

## 5. Training Assessment Levels

5.1 Trainee pilots will be assessed on each sequence and emergency and will be assigned an appropriate level based on Transport Canada's 4-point scale (TP 6533E). When applying the 4-point scale, the level that best describes the weakest element(s) applicable to the trainee's performance will be assigned. Remarks to support mark awards of (1) or (2) must link to a safety issue, a competency standard, or an approved technique or procedure.

- a) **Level 4** – Performance remains well within the qualification standards and management skills are excellent. A sequence shall be rated (4) where:
  - i) performance is ideal under existing conditions,
  - ii) aircraft handling is smooth and precise,
  - iii) technical skills and knowledge exceed the required level of competency,
  - iv) behaviour indicates continuous and highly accurate situational awareness,
  - v) flight management skills are excellent,
  - vi) safety of flight is assured. Risk is well mitigated.
  
- b) **Level 3** – Minor deviations occur from the qualification standards and performance remains within prescribed limits. A sequence shall be (3) where:
  - i) performance meets the recognised standard yet may include deviations that do not detract from the overall performance,
  - ii) aircraft handling is positive and within specified limits,
  - iii) technical skills and knowledge meet the required level of competency,
  - iv) behaviour indicates that situational awareness is maintained,
  - v) flight management skills are effective,
  - vi) safety of flight is maintained. Risk is acceptably mitigated.

- c) **Level 2** – Deviations from the qualification standards occur, which may include momentary excursions beyond prescribed limits but these are recognized and corrected in a timely manner. A sequence shall be rated (2) where:
- i) performance includes deviations that detract from the overall performance, but are recognized and corrected within an acceptable time frame,
  - ii) aircraft handling is performed with limited proficiency and/or includes momentary deviations from specified limits,
  - iii) technical skills and knowledge reveal limited technical proficiency and/or depth of knowledge,
  - iv) behaviour indicates lapses in situational awareness that are identified and corrected by the crew,
  - v) flight management skills are effective, but slightly below standard. Some items are only addressed when challenged or prompted by other crewmembers,
  - vi) safety of flight is not compromised. Risk is poorly mitigated.
- d) **Level 1** – Unacceptable deviations from the qualification standards occur, which may include excursions beyond prescribed limits that are not recognized or corrected in a timely manner. A sequence shall be rated (1) where:
- i) performance includes deviations that adversely affect the overall performance, are repeated, have excessive amplitude, or for which recognition and correction are excessively slow or nonexistent or the aim of the task is not achieved,
  - ii) aircraft handling is rough or includes uncorrected or excessive deviations from specified limits,
  - iii) technical skills and knowledge reveal unacceptable levels of technical proficiency and/or depth of knowledge,
  - iv) behaviour indicates lapses in situational awareness that are not identified or corrected by the crew,
  - v) flight management skills are ineffective, unless continuously challenged or prompted by other crewmembers,

- vi) safety of flight is compromised. Risk is unacceptably mitigated.

5.2 The following six elements are evaluated with the 4-point scale:

- a) Performance
- b) Aircraft Handling
- c) Technical Skills and Knowledge
- d) Situational Awareness
- e) Flight Management Skills
- f) Safety of Flight

5.3 **Performance:**

- a) Overall error assessment
  - i) no errors, or
  - ii) magnitude, significance, or consequence of errors
  - iii) risk of such errors during critical phases of flight
- b) Recognition of errors
  - i) recognized
  - ii) unrecognized
- c) Error management
  - i) promptness or delay correcting errors
  - ii) not corrected

5.4 **Aircraft handling:**

- a) Quality of handling
  - i) smoothness and coordination of controls
  - ii) control input appropriate to the flight situation
  - iii) airmanship
- b) Accuracy
  - i) use of approved technique or procedure
  - ii) performance relative to specified tolerances
  - iii) action taken when deviations occur
  - iv) magnitude of deviations

5.5 **Technical skills and knowledge:**

- a) General

- i) practical use and understanding of aircraft systems and automation, data, charts, weather and physiological factors
  - ii) knowing what to do, how to do it and understanding why
- b) Expected level of competency
- (i) appropriate to the requirements of the qualification sought
  - (ii) competency that would get the job done safely and efficiently
  - (iii) above average, average, or below average

#### 5.6 **Situational Awareness:**

- a) General
- i) resides in the candidate's mind and can only be assessed by monitoring behaviour
- b) Behaviour
- i) actively monitors weather, aircraft systems, instruments, ATC communications
  - ii) avoids tunnel vision and fixation
  - iii) stays "ahead of the aircraft", stays "with the aircraft", gets "behind the aircraft"
- c) Identification and correction of errors
- (i) Oops!, Slips and Lapses
  - (ii) are some errors going undetected or uncorrected?

#### 5.7 **Flight Management Skills:**

- a) Degree of effectiveness
- i) makes effective use of available resources
  - ii) anticipates problems far enough in advance
  - iii) uses effective decision-making processes
  - iv) maintains the ability to adapt during high workload situations
  - v) avoids distractions during high workload situations

#### 5.8 **Safety of Flight:**

- a) To what degree was safety maintained or jeopardized?
- i) respect for published procedures and limits
  - ii) effectiveness of lookout during visual manoeuvres

- iii) errors that are serious or have potentially grave consequences
- iv) breach of regulations (intervention required)
- v) any situation where the examiner had to intervene to ensure the safety of the flight

5.2 Trainees will achieve the required levels on all sequences before being approved to conduct their PPC or signed off on a type endorsement.