

KEMENTERIAN PERHUBUNGAN
DIREKTORAT JENDERAL PERHUBUNGAN UDARA

PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA

NOMOR : KP 164 TAHUN 2018

TENTANG

PETUNJUK TEKNIS BAGIAN 8900 – 3.11

(*STAFF INSTRUCTION 8900 – 3.11*)

PROGRAM PENERBANG PENGUJI, PENGAJAR DAN PENGAWAS

(*CHECK PILOT, INSTRUCTOR AND SUPERVISOR PROGRAMS*)

DENGAN RAHMAT TUHAN YANG MAHA ESA

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

- Menimbang : a. bahwa dalam Subbagian 121.153 (b) Lampiran Peraturan Menteri Perhubungan Nomor PM 28 Tahun 2013 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 121 (*Civil Aviation Safety Regulation Part 121*) tentang Persyaratan-Persyaratan Sertifikasi dan Operasi Bagi Perusahaan Angkutan Udara Yang Melakukan Penerbangan Dalam Negeri, Internasional dan Angkutan Udara Niaga Tidak Berjadwal (*Certification and Operating Requirements: Domestic, Flag, and Supplemental Air Carriers*) sebagaimana telah diubah beberapa kali, terakhir dengan Peraturan Menteri Perhubungan Nomor PM 61 Tahun 2017 telah diatur bahwa pemegang sertifikat operator pesawat udara (AOC) 121 harus menyediakan penerbang penguji, pengajar dan pengawas dalam jumlah yang cukup untuk mendukung pelatihan bagi personel pesawat udara;

- b. bahwa dalam Subbagian 135.153 (b) Lampiran Keputusan Menteri Perhubungan Nomor KM 18 Tahun 2002 tentang Persyaratan – Persyaratan Sertifikasi dan Operasi Bagi Perusahaan Angkutan Udara Niaga Untuk Penerbangan Komuter dan Charter sebagaimana telah beberapa kali diubah, terakhir dengan Peraturan Menteri Perhubungan Nomor PM 63 Tahun 2017 telah mengatur bahwa pemegang sertifikat operator pesawat udara (AOC) 135 harus membuat program pelatihan untuk memastikan personel pesawat udara yang dimiliki mendapatkan pelatihan yang memadai;
- c. bahwa perlu disusun petunjuk teknis sebagai panduan mengenai program penerbang penguji, pengajar dan pengawas;
- d. bahwa berdasarkan pertimbangan sebagaimana dimaksud dalam huruf a, huruf b dan huruf c, perlu menetapkan Peraturan Direktur Jenderal Perhubungan Udara tentang Petunjuk Teknis Bagian 8900 – 3.11 (*Staff Instruction 8900 – 3.11*) Program Penerbang Penguji, Pengajar Dan Pengawas (*Check Pilot, Instructor And Supervisor Programs*);

Mengingat:

- 1. Undang-Undang Republik Indonesia Nomor 1 Tahun 2009 tentang Penerbangan (Lembaran Negara Republik Indonesia Tahun 2009 Nomor 1, Tambahan Lembaran Negara Republik Indonesia Nomor 4956);
- 2. Peraturan Presiden Nomor 7 Tahun 2015 tentang Organisasi Kementerian Negara (Lembaran Negara Republik Indonesia Tahun 2015 Nomor 5);
- 3. Peraturan Presiden Nomor 40 Tahun 2015 tentang Kementerian Perhubungan (Lembaran Negara Republik Indonesia Tahun 2015 Nomor 75);

4. Keputusan Menteri Perhubungan Nomor KM 18 Tahun 2002 tentang Persyaratan – Persyaratan Sertifikasi dan Operasi Bagi Perusahaan Angkutan Udara Niaga Untuk Penerbangan Komuter dan Charter sebagaimana telah beberapa kali diubah, terakhir dengan Peraturan Menteri Perhubungan Nomor PM 63 Tahun 2017;
5. Peraturan Menteri Perhubungan Nomor PM 28 Tahun 2013 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 121 (*Civil Aviation Safety Regulation Part 121*) tentang Persyaratan-Persyaratan Sertifikasi dan Operasi Bagi Perusahaan Angkutan Udara Yang Melakukan Penerbangan Dalam Negeri, Internasional dan Angkutan Udara Niaga Tidak Berjadwal (*Certification and Operating Requirements: Domestic, Flag, and Supplemental Air Carriers*) sebagaimana telah diubah beberapa kali, terakhir dengan Peraturan Menteri Perhubungan Nomor PM 61 Tahun 2017;
6. Peraturan Menteri Perhubungan Nomor PM 59 Tahun 2015 Tentang Kriteria, Tugas dan Wewenang Inspektur sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor PM 142 Tahun 2016;
7. Peraturan Menteri Perhubungan Nomor PM 189 Tahun 2015 tentang Organisasi dan Tata Kerja Kementerian Perhubungan sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor PM 117 Tahun 2017;

MEMUTUSKAN:

Menetapkan: PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA TENTANG PETUNJUK TEKNIS BAGIAN 8900 – 3.11 (*STAFF INSTRUCTION 8900 – 3.11*) PROGRAM PENERBANG PENGUJI, PENGAJAR DAN PENGAWAS (*CHECK PILOT, INSTRUCTOR AND SUPERVISOR PROGRAMS*).

Pasal 1

Memberlakukan Petunjuk Teknis Bagian 8900 – 3.11 (*Staff Instruction 8900 – 3.11*) Program Penerbang Penguji, Pengajar Dan Pengawas (*Check Pilot, Instructor And Supervisor Programs*) sebagaimana tercantum dalam Lampiran yang merupakan bagian tak terpisahkan dari Peraturan ini.

Pasal 2

Direktur Kelaikudaraan dan Pengoperasian Pesawat Udara mengawasi pelaksanaan Peraturan ini.

Pasal 3

Pada saat Peraturan ini mulai berlaku, ketentuan dalam Volume 2 Chapter 6 Lampiran Peraturan Direktur Jenderal Perhubungan Udara Nomor SKEP/45/III/2010 Tentang Staff Instruction 8400 (SI 8400) Operations Inspector's Handbook, dicabut dan dinyatakan tidak berlaku.

Pasal 4

Peraturan Direktur Jenderal ini mulai berlaku sejak tanggal ditetapkan.

Ditetapkan : Jakarta
Pada tanggal : 24 Mei 2018

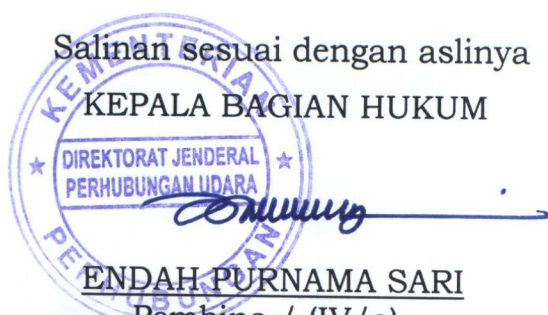
DIREKTUR JENDERAL PERHUBUNGAN UDARA

ttd

Dr. Ir. AGUS SANTOSO, M.Sc.

Salinan sesuai dengan aslinya

KEPALA BAGIAN HUKUM



ENDAH PURNAMA SARI

Pembina / (IV/a)

NIP. 19680704 199503 2 001

Staff Instruction

SI 8900-3.11

CHECK PILOT, INSTRUCTOR AND
SUPERVISOR PROGRAM

Edition : 1

Amendment : 0

Date : 24 May 2018

FOREWORD

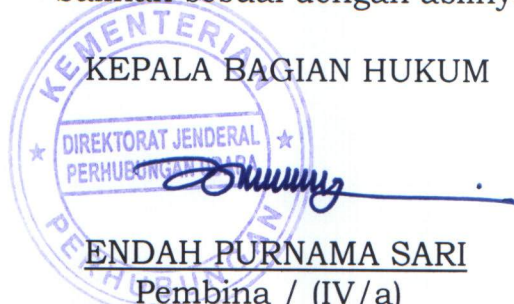
1. PURPOSE : This Staff Instruction has been prepared to guide and assist all Directorate of Airworthiness and Aircraft Operation personnel, Directorate General of Civil Aviation, operators (AOC) or applicants dealing with DGCA, in properly discharging their responsibilities and efficiently accomplishing audit and surveillance task.
2. REFERENCES : This Staff Instruction should be used in accordance with the applicable regulations.
3. CANCELLATION : SI 8400 Volume 2 Chapter 6 has been cancelled.
4. AMENDMENT : The amendment of this Staff Instruction shall be approved by the Director General of Civil Aviation.

DIRECTOR GENERAL OF CIVIL AVIATION

ttd

Dr. Ir. AGUS SANTOSO, M.Sc.

Salinan sesuai dengan aslinya


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CHAPTER I. GENERAL

1. Introduction

This Staff Instruction contains guidance concerning check pilot/flight engineer, air transportation instructor, and air transportation supervisor programs for Civil Aviation Safety Regulations (CASR) Parts 121 and 135 operators.

Chapter 1 addresses the roles and purposes of Check Pilot/Flight Engineer, air transportation flight instructors, air transportation ground instructors, and of air transportation supervisors. Also in Chapter 1 are regulatory requirements, qualifications, and functional responsibilities.

Chapter 2 addresses Directorate of Airworthiness and Aircraft Operation approval and surveillance of CASR Part 121 and CASR Part 135 Check Pilots and Flight Engineers.

Chapter 3 addresses the training requirements.

2. Regulatory Requirements

CASR 121.401(a)(4) and CASR 135.403 require operators to provide enough flight instructors and check pilots to conduct the flight training and flight checks required in CASR Parts 121 and 135.

CASR 121.401(c) and CASR 135.403 specify that each instructor, supervisor, or check pilot responsible for a particular training curriculum or curriculum segment (including ground and flight training segments and flight checks or competency checks) shall certify to the proficiency and knowledge of individuals receiving the training or checks.

CASR 121.411 and CASR 121.413 or CASR 135.409 and CASR 135.411, as applicable, specify the qualification and training requirements for check pilot and flight instructors.

CASR 121.412 require that flight attendants and aircraft dispatchers be given competency checks, which may be given by appropriately qualified air transportation supervisors or ground instructors.

CASR 121.412 requires that flight attendants receive operating experience (OE) under the supervision of a qualified flight attendant supervisor.

CASR 121.429 requires that flight engineers receive initial and transition flight training, also requirements for the use of an approved training program, including simulator or other training device.

3. Exemptions

A petition for relief from regulatory requirements shall be directed to the Director General of Civil Aviation. The language contained in exemptions granted under this process is viewed as regulatory language, and must be respected in exactly the same manner as the regulations themselves.

NOTE: Confusion often arises when policy guidance appears to be inconsistent with regulations. Inspectors and operators must bear in mind that Public Laws and Civil Aviation Safety Regulations - including exemptions - comprise the body of requirements that cannot be changed by policy. Policy guidance documents such as Advisory Circulars, handbooks, and bulletins to the handbooks are always subordinate to those requirements.

4. Definitions

For the purposes of standardization, definitions follow which apply to check pilot, air transportation flight and ground instructors, and air transportation supervisors (who teach and check under CASR Part 121 and CASR Part 135 training programs):

a. Check Pilot/ Check Flight Engineer

Check Pilot

A check pilot is a pilot approved by the DGCA who has the appropriate training, experience, and demonstrated ability to evaluate and certify to the knowledge and skills of other pilot. Evaluation is made on the basis of various checks conducted as modules in a specified operator's DGCA-approved training program. A check pilot is authorized to conduct

proficiency or competency checks, line checks, and special qualification checks; to supervise the re-establishment of landing currency (re-establish recency of experience); and to supervise the initial operating experience (OE) requirements of CASR 121.434 and 135.453. A check Pilot may conduct flight training in the operator's approved program.

NOTE: CASR Part 121 requires that landing currency be reestablished under the supervision of a check Pilot. CASR Part 135 does not have such a requirement.

Check Flight Engineer

A check flight engineer is an engineer approved by the DGCA who has the appropriate training, experience, and demonstrated ability to evaluate and certify to the knowledge and skills of other flight engineers. Evaluation is made on the basis of various checks conducted as modules in specified operator's DGCA approved training program. A check flight engineer is authorized to conduct proficiency or competency checks, line checks, and special qualification checks; and to supervise the initial operating experience (OE) requirements of CASR 121.434. A check flight engineer may conduct flight training in the operator's approved program.

b. Air Transportation Flight Instructor

An air transportation flight instructor is a pilot designated by a CASR Part 121 or CASR Part 135 operator, who has the appropriate training, experience, and demonstrated ability to instruct other pilot in a flight segment (curriculum segment) of that operator's training program. An air transportation flight instructor may certify to the proficiency and knowledge of other pilot and recommend them for proficiency or competency checks, certification flight checks, and other special qualification flight checks. An air transportation flight instructor may also conduct Line Oriented Flight Training/Line Oriented Simulator Training (LOFT/LOS) under CASR Part 121.

An air transportation flight engineer instructor is a flight engineer designated by a CASR Part 121 operator, who has the appropriate training, experience, and demonstrated ability to instruct other flight engineers in a flight segment (curriculum segment) of that operator's training program. A

flight engineer instructor may certify to the proficiency and knowledge of other flight engineers and recommend them for proficiency or competency checks, certification flight checks, and other special qualification checks. A flight engineer instructor may also conduct (LOFT/LOS) training and under CASR Part 121.

NOTE: An air transportation flight instructor is not required to hold a DGCA Flight Instructor License (CFI) when instructing in CASR Part 121 or CASR Part 135 training programs.

c. Air Transportation Ground Instructor

An air transportation ground instructor (pilot/flight engineer) is a person selected by the operator who has the appropriate knowledge, experience, training, and demonstrated ability to instruct crewmembers or aircraft dispatchers in curriculum segments other than flight curriculum segments. An air transportation ground instructor may certify the satisfactory completion of ground training curriculum segments by flight crew member. An air transportation ground instructor, who is specifically selected and qualified by the operator, may conduct competency checks for flight attendants or for aircraft dispatchers, as applicable.

NOTE: An air transportation ground instructor is not required to hold a DGCA ground instructor licence when conducting CASR Part 121 or CASR Part 135 training activities.

d. Supervisor (Company Checker)

For purposes of this handbook, a supervisor (Company Checker) is an aircraft dispatcher or flight attendant chosen by the operator to conduct competency checks. A flight attendant supervisor may supervise flight attendant OE.

NOTE: Operators may define the term "supervisor" differently from the definition used in this handbook. Inspectors should ensure a mutual understanding of the term in discussions with operators.

5. Check Pilot Role and Characteristics

The roles of a check pilot are (1) to ensure that the flight crewmember has met competency standards before the crewmember is released from training, and (2) to ensure that those standards are maintained while the crewmember remains in line service. Effective training and use of check pilot by an operator ensure that flight crewmembers are standardized in their job performance. A check pilot candidate must be knowledgeable in the applicable requirements of CASR Parts 61, 63, 65, 91, 121, 135, and other regulations; in applicable DGCA policies; and in safe operating procedures required for particular crewmember positions. A check pilot candidate must have achieved and maintained a favorable record as a flight crewmember. Once approved, a check pilot's manner and professional reputation should always reflect positively upon the employer and the DGCA.

6. Check Pilot Role and Characteristics

There are five check pilot and one check flight engineer classifications. Approval for each check pilot classification is contingent on the check pilot having been properly licensed in the applicable aircraft and crew position; having been trained in accordance with the operator's approved check pilot training program for the specific classification; and having demonstrated to the DGCA the ability to conduct a test event and to evaluate Airmen performance. The classifications are:

- a. Proficiency Check Pilot - Aircraft
- b. Proficiency Check Pilot - Simulator
- c. Line Check Pilot - All Seats (left, right, observers)
- d. Line Check Pilot - Observer's Seat Only
- e. Check Pilot - All Checks
- f. Check Flight Engineer

7. Proficiency Check Pilot – Aircraft (Includes Simulator).

a. Eligibility

For initial and continuing approval as a proficiency check pilot - aircraft, a pilot must meet the following eligibility requirements:

- 1) Hold the required licence and ratings for the specific aircraft to serve as pilot-in-command (PIC) in revenue service;

- 2) Have completed the operator's air transportation flight instructor and check Pilot qualification training programs required by CASR 121.411, 121.413, or by CASR 135.409 and 135.411, as applicable, covering such topics as:
 - a) Check ride briefings and debriefings
 - i. for an applicant
 - ii. for supporting crew members
 - iii. for a safety pilot
 - b) Safety preparedness and countermeasures
 - i. in an aircraft
 - ii. in a flight simulator (such as emergency exits, fire and smoke procedures, and simulator motion failures)
- 3) Have served as flight instructor in the operator's air transportation training program for at least 24 months.
- 4) Meet training and currency requirements to serve as PIC for that operator, including ground and flight training, proficiency or competency checks, and 90 day landing currency.
- 5) Maintain line currency as a flight crew member with the operator and a first class medical certificate for those instructors and check pilot who maintain line currency.
- 6) Satisfactorily demonstrate, initially and at least biennially, to a DGCA inspector the ability to conduct proficiency or competency checks in an aircraft in flight or in a simulator, or in both, as appropriate. Initial evaluation shall include evaluation in an aircraft. Evaluation of an instructor in a simulator shall include the individual's ability to operate the simulator while instructing.
- 7) Be qualified on either pilot seat through approved training program in an air operator for check pilot conducting activities in an aircraft in-flight

b. Authorized Activities

A classification of proficiency check pilot - aircraft authorizes a check Pilot to conduct the following activities:

- 1) Pilot proficiency or competency checks conducted as a qualification curriculum segment in the operator's approved training program, from either pilot seat in an aircraft in flight, or in a simulator, as appropriate.

- 2) Flight instruction in the operator's approved training program, from either pilot seat in an aircraft in flight, or in a simulator, or both, as appropriate.
- 3) Supervision of the reestablishment of landing currency.
- 4) Special checks conducted as a qualification curriculum segment of the operator's approved training program, provided the check pilot is qualified in the specific activity for which the special check is being conducted (such as CAT II and CAT III operations).
- 5) Certification of the satisfactory proficiency and knowledge of pilot after completion of a flight training curriculum segment or flight training module.
- 6) When authorized by the operator, ground instruction for pilot, and certification of the satisfactory completion by an Pilot of a ground training curriculum segment.

8. Proficiency Check Pilot – Simulator

a. Eligibility

To be eligible for initial and continuing approval as proficiency check pilot - simulator, an pilot must meet the following eligibility requirements:

- 1) Hold or has held the required licence and ratings for the specific aircraft to serve as pilot-in-command (PIC).
- 2) Hold at least a valid third class medical certificate
- 3) Have completed the operator's air transportation flight instructor and check pilot qualification training programs as required by CASR 121.411, 121.413, or by CASR 135.409 and CASR 135.411, as applicable (The requirements of CASR 121.413(c)(1) and CASR135.411(a)(2) may be accomplished entirely in a simulator), including such topics as:
 - a) Check ride briefings and debriefings
 - i. for an applicant.
 - ii. for supporting crew members.
 - b) Safety preparedness and countermeasures in a flight simulator (such as emergency exits, fire an smoke procedures, and simulator motion failures).

- 4) Have served as flight instructor or simulator instructor in the operator's air transportation training program for at least 24 months
- 5) Meet the currency requirements to serve as PIC, including ground and flight training, proficiency or competency checks, and 90 day landing currency that may be met entirely in a level B or higher simulator for this designation
- 6) Maintain line currency as a flight crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI.
- 7) Satisfactorily demonstrate, initially and at least biennially, to a DGCA inspector the ability to conduct proficiency or competency checks in simulated flight in a simulator. Part of the inspector's observation shall address the check pilot's proficiency in evaluating a pilot and operating the simulator simultaneously.

b. Authorized Activities

Approval as a proficiency check pilot - simulator authorizes a check pilot to conduct the following activities:

- 1) Pilot proficiency or competency checks, as authorized, in an approved flight simulator or flight training device in a qualification curriculum segment in the operator's approved training program.
- 2) The simulator or training device segment, as authorized, of a two segment proficiency or competency check, as a qualification curriculum segment of the operator's approved training program.

NOTE: A two segment check is one conducted partially in an approved training device or simulator and completed in flight in an aircraft.

- 3) Flight instruction in a flight simulator or flight training device as a curriculum segment of the operator's approved training program.
- 4) Supervision of the re-establishment of landing currency.
- 5) Any special check as a module of the operator's approved training program, provided that the check pilot is qualified in the specific activity for which the special check is being conducted (such as CAT II and CAT III operations).

- 6) When authorized by the operator, ground instruction for pilot and certification of the satisfactory completion of a ground training curriculum segment.

9. Line Check Pilot - All Seats (Left Pilot Seat, Right Pilot Seat, And Observer's Seat)

a. Eligibility

For initial and continuing approval as a line check pilot - all seats, a pilot must meet the following eligibility requirements:

- 1) Hold the required licence and ratings for the specific aircraft to serve as PIC in revenue service.
- 2) Be qualified on either pilot seat through approved training program in an air operator.
- 3) Meet training and currency requirements to serve as PIC, including line currency, ground and flight training, proficiency or competency checks, line checks, and 90 day landing currency (These requirements may be met entirely in a level B or higher simulator).
- 4) Have completed the operator's check pilot qualification training program equivalent to that required by CASR 121.411 and 121.413 or CASR 135.409 and 135.411, as applicable, including such topics as:
 - a) Briefings and debriefings
 - i. for the PIC.
 - ii. for other crewmembers.
 - b) Safety preparedness and countermeasures
 - i. in an aircraft.
- 5) Have served as flight instructor or simulator instructor in the operator's air transportation training program for at least 24 months
- 6) Satisfactorily demonstrate, initially and at least biennially, to an DGCA inspector the ability to conduct line checks from a pilot seat or to oversee operating experience and other activities.

b. Authorized Activities

Approval as a line check pilot - all seats authorizes a check pilot to conduct the following activities:

- 1) Pilot line checks from either pilot seat or the observer's seat.

2) Supervision of OE from either pilot seat.

NOTE: OE may be conducted from the observer's seat, in accordance with CASR 121.434(c)(ii), provided that the PIC is completing a transition training curriculum by acquiring OE; the PIC has made at least two takeoffs and landings in the aircraft; and that the check pilot is satisfied that the pilot is competent to perform as PIC.

3) Training and checking in special operations as a module of the operator's approved training program, provided that the check pilot is qualified in the specific operations being conducted (special airports or international routes).

4) When authorized by the operator, ground instruction and certification of the satisfactory completion by an pilot of a ground training curriculum segment.

10. Line Check Pilot - Observer's Seat Only

a. Eligibility

For approval as a line check pilot - observers seat only, an pilot must meet the following eligibility requirements:

- 1) Hold or has held the required licence and ratings to serve as PIC in the particular aircraft.
- 2) Hold at least a valid third class medical certificate.
- 3) Meet the currency requirements to serve as PIC, including ground and flight training, proficiency or competency checks, and 90 day landing currency that may be met entirely in a level B or higher simulator for this designation.
- 4) Have completed the operator's check pilot qualification training program equivalent to that required by CASR 121.411 and CASR 121.413 or CASR 135.409 and CASR 135.411, as applicable, including such topics as:
 - a) Briefings and debriefings
 - i. for the PIC.
 - ii. for other crewmembers.
 - b) Safety preparedness and countermeasures
 - i. in an aircraft.

- 5) Have served as flight instructor or simulator instructor in the operator's air transportation training program for at least 24 months
- 6) Satisfactorily demonstrate, initially and at least biennially, to a DGCA inspector the ability to conduct line checks from the observer's seat when a second observer's seat is available: otherwise in LOFT.
- 7) Maintain line currency as a flight crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI.
- 8) Be reevaluated initially and at least biennially as a line check pilot by a DGCA inspector.

NOTE: The operator must have procedures, published in its operations manual, that shall be followed in the event that a line check pilot determines that a pilot's performance does not meet standards that would allow the individual to continue to operate the aircraft. The crewmember shall not be allowed to continue the flight or trip. If the line check pilot does not possess the appropriate class of medical certificate to substitute for the crewmember, specific alternative procedures shall be followed.

b. Authorized Activities

Approval as a line check pilot - observer's seat only, authorizes a check pilot to conduct the following activities as modules of the operator's approved training program, provided that the PIC and second-in-command (SIC) are current and fully qualified in the aircraft:

- 1) Line checks from the observer's seat.
- 2) Training and checking for special operations from the observer's seat, provided that the check pilot is qualified in the specific operation (such as special airports and international routes).
- 3) When authorized by the operator, ground instruction and certification of the satisfactory completion by a pilot of a ground training curriculum segment.

11. Check Pilot - All Checks

The pilot must meet eligibility requirements for a proficiency check pilot - aircraft, for a proficiency check pilot - simulator, and for a line check pilot - all seats, in accordance with earlier paragraphs in this section. Approval as a check pilot - all checks authorizes a check pilot to conduct all checks contained in the qualification curriculum segment of the operator's approved training program, including those checks and other activities of a line check pilot - all seats; and, with the approval of the operator, to give flight and ground instruction in that training program.

12. Check Flight Engineer

Approval as a check flight engineer is appropriate for operators using aircraft exclusively for their flight engineer training programs. This approval is also appropriate for operators using flight simulators or flight training devices for part or all of those training programs

a. Eligibility

For initial and continuing approval as a check flight engineer, a flight engineer must meet the following eligibility requirements:

- 1) Hold or has held the required licence and class ratings to serve as a flight engineer on the specific aircraft in revenue service.
- 2) Hold a valid third class medical certificate when conducting simulator checks.
- 3) Hold a valid first class medical certificate when conducting aircraft training or checks in an aircraft in flight.
- 4) Have completed the operator's approved air transportation check flight engineer training program for this function, including the training required by CASR 121.411 and 121.413, as applicable to the flight engineer crew position, including topics such as:
 - a) Check ride briefings and debriefings
 - i. for an applicant.
 - ii. for supporting crew members.
 - b) Safety preparedness and countermeasures
 - i. in an aircraft (if applicable).
 - ii. in a flight simulator (such as emergency exits, fire and smoke procedures, and simulator motion failures).

- 5) Have served as flight instructor or simulator instructor in the operator's air transportation training program for at least 24 months
- 6) Meet the training and currency requirements to serve as a flight engineer for the operator in the specific aircraft, including ground training, flight training, and proficiency checks.
- 7) Maintain line currency as a flight crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI.
- 8) Satisfactorily demonstrate, initially and at least biennially, to a DGCA inspector the ability to conduct a flight engineer proficiency check in a flight simulator.

NOTE: When the normal procedures portion of the check must be conducted in an aircraft and in flight, the check flight engineer candidate shall be observed under those conditions. If the normal procedures segment of the check can be conducted in a simulator, the check flight engineer may be evaluated either in the simulator or in an aircraft.

b. Activities

Approval as a "check flight engineer" makes a check flight engineer eligible to conduct any or all of the following activities, subject to the specific terms (authorizations and limitations) shown in the Letter of Approval.

- 1) Flight engineer proficiency checks in an approved flight training device or flight simulator, or an aircraft, as a module of the qualification curriculum segment in the operator's approved training program.
- 2) Instruction of flight engineers in an approved flight training device or flight simulator, or in an aircraft, as a module in the operator's approved training program.
- 3) Certification of the satisfactory performance of flight engineer after completion of a flight training curriculum segment or flight training module.

- 4) When authorized by the operator, ground instruction and certification of the satisfactory completion by an flight engineer of a ground training curriculum segment.

13. Air Transportation Instructor Role And Characteristics

An air transportation instructor is a person employed by an operator or training center for the purpose of training flight crewmembers in a CASR Part 121 or CASR Part 135 operator's approved ground training curriculum. The training shall be sufficient to ensure that acceptable performance standards are met. When selected and qualified by the operator, an air transportation instructor is responsible for certifying the knowledge and proficiency of each crewmember upon completion of a training curriculum or curriculum segment. Air transportation instructors shall be knowledgeable in the applicable requirements of CASR Parts 61, 63, 65, 91, 121, 135 (as appropriate), and in the operator's policies and procedures. An air transportation instructor should possess effective communication skills and a manner which always reflects professionalism and a positive attitude toward safety.

14. AIR TRANSPORTATION FLIGHT INSTRUCTOR – AIRCRAFT

An air transportation flight instructor in an aircraft may be a pilot instructor, a flight engineer instructor, or both, and may also conduct flight training in a flight simulator, flight training device, or ground training.

a. Eligibility

An instructor candidate pilot must meet the following eligibility requirements:

- 1) Hold the licence and ratings required to serve in revenue service in the specified crewmember duty position on the specific aircraft.
- 2) Hold a valid first class medical certificate for operations conducted under CASR 91 such as aircraft training and aircraft ferry operations.
- 3) Meet currency requirements to serve as PIC for the operator or as flight engineer for the operator including ground and flight training, proficiency or competency checks and (for pilots) 90 day landing currency.
- 4) For pilots, must complete an annual line check or line observation module of a recurrent qualification curriculum segment.

- 5) Have received flight instructor qualification training under the operator's approved training program, including the training required by CASR 121.411, 121.413, or CASR 135.409 and 135.411, as applicable.
- 6) Maintain line currency as a flight crewmember with the operator.

b. Authorized Activities

An air transportation flight instructor in an aircraft, when authorized by the employer, may conduct the following flight instruction activities:

- 1) Flight instruction for pilots/ flight engineers in an aircraft inflight, including instruction in giving appropriate preflight and post-flight briefings.
- 2) Certification of the satisfactory performance of a pilot/flight engineer after completion of a flight training curriculum segment or flight training module.
- 3) When authorized by the operator, ground instruction and certification of the satisfactory completion by an pilot/flight engineer of a ground training curriculum segment.

15. Air Transportation Flight Instructor – Simulator

a. Eligibility

A candidate must meet the following eligibility requirements:

- 1) Under a CASR Part 121 training program, a pilot simulator instructor candidate must hold at least an Airline Transport Pilot (ATP) licence; additionally an approved type rating for initial instruction.
- 2) Under a CASR Part 135 training program, a pilot simulator instructor candidate must hold an ATP licence and the appropriate type rating. A commercial pilot licence with an instrument rating is sufficient when operations of the aircraft does not require the PIC to hold an ATP licence and type rating.
- 3) A flight engineer simulator instructor candidate must hold a flight engineer licence and the appropriate class rating.
- 4) All candidates must have received the simulator instructor qualification required by the operator's approved training program including that required by CASR 121.411 and 121.413, or CASR 135.409 and 135.411, as applicable, including such topics as:
 - a) Briefings and debriefings by the PIC

- i. to flight deck crewmembers.
- ii. to other crew members.

b) Safety preparedness and countermeasures

- i. in a flight simulator (such as emergency exits, fire and smoke procedures, and simulator motion failures).

NOTE: The requirements of CASR 121.413(b)(1) and CASR 135.411(a)(2) may be accomplished entirely in a simulator.

- 5) Maintain line currency as a flight crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI.

b. Authorized Activities

An air transportation flight instructor in a simulator, when authorized by the employer, may conduct the following flight instruction activities:

- 1) Flight instruction for pilots/flight engineers in a flight simulator or flight training device, including instruction in giving the appropriate preflight and post-flight briefings.
- 2) Certification of the performance of a pilot/flight engineer after completion of the flight simulator or flight training device portion of a flight training curriculum segment or flight training module (CASR 121.409(b)).
- 3) When authorized by the employer, ground instruction and certification of the satisfactory completion by an pilot/flight engineer of a ground training curriculum segment.

16. Air Transportation Ground Instructor

a. Eligibility

Eligibility requirements for air transportation ground instructors are not specified in the CASR. However, CASR 121.401(a)(2) and 135.405 and 135.409, do require that operators provide adequate ground training facilities and properly qualified ground instructors. An operator's ground instruction should be monitored frequently to ensure that competent instructors teach the approved training curriculum and curriculum segments. Inspectors and check pilot conducting practical tests (oral

exams and flight checks) shall evaluate the knowledge and competency of crewmembers that have completed the ground training curriculums. They should identify any deficiencies and effect any required corrections with respect to the trainee or the training program itself. POI's should monitor training records to ensure that air transportation ground instructors are properly qualified.

b. Authorized Activities

An air transportation ground instructor, when authorized by the employer, may conduct the following types of ground instruction activities:

1) Instruction in specified ground training curriculum segments

NOTE: The use of any training device, including mockups, flight training devices and flight simulators, is appropriate provided that the use of such a device is an integral part of an approved ground training curriculum segment.

c. Training and Qualification Records

The operator shall maintain documentation of the training and qualification for each air transportation ground instructor and supervisor, and shall make that documentation conveniently accessible for inspection by the DGCA.

17. Supervisor (Company Checker) Role and Characteristics.

The role of the Supervisor (Company Checker) is to ensure that the F/A or aircraft dispatcher meets the competency standards by demonstrating knowledge and ability in the training subjects required by CASR part 121. An Supervisor (Company Checker) must be knowledgeable in the applicable requirements of CASR parts 63, 91, 121, 135; other applicable DGCA policies; safe operating practices; and the certificate holder's policies and procedures.

18. Supervisor (Company Checker) —F/A.

a. Training and Qualification. An air carrier operating under CASR part 121 engaged in passenger-carrying operations must establish and maintain a program to train and qualify F/A Supervisor (Company Checker). An individual must successfully complete the appropriate training

curriculum and the required competency check to qualify as an F/A Supervisor (Company Checker). To maintain qualification, F/A Supervisor (Company Checker) must successfully complete recurrent training, including competency checks.

- b. Authorized Activities. An F/A Supervisor (Company Checker), when qualified and authorized by the DGCA, may conduct the following:
 - 1) Recurrent F/A competency checks.
 - 2) Supervision of F/A OE.
 - 3) Certification of the satisfactory proficiency and knowledge of F/As after completion of the recurrent competency check.
 - c. Training and Qualification Records. The certificate holder must maintain documentation of the training and qualification for each F/A Supervisor (Company Checker), and must make that documentation available for inspection by the DGCA upon request.
19. Supervisor (Company Checker)—AIRCRAFT DISPATCHER.
- a. Training and Qualification. A certificate holder conducting part 121 domestic and/or flag operations must establish and maintain a program to train and qualify aircraft dispatcher Supervisor (Company Checker). An individual must be current and qualified as an aircraft dispatcher for the certificate holder to qualify as an aircraft dispatcher Supervisor (Company Checker). For the purposes of this order, “current and qualified” with respect to an aircraft dispatcher Supervisor (Company Checker) means an individual has successfully completed all training and qualification requirements in CASR Part 121.404, 121.429, 121.433, and 121.463 (including competency checks), and any on-the-job training (OJT) requirements of the certificate holder.

NOTE: To maintain qualification as an aircraft dispatcher Supervisor (Company Checker), an individual must remain current and qualified as an aircraft dispatcher by successfully completing recurrent training, including competency checks.

- b. Authorized Activities. An aircraft dispatcher Supervisor (Company Checker), when qualified and authorized by the certificate holder, may conduct the following:

- 1) Recurrent aircraft dispatcher competency checks.
 - 2) Certification of the satisfactory proficiency and knowledge of aircraft dispatchers after completion of the recurrent competency check.
- c. Staffing. In order to ensure continued qualification of each aircraft dispatcher Supervisor (Company Checker), CASR part 121 certificate holders should employ at least two aircraft dispatcher ATSS. In rare cases, such as initial certification of an air carrier, or sudden temporary staff changes leading to the employment of only one aircraft dispatcher Supervisor (Company Checker), an DGCA Aircraft Dispatcher Inspector (ADI) may administer an initial or recurrent competency check.
- d. Training and Qualification Records. The certificate holder must maintain documentation of the training and qualification for each aircraft dispatcher Supervisor (Company Checker), and must make that documentation available for inspection by the DGCA upon request.

CHAPTER II. CHECK PILOT/ FLIGHT ENGINEER APPROVAL AND SURVEILLANCE

1. GENERAL.

This section addresses procedures for approval and surveillance of check pilot/ flight engineer. All check pilots/flight engineers must be approved based on recommendation by an operator's principal operations inspector (POI). Approval is based on a pilot and flight engineer: having the proper licences and ratings; being qualified in accordance with the operator's approved initial, transition, or upgrade training program; having completed the operator's approved check pilot/flight engineer training program for the appropriate check pilot and flight engineer functions; and having demonstrated the ability to conduct flight checks and to evaluate the performance of pilot to the satisfaction of an Directorate of Airworthiness and Aircraft Operation. The check pilot and flight engineer approval process follows the five phases of the general process described below.

2. Phase One - Operator Familiarization With Check Pilot/Flight Engineer Requirements And Letter Of Request

The first phase of the check pilot/flight engineer approval process involves a discussion between the operator and the POI. The POI should ensure that the operator understands the check pilot/flight engineer training requirements and that a check pilot/flight engineer candidate must satisfactorily demonstrate the ability to perform check pilot/flight engineer functions to a DGCA inspector before approval. The POI should also ensure that the operator has knowledge of the necessary documentation for initiating the approval process, which is as follows:

- a. The Letter of Request constitutes the operator's nomination. It originates from the operator, not a training center, candidate, or some other party. It includes the pilot's full name, business address, applicable pilot's/ flight engineer's license number, current crewmember position, requested check pilot/flight engineer classification, and aircraft type.
- b. Brief resume of the pilot's/flight engineer's aviation background and experience.

APPENDIX A

APPLICABLE FORM

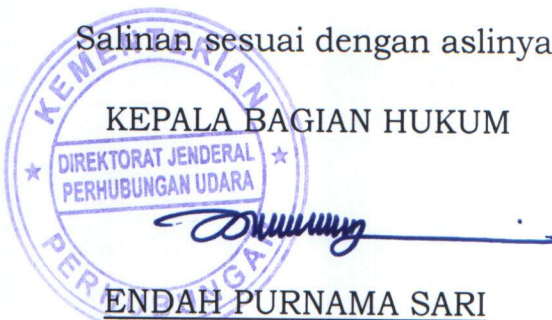
1. DGCA Form No. 61-13, Letter of Authorization.
2. DGCA Form No. 61-14A, Issuance Letter of Authorization for Pilot Checklist.
3. DGCA Form No. 61-14B, Renewal Letter of Authorization for Pilot Checklist.
4. DGCA Form No. 61-25A, Issuance Letter of Authorization for Flight Operation Officer Checklist.
5. DGCA Form No. 61-25B, Renewal Letter of Authorization for Flight Operation Officer Checklist.
6. DGCA Form No. 61-35A, Issuance Letter of Authorization for Flight Attendant Checklist.
7. DGCA Form No. 61-35B, Issuance Letter of Authorization for Flight Attendant Checklist.

DIRECTOR GENERAL OF CIVIL AVIATION

ttd

Dr. Ir. AGUS SANTOSO, M.Sc.

Salinan sesuai dengan aslinya



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