

Subject: Pilot Proficiency Check Procedures

Aim	Resources	Time Allotted
To highlight the requirements, expectations, and methods of the Transport Canada Pilot Proficiency Check.	- Projector - GLP 008 Slide Package	30 minutes

Teaching Points

1. PPC requirements.
2. Candidate preparation.
3. Pre-brief.
4. Briefing.
5. Conduct of flight.
6. Debrief.
7. Assessment standards.
8. Results of a PPC failure.

Exam – Oral exam and checkride.

PPC Briefing Guide

Introductions (if applicable)

Check Documentation

- pilot licence, instrument rating, medical validation
- pilot training file (refer to section 8.9 for details)
- PPC Initial Application for Endorsement of a Rating (form 26-0083)

Purpose of Check

- To renew PPC
- give candidates information necessary for flight (NOTAMs, weight and balance info, etc.)
- approximate duration of the flight check

Mandatory Items

- pre-flight
- take-offs (including rejected and power loss)

Weather

Check Pilot Role

General

- any situation caused by the candidate's incorrect or inappropriate action or response **will not** be corrected by the check pilot
- aircraft is to be flown in accordance with the AOM, FOM, SOP requirements and within acceptable tolerances (refer section 10.5)
- when required, transfer of control should be done in a positive manner by using the statement "I have control/you have control"

Abnormals / Emergency Procedures

- multiple unrelated failures will not be introduced, but the candidates must be prepared to take corrective action on related failures such as loss of hydraulics/electrics on a failed engine
- assume **any** fault is real unless advised otherwise
- normally, faults will be carried through to landing unless they are corrected through checklist procedures or the re-setting of circuit breakers

Stress Clearly

- ensure that candidates clearly understand all instructions
- encourage candidates to **ask/clarify** any uncertainties
- candidates should not be in doubt or put in a position where they are required to make assumptions
- advise the candidates to take their time (**Do Not Rush**)

- if an error is made, correct it if able. **Do not dwell on it** or let it impact on the rest of the flight
- emphasize the importance of **error management** (i.e., humans will make errors from time to time – what is most important is that the errors are identified and corrected in a timely manner)

Finally

- brief on the actions to take in event of a real emergency or malfunction such as fire/smoke, runaway motion system or hydro failure/lightning strike, etc.

Relax