of navigational electronic systems.

3.2 Within the 6 calendar months preceding the month of the flight, that person performed and logged tasks described in 3.1.1, 3.1.2, 3.1.3 and iterations in a inspected or accepted full flight simulator by CAA.

4. Instrument proficiency check.

A person who has failed to meet the instrument experience requirements of paragraph 3.1, 3.2 of this section shall not act as a pilot-in-command under IFR condition.

5. In each turbine-powered airplane that is type certificated for more than one pilot crewmember that the pilot seeks to operate under night time and act as a pilot-in-command, that pilot must have accomplished and logged the night time takeoff and landing recent flight experience, as follow:

5.1 The pilot shall hold the same type of commercial rating, and:

5.1.1 Total logged flight hours 1,500 or more.

5.1.2 Meet the requirement of paragraph 1.1 of this section. Accomplished and logged at least 3 takeoffs and 3 landings during daytime, and acted as the sole manipulator of the flight controls

5.1.3 Within the preceding 90 days prior to the operation of that airplane, the pilot must have accomplished and logged at least 15 hours of flight time in the type of airplane that the pilot seeks to operate under this alternative; and

5.1.4 within the preceding 6 months that person has made at least three takeoffs and three landings to a full stop during night time, and acted as the sole manipulator of the flight controls

5.2 The pilot in command must hold at least a commercial pilot certificate with the appropriate category, class, and type rating for each airplane that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, and:

5.2.1 That pilot must have logged at least 1,500 hours of aeronautical experience as a pilot;

5.2.2 Have accomplished and logged the daytime takeoff and landing recent flight experience of paragraph 1 of this section, as the sole manipulator of the flight controls;

5.2.3 Within the preceding 90 days prior to the operation of that airplane, the pilot must have accomplished and logged at least 15 hours of flight time in the type of airplane that the pilot seeks to operate under this alternative; and

5.2.4 Within the preceding 12 months prior to the month of the flight, the pilot must have completed a training program that is approved under CAA. The approved training program must have required and the pilot must have performed, at least 6 takeoffs and 6 landings to a full stop as the sole manipulator of the controls in a full flight simulator that is representative of a turbine-powered airplane that requires more than one pilot crewmember. The full flight

simulator's visual system must have been adjusted to represent the period beginning 1 hour after sunset and ending 1 hour before sunrise.

If a pilot takes the pilot-in-command proficiency check in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next pilot-in-command proficiency check is due.