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|  | CIVIL AVIATION AUTHORITY OF MALAYSIA FLIGHT OPERATIONS DIVISION FLIGHT CREW LICENSING | CAAM/BOP/FCL/47 |
| | AUTHORISATION/CHECK FORM INITIAL / RENEWAL | FLIGHT INSTRUCTOR |

Licence No: BPL / PPL / CPL / ATPL:

| A: APPLICANTS DETAILS – to be completed by the applicant | | | |
|--|--|----------------------------|--|
| Name | | Application: | <input type="checkbox"/> Initial <input type="checkbox"/> Renewal |
| Address: | | FI Category: | <input type="checkbox"/> FI (1) <input type="checkbox"/> FI (2) <input type="checkbox"/> FI (3) <input type="checkbox"/> FI (4) <input type="checkbox"/> AFI |
| Organisation: | | Phone No: | |
| Aircraft type / Class Rating: | | Date: (dd/mm/yy) | |
| FI Expiry (if applicable): (dd/mm/yy) | | Licence Expiry: (dd/mm/yy) | |
| Applicant's Signature: | | | |

| B: FLIGHT TEST/CHECK DETAILS – to be completed by the FOI/DFE | | | |
|---|----|-----------------------------|-----|
| Training Conducted | | | |
| Trainee Name 1 | | Licence No: | |
| Trainee Name 2 | | Licence No: | |
| Date of Training: (dd/mm/yy) | | FSTD ID / ACFT Reg: | |
| Type of Aircraft: | | Location: | |
| Departure Airport: | | Block Off / Sim Start Time: | UTC |
| Arrival Airport: | | Block On / Sim End Time: | UTC |
| Air Exercise(s): | 1. | | |
| | 2. | | |
| | 3. | | |
| | 4. | | |
| | 5. | | |
| | 6. | | |
| | 7. | | |
| | 8. | | |

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The FOI/DFE shall tick on the appropriate Pass/Fail column and fill in any reasons for failure at the end of each section once the flight test is completed.

| SECTION 1: THEORETICAL KNOWLEDGE (Examiners to assess at least three (3) subjects on the applicant) | | Pass | Fail | N/A |
|--|---|------|------|-----|
| 1.1 | Air law | | | |
| 1.2 | Aircraft General Knowledge | | | |
| 1.3 | Flight Performance & Planning | | | |
| 1.4 | Human Performance & Limitations | | | |
| 1.5 | Operational Procedures | | | |
| 1.6 | Principles of Flight | | | |
| 1.7 | Meteorology | | | |
| 1.8 | Navigation | | | |
| 1.9 | Other(s) as directed by DFE <i>(*Note. – Insert details below)</i> | | | |
| 1.9.1 | | | | |
| 1.9.2 | | | | |
| Reasons for Failure: | | | | |

| SECTION 2: CAA, MCAR & CAD KNOWLEDGE | | Pass | Fail |
|--------------------------------------|---------------------------|------|------|
| 2.1 | CAA 1969 | | |
| 2.2 | MCAR 2016 | | |
| 2.3 | Civil Aviation Directives | | |
| Reasons for Failure: | | | |

| SECTION 3: PRE FLIGHT BRIEFING | | Pass | Fail |
|--------------------------------|--|------|------|
| 3.1 | Content | | |
| 3.2 | Visual presentation | | |
| 3.3 | Technical accuracy | | |
| 3.4 | Clarity of explanation | | |
| 3.5 | Clarity of speech | | |
| 3.6 | Instructional technique including Threat Error Management (TEM) & Crew Resource Management (CRM) | | |
| 3.7 | Use of model and training aids | | |
| 3.8 | Student participation | | |
| Reasons for Failure: | | | |


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| SECTION 4: FLIGHT | | Pass | Fail |
|-----------------------------|--------------------------------------|------|------|
| 4.1 | Arrangement of the demonstration | | |
| 4.2 | Synchronising of the demonstration | | |
| 4.3 | Synchronising of speech | | |
| 4.4 | Aircraft handling | | |
| 4.5 | Instructional technique | | |
| 4.6 | General airmanship/safety | | |
| 4.7 | Positioning & use of airspace | | |
| 4.8 | Risk assessment, including TEM & CRM | | |
| 4.9 | Time management | | |
| Reasons for Failure: | | | |

| SECTION 5A: MANDATORY EXERCISE – AEROPLANE | | Pass | Fail | N/A |
|--|--------------------------------------|------|------|-----|
| 5.1 | Take-off & climb, EFATO (SE) | | | |
| 5.2 | Take-off & climb, OEI (ME) | | | |
| 5.3 | Spin avoidance (SE) | | | |
| 5.4 | Forced landing without power (SE) | | | |
| 5.5 | OEI handling (ME) | | | |
| 5.6 | Approach, landing & missed approach | | | |
| 5.7 | Asymmetric approach & go-around (ME) | | | |
| 5.8 | Asymmetric landing (ME) | | | |
| Reasons for Failure: | | | | |


| SECTION 5B: MANDATORY EXERCISE – HELICOPTER | | Pass | Fail | N/A |
|---|-------------------------------------|------|------|-----|
| 5.1 | Take-off & climb, EFATO (SE) | | | |
| 5.2 | Take-off & climb, DPATO (ME) | | | |
| 5.3 | Forced landing without power (SE) | | | |
| 5.4 | OEI handling (ME) | | | |
| 5.5 | Approach, landing & missed approach | | | |
| 5.6 | Tail rotor failure | | | |
| Reasons for Failure: | | | | |

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| SECTION 6: INSTRUMENT EXERCISE | | Pass | Fail | N/A |
|---------------------------------------|---------------------------|-------------|-------------|------------|
| 6.1 | Basic instrument flight | | | |
| 6.2 | Applied instrument flight | | | |
| 6.3 | Instrument approach | | | |
| 6.4 | Limited panel | | | |
| 6.5 | Unusual attitudes | | | |
| Reasons for Failure: | | | | |

| SECTION 7: POST FLIGHT BRIEFING | | Pass | Fail |
|--|--|-------------|-------------|
| 7.1 | Content | | |
| 7.2 | Visual presentation | | |
| 7.3 | Technical accuracy | | |
| 7.4 | Clarity of explanation | | |
| 7.5 | Clarity of speech | | |
| 7.6 | Instructional technique & facilitation | | |
| 7.7 | Use of model and training aids | | |
| 7.8 | Student participation | | |
| Reasons for Failure: | | | |

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GENERAL REQUIREMENTS:

1. An applicant for FI test shall have received instruction on the same type of an aircraft or class to be used in the check.
2. Failure to achieve a pass in all sections of the check will require further training.


CONDUCT OF CHECK:

1. Section 5A, 5B and 6 are to be completed by the applicant as applicable as PF in an aircraft or FFS.
2. For all other sections, the applicant is to be assessed as an instructor conducting training for the trainee.
3. During the check, the examiner shall verify that the holder of the type rating maintains and adequate level of theoretical knowledge including knowledge on rules and regulations.
4. Should the applicant choose to terminate the check for reasons considered inadequate by the examiner, the applicant shall retake the entire test/check. If the check is terminated for reasons considered adequate by the examiner, only those sections not completed shall be checked in a separate session.
5. At the discretion of the examiner, any manoeuvre or procedure of the check may be repeated once by the applicant. The examiner may stop the check at any stage if it is considered that the applicant's demonstration of flying skills and/or instructional technique requires a complete re-check.
6. The examiner shall take part in the operations of the aircraft as a flying student and shall intervention as necessary in the interest of safety or to avoid unacceptable delay to other traffic.
7. The applicant shall operate as instructor during all sections of the check, except for abnormal and emergency procedures, which may be conducted as PIC in accordance with rules and regulations.
8. The check should be accomplished under IFR, if the IR rating is included. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.
9. The applicant shall have the ability to conduct thorough debriefing and error analysis on the training conducted for the trainee.
10. If an error was made in the pass/fail/NA tick box column, the examiner shall slash the error, tick the correct box and circle that tick and sign on the right side of the form outside the N/A box. (example below):

| | | | | |
|------------------------|--------------------------------|--------------|------|-----|
| CAAM/BOP/FCL/9-MCA-PPC | | | | |
| Licence No: | CPL/PPL/ATPL : 2926 | | | |
| | Mandatory Items | PASS | FAIL | N/A |
| | ✓ | ✗ | | R |

FLIGHT CHECK TOLERANCE:

1. The applicant shall demonstrate the ability to:
 - a) operate the aircraft within its limitations;
 - b) complete all manoeuvres with smoothness and accuracy;
 - c) exercise good judgement and airmanship;
 - d) apply aeronautical knowledge; and
 - e) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - f) understand and apply crew coordination and incapacitation procedures, if applicable; and
 - g) communicate effectively with the other crew members, if applicable.

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2. The following limits are for general guidance. The examiner shall make allowance for turbulence conditions and the handling qualities and performance of the type of aircraft used:
- a) Height
 - Generally, ± 100 feet
 - Starting a go-around at decision height $+50 / -0$ feet Minimum descend height/altitude $+50 / -0$ feet
 - b) Tracking
 - On Radio aids $\pm 5^\circ$
 - Precision approach: half scale deflection, azimuth and glide path.
 - c) Heading
 - All engines operating $\pm 5^\circ$
 - With simulated engine failure $\pm 10^\circ$
 - d) Speed
 - All engines operating ± 5 knots
 - With simulated engine failure $+10$ knots / -5 knots