



**KEMENTERIAN PERHUBUNGAN
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PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA

NOMOR : KP.013 TAHUN 2012

TENTANG

PETUNJUK DAN TATA CARA BAGIAN 120 – CSEA 010 (ADVISORY CIRCULAR PART 120 –CSEA 010) UPAYA PENGURANGAN KECELAKAAN SAAT PENDEKATAN DAN Pendaratan Pesawat Udara (APPROACH AND LANDING ACCIDENT REDUCTION MEASURES)

DENGAN RAHMAT TUHAN YANG MAHA ESA

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

- Menimbang : a. bahwa dalam rangka menjamin keselamatan penerbangan dan mengurangi resiko kecelakaan saat pendekatan dan pendaratan pesawat udara, perlu mengatur Pengurangan Kecelakaan Saat Pendekatan dan Pendaratan Pesawat Udara.
- b. bahwa berdasarkan pertimbangan sebagaimana dimaksud pada huruf a, perlu mengatur Petunjuk dan Tata Cara Bagian 120–CSEA 010 (*Advisory Circular Part 120–CSEA 010*) Upaya Pengurangan Kecelakaan Saat Pendekatan dan Pendaratan Pesawat Udara (*Approach And Landing Accident Reduction Measures*), dengan Peraturan Direktur Jenderal Perhubungan Udara;
- Mengingat : 1. Undang-Undang Nomor 1 Tahun 2009 tentang Penerbangan (Lembaran Negara Republik Indonesia Tahun 2009 Nomor 1, Tambahan Lembaran Negara Republik Indonesia Nomor 4956);
2. Peraturan Pemerintah Nomor 3 Tahun 2001 tentang Keamanan dan Keselamatan Penerbangan (Lembaran Negara Tahun 2001 Nomor 9, Tambahan Lembaran Negara Nomor 4075);
3. Peraturan Presiden Nomor 47 Tahun 2009 tentang Pembentukan dan Organisasi Kementerian Negara sebagaimana diubah terakhir dengan Peraturan Presiden Nomor 91 Tahun 2011;

4. Peraturan Presiden Nomor 24 Tahun 2010 tentang Kedudukan, Tugas dan Fungsi Kementerian Negara serta Susunan Organisasi, Tugas dan Fungsi Eselon Kementerian Negara sebagaimana diubah terakhir dengan Peraturan Presiden Nomor 92 Tahun 2011;
5. Keputusan Menteri Perhubungan Nomor T.11./2/4-U Tahun 1960 tentang Peraturan Keselamatan Penerbangan Sipil (CASR) sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor KM 57 Tahun 2010;
6. 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 diubah terakhir dengan Peraturan Menteri Perhubungan Nomor KM 42 Tahun 2009;
7. Peraturan Menteri Perhubungan Nomor KM 22 Tahun 2002 tentang Persyaratan-Persyaratan Sertifikasi dan Operasi bagi Perusahaan Angkutan Udara yang melakukan Penerbangan Dalam Negeri, Internasional dan Angkutan Udara Niaga Tidak Berjadwal sebagaimana diubah terakhir dengan Peraturan Menteri Perhubungan Nomor KM 43 Tahun 2009;
8. Peraturan Menteri Perhubungan Nomor KM 60 Tahun 2010 tentang Organisasi dan Tata Kerja Kementerian Perhubungan.

MEMUTUSKAN :

Menetapkan : PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA MENGENAI PETUNJUK DAN TATA CARA BAGIAN 120-CSEA 010 (*ADVISORY CIRCULAR PART 120-CSEA 010*) UPAYA PENGURANGAN KECELAKAAN SAAT PENDEKATAN DAN Pendaratan Pesawat Udara (*APPROACH AND LANDING ACCIDENT REDUCTION MEASURES*).

Pasal 1

Petunjuk dan Tata Cara Bagian 120-CSEA 010 (*Advisory Circular Part 120-CSEA 010*) Upaya Pengurangan Kecelakaan Saat Pendekatan dan Pendaratan Pesawat Udara (*Approach and Landing Accident Reduction Measures*) sebagaimana tercantum dalam lampiran Peraturan.

Pasal 2

Direktur Kelaikan Udara dan Pengoperasian Pesawat Udara mengawasi pelaksanaan Peraturan ini.

Pasal 3

Peraturan ini mulai berlaku pada tanggal ditetapkan.

Ditetapkan di : Jakarta
Pada tanggal : 12 Januari 2012

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

td

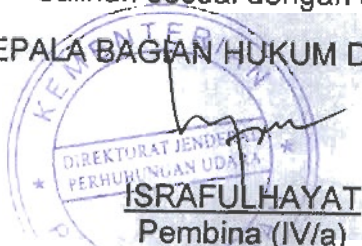
HERRY BAKTI

SALINAN Peraturan ini disampaikan kepada:

1. Sekretaris Jenderal;
2. Inspektur Jenderal;
3. Sekretaris Direktorat Jenderal Perhubungan Udara;
4. Para Direktur di lingkungan Ditjen Perhubungan Udara;
5. Para Kepala Otoritas Bandar Udara;
6. Para Kepala Bandar Udara UPT di lingkungan Ditjen Perhubungan Udara;
7. Direktur Utama PT. Angkasa Pura I (Persero);
8. Direktur Utama PT. Angkasa Pura II (Persero).

Salinan sesuai dengan aslinya

KEPALA BAGIAN HUKUM DAN HUMAS



ISRAFULHAYAT

Pembina (IV/a)

NIP. 19680619 199403 1 002

Lampiran Peraturan Direktur Jenderal Perhubungan Udara

Nomor : KP.013 TAHUN 2012

Tanggal : 12 Januari 2012

Advisory Circular

120 - CSEA 010

APPROACH AND LANDING ACCIDENT REDUCTION MEASURES

Amendment : 0

Date :

**REPUBLIC OF INDONESIA – MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION
JAKARTA – INDONESIA**

FOREWORD

1. PURPOSE : This advisory circular (AC) has been prepared to guide and assist in the implementation of Approach and Landing Accident Reduction (ALAR) Measures by Indonesian AOC Holders (air operators). Its aim is to reduce the risk of Approach and Landing Accidents (ALAs) by increasing the awareness of air operator management and flight operations personnel of the factors which contribute to ALAs and by modifying, as appropriate, operator policies, procedures, and training related to ALAR.
2. REFERENCE : -
3. CANCELATION : -
4. AMENDMENT : Amendment of this Advisory Circular should be approved by Director General of Civil Aviation.

DIRECTOR GENERAL OF CIVIL AVIATION,

ttd

HERRY BAKTI

Salinan sesuai dengan aslinya

KEPALA BAGIAN HUKUM DAN HUMAS



ISRAFULHAYAT
Pembina (IV/a)
NIP. 19680619 199403 1 002

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CHAPTER 1

GENERAL

1. PURPOSE

This AC requires the implementation of Approach and Landing Accident Reduction (ALAR) Measures by Indonesian AOC Holders (air operators). Its aim is to reduce the risk of Approach and Landing Accidents (ALAs) by increasing the awareness of air operator management and flight operations personnel of the factors which contribute to ALAs and by modifying, as appropriate, operator policies, procedures, and training related to ALAR.

2. APPLICABILITY

All Indonesian AOC holders under CASR Part 121 and 135.

3. BACKGROUND

- 3.1 By far the largest number of airplane hull losses worldwide are the result of Approach and Landing Accidents (ALAs). Controlled Flight into Terrain (CFIT) comprises the largest category of ALAs. Major initiatives have been undertaken on a global basis to reduce the world wide accident rate. Data-driven studies of accidents world wide facilitates the development of global intervention strategies to counter the precursors of those accidents. A major focus is the reduction of ALAs, including CFIT.
- 3.2 In keeping with the ICAO Global Aviation Safety Plan (GASP), and in consonance with other global strategies to reduce accidents, an ICAO-administered programme within the Southeast Asia area, known as "Cooperative Development of Operational Safety and Continuous Airworthiness Programme (COSCAP-SEA), has undertaken the task of implementing existing, globally-developed safety interventions among its Member States. This implementation is being done through a component of COSCAP-SEA known as the Southeast Asia Regional Aviation Safety Team (SEARAST). COSCAP-SEA and SEARAST membership includes the aviation regulatory authorities of its 12 Member States/Administrations within the Southeast Asia area, together with Industry Partners and Associate Members (donor agencies).
- 3.3 One of the first major products of the world wide effort to reduce hull losses is known as the Flight Safety Foundation (FSF) ALAR Tool Kit, which was developed by the FSF ALAR Task Force. The ALAR Tool Kit contains, on one CD-ROM, a number of checklists, briefing notes, videos, presentations, and other documents for use by operators (and other relevant organisations) to enhance ALA awareness and to inspire changes in corporate cultures, SOPs, training, and equipment. Although the content of the Tool Kit was designed for operations using large, turbojet aeroplanes, a number of the tools are appropriate for application in most any large, fixed-wing operation.

- 3.4 The First SEARAST Meeting was held in Bangkok on 26 and 27 March, 2002, and was attended by representatives of COSCAP-SEA Member States/Administrations and by the majority of airlines which are regulated by those Member States/Administrations. A comprehensive review of the ALAR Tool Kit was undertaken in the course of the Meeting, and it was concluded that the regulatory authorities would act to ensure the implementation of the various elements of the ALAR Tool Kit among the operators which they oversee.
- 3.5 This AC outlines the steps to be taken by Indonesia air operators to review and implement the various interventions contained in the FSF ALAR Tool Kit.

CHAPTER 2 ACTIONS REQUIRED OF OPERATORS

1. GENERAL ACTIONS REQUIRED OF OPERATORS

Consistent with the conclusions of the First SEARAST Meeting, action must be taken by all Indonesian air operators of aircraft exceeding 5,700 kg maximum certificated takeoff mass certificated by the Republic of Indonesia, in accordance with DGCA letter no. AU/3209/DSKU/1387/02 dated 19 August 2002 subject ALAR Tool Kit Implementation Report and Safety Circular no. AU/2162/DSKU/04/EK/2007 dated 23 April 2007, to ensure that each component tool of the ALAR Tool Kit is reviewed and implemented to the extent that the tool is relevant to the operation and is consistent with company operating philosophy. When a thorough review of a tool suggests that a change to operator SOP is warranted, operators will take appropriate steps. Operator training programmes will be amended as necessary to incorporate specific ALAR modules.

2. SPECIFIC ACTIONS REQUIRED OF OPERATORS

2.1 Tool Kit review and implementation: The following is a brief description of each component of ALAR Tool Kit together with specific steps to be taken by all air operators concerning each component:

- a. Standard Operating Procedures Template — contains examples of subject areas which should be addressed within an operator's manual system. The list is not all inclusive and all of the items are not relevant to every operation. Nonetheless, the Template (which is derived from DGCA Advisory Circular 120-71) is recognized by industry as being a valuable resource for identifying subject areas for which guidance should be provided to crew members and other operations personnel.

Required Action: Operators will review the content of the ALAR Tool Kit Standard Operating Procedures Template and compare to the guidance contained in their manual system. If there are subject areas listed in the Template which are relevant to the operator's circumstances and for which guidance is lacking or insufficient, operators will make changes or additions to their SOP as necessary.

- b. Approach and Landing Risk Reduction Guide — contains a checklist, in four sections, which should be reviewed by chief pilots, line pilots, dispatchers, or schedulers as specified in the introduction to each section. It is a strategic (long term) planning tool to evaluate specific flight operations and to improve crew awareness concerning ALAs.

Required Action: Operators will complete the checklists contained in the ALAR Tool Kit Risk Reduction Guide in order to identify possible shortcomings in organisation, equipment, and training. Where shortcomings are indicated, operators will take corrective action.

- c. ALAR Briefing Notes: contains 34 documents, on a variety of subject areas, which are based upon the conclusions and recommendations of the ALAR Task Force. The briefing notes were developed as an aid to education and training and can be used by airline management and flight operations professionals. Provided that they do not conflict with current company SOP, a number of the briefing notes may be used "as is" to convey useful information to line pilots. For chief pilots and other management personnel, the briefing notes serve as an additional tool to evaluate the adequacy of an operator's organisation, policies, and procedures which have a direct bearing on approach and landing accident reduction.

Required Action: Operators will review the content of the ALAR Briefing Notes and decide to what extent the content of each note can be incorporated into company manuals and/or used in training and safety awareness programmes. When the content of a briefing note is relevant to an operator's specific operation, the information in the note will be made available to flight operations personnel in some form. When the information, recommendations, or procedures contained in any note (provided that the note is relevant to the operator's specific operation) conflicts with current SOP, the operator will either modify the information contained in the note before making it available to flight operations personnel or modify their SOPs in consideration of the information presented in the note.

- d. Approach and Landing Risk Awareness Tool — A one page (two-sided) document designed to assist flight crews in evaluating risk factors associated with each approach and landing. This tool is intended for use in the cockpit to supplement the normal approach briefing in order to increase the awareness of hazards associated with a particular approach.

Required Action: Operators will review the Approach and Landing Risk Awareness Tool and consider incorporating it in its SOP as an additional briefing item prior to approach. It is recognized that cockpit crews already have a high workload prior to descent, particularly on short sectors, and this may dictate against using the Tool on a routine basis. If the operator considers it impractical to use the Tool routinely as an additional briefing item, it should nonetheless be distributed to crews for their information, included in the cockpit as an additional resource, and made part of training programmes and check flight briefings in order to increase ALA awareness among flight crews.

- e. CFIT Checklist — A checklist, divided into three parts, in which numerical values are assigned by the operator to various factors which have a bearing upon the CFIT posture of the airline. A numerical total is calculated to arrive at a CFIT Risk Score. A negative Risk Score will serve to highlight factors in the operation which may require attention in order to reduce the risk of CFIT. This tool has been available for a number of years.

Required Action: Operators who have not already done so will follow the CFIT Checklist to calculate a CFIT Risk Score for their operations(s) and will address areas of weakness which are brought to light by the Checklist.

2.2 ALAR Training: Approved operator training programmes will reflect the following provisions: ALAR classroom training will be provided to all flight crew members for the purpose of increasing awareness of ALA causes and means of prevention. Such training will be designed in consideration of all of the major items contained in the ALAR Tool Kit. Every flight crew member will receive at least one 4 hour block of classroom training at least one time, either as a stand-alone training segment or in connection with another category of training such as initial, upgrade, or transition training. An appropriate training segment on ALAR (number of hours not specified) will also be included in recurrent ground training programmes for flight crew members. ALAR awareness may also be increased by incorporating ALAR items in flight simulator training segments, proficiency check briefings, briefings for line checks, etc. The major tools in the ALAR Tool Kit which are summarized above provide a wealth of information which can be used in training programmes. Additionally, there are a number of other items contained in the ALAR. Tool Kit which are will be highly useful in the development of an ALAR training programme.

These include:

- a. ALAR Operations Training — Data, procedures, and recommendations for pilots presented on 32 slides with explanatory notes
- b. An Approach and Landing Accident: It Could Happen to You — A 19-minute video presentation of specific data, findings and recommendations generated by FSF ALAR Task Force studies
- c. Pilot Guide to Preventing CFIT — CFIT accident data and lessons learned, plus a review of approach obstruction-protection criteria, presented on 43 slides with explanatory notes
- d. CFIT Awareness and Prevention — A 32-minute video presentation of CFIT statistics, plus analyses of three representative CFIT accidents and how they might have been avoided.
- e. Air Traffic Control Communication — Improving pilot-controller communication and understanding of each other's operating environments, presented on 22 slides with explanatory notes.
- f. Selected Flight Safety Foundation Publications — A large reference library containing previously published FSF articles concerning ALAs and CFIT.

3. IMPLEMENTATION TRACKING

The Directorate General of Civil Aviation (DGCA) will track the progress of Indonesian air operators in implementing the ALAR Tool Kit and ALAR training. Operators are required to submit to the DGCA, on a quarterly basis, the ALAR Tool Kit Implementation Report (Attachment 'A' to this AC), indicating the extent to which each tool is being implemented and the rationale, if applicable, concerning modification of a tool or decision not to adopt a tool. Such reports are to be submitted until all steps which are to be taken are completed.

The completed reports should be submitted to:

Directorate of Airworthiness and Aircraft Operations
Directorate General of Civil Aviation
Karya Building 22nd floor
Jl. Medan Merdeka Barat No. 8
Jakarta Pusat 10110 – Indonesia
Phone (62-21) 3506664/3506665
Fax. (62-21) 3506663

Re : ALAR Tool Kit Implementation Report
Attn : Director of Airworthiness and Aircraft Operations

**APPENDIX A
ALAR TOOL KIT IMPLEMENTATION REPORT**

This form is designed to assist the DGCA and the Team Leader of the Southeast Asia Regional Aviation Safety Team (SEARAST) in tracking the implementation of Approach and Landing Accident Reduction measures (using the FSF ALAR Tool Kit) among air operators in Southeast Asia.

Please submit the form to the DGCA on a quarterly basis until all steps which are to be taken are completed.

Please include comments concerning your experience in the implementation of any Tool contained in the Kit; particularly if you found it to be inappropriate for application in your operation.

Name of Operator	Base of Operations (City)	E-mail Address	Contact Person	Date

1. SOP template

Reviewed (approx %)	Changes made to my SOP, if any. (list subject areas which have been added or modified as a result of SOP template review)

Comments on SOP template:

2. ALAR Risk Reduction Guide

Reviewed (list by part)	Shortcomings identified (summarise)	Actions taken as a result of identified shortcomings (summarise)

Comments on ALAR Risk Reduction Guide:

3. Approach and Landing Risk Awareness Tool

Reviewed (yes/no)	Incorporated		
	Placed in Cockpits (yes/no)	Required Approach Briefing (yes/no)	Other (used in training programme etc)

Comments on Approach and Landing Risk Awareness Tool:

4. ALAR Briefing Notes

Briefing Note #	Reviewed (yes/no)	Utilised (yes/no) If yes, in what form (made part of SOP, used in training briefings etc).	Comments
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2			
3			
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5. CFIT Checklist

Reviewed /Completed (yes/no)	Changes made to SOP, equip etc (summarize)

Comments on CFIT Checklist:

6. Training Programme

Operator training and checking programmes will be modified to incorporate ALAR elements and will be approved by the regulatory authority in accordance with regulations and existing policies. The table below is for the purpose of briefly summarizing the nature of specific ALAR training elements which have been incorporated in the operator's approved training programme.

Training Category	Briefly describe training elements which have been incorporated
Initial	
Recurrent	
Ground Recurrent	
Flight Other	

APPENDIX B
APPROACH AND LANDING ACCIDENT REDUCTION (ALAR)
TRAINING GUIDE

INTRODUCTION

The following is the product of a special working group convened under the Commercial Aviation Safety Team (CAST) and chaired by the Air Transport Association (ATA) Training Committee.

The group applied the data-driven approach adopted by CAST, producing a guide to help trainers develop training targeted specifically at approach and landing accident reduction, or ALAR.

DGCA inspectors could also use this guide in assessing the effectiveness of the ALAR training offered by operators under their oversight.

The working group identified the topics shown below, and the interventions implied by the questions grouped with each topic, as having significant safety impact with no serious barriers to implementation.

This guide may be used as a checklist. It does not presume to cover all topics relating to ALAR, but it does cover those topics consistently found to be most important.

While the ALAR Training Guide itself is non-regulatory, the CAST member organizations have recognized the importance of ALAR training and specifically recommend the use of this guide, together with the other ALAR training materials.

The ALAR Training Guide offers a common point of reference for the training developer and the DGCA inspector.

Existing regulations do not specifically name in specifying training and checking requirements.

Yet approach and landing accidents remain among the highest-ranked categories of airline fatal accidents. Initial and recurrent training should address ALAR, but flight checks need not require it except as it relates to existing flight check requirements.



MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION
 Karya Building, 22nd Floor
 Jl. Merdeka Barat No. 8 Jakarta Pusat
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 Box 3049, Jakarta 10030

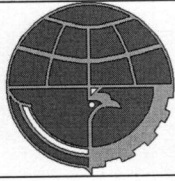
APPROACH AND LANDING ACCIDENT REDUCTION (ALAR) TRAINING GUIDE INSPECTION CHECKLIST

Operator :	AOC No. :	Date :	
Objectives & Activities		Satisfactory	
		Yes	No
<p>1. Human Factors, including Crew Resource Management (CRM) and Threat & Error Management.</p> <p>A. Is there a program to train all new-hire pilots in these subjects?</p> <p>B. Does the program address ALAR events and prevention strategies as a part of new-hire (initial) training?</p> <p>C. Do new Captains receive focused training in these subject areas to enhance their effectiveness as PICs, and does training include information addressing ALAR issues and prevention strategies?</p> <p>D. Do all crewmembers and associated operational support staff (dispatchers, engineer, safety specialists, etc.) receive periodic training on these same subjects?</p> <p>2. Basic Airmanship.</p> <p>A. Are basic "stick and rudder" skills taught?</p> <p>B. Is there a definite SOP (standard operating procedure) for transferring aircraft control?</p> <p>C. Is there specific advanced aircraft/swept-wing and fan jet training (e.g., Mach buffet, idle to full power lag times) for newly-hired pilots?</p> <p>3. Advanced Aircraft Maneuvering.</p> <p>A. Is there training in mountain flying and high altitude airports?</p> <p>B. Is there training in upset and unusual attitude recoveries?</p> <p>C. Is there training in steep turns and high angle of attack (AOA) maneuvers and awareness?</p> <p>4. Non-Normal Aircraft Conditions.</p> <p>A. Are crews trained in typical aircraft emergencies (e.g., malfunctions that the aircraft type has experienced and noted through FOQA/ASAP or other trend analysis)?</p> <p>B. Are crews trained or evaluated in line-oriented scenarios (e.g., real time and data-driven events)?</p> <p>C. Are crews taught to use all the resources at hand to safely contain an emergency?</p> <p>5. Approach Procedures and Briefings.</p> <p>A. Is there an SOP for approach briefings that includes items such as NOTAMs, weather, inoperative equipment, terrain, missed approach procedures, and special airport considerations?</p> <p>B. Are crews trained in flying constant-angle approach profiles (e.g., VNAV versus "dive and drive"), and expected to use them whenever possible?</p> <p>C. Does flight crew training include explicit "go around gates" that, if missed, would require the crew to execute a missed approach (e.g., stabilized approach criteria, landing configurations, and landing checklists complete)?</p> <p>D. Does the company have a clear "no fault" go around/missed approach policy?</p>			

REMARKS:

OVERALL RESULT: **Satisfactory**
 Unsatisfactory

INSPECTOR NAME AND SIGNATURE



MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION
 Karya Building, 22nd Floor
 Jl. Merdeka Barat No. 8 Jakarta Pusat
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 Box 3049, Jakarta 10030

ALAR Tool Kit Review and Implementation Checklist

Operator :	AOC No. :	Date :
Objectives & Activities		Satisfactory
		Yes No
<p>1. SOP Template Action Required : Operators will review the content of the ALAR Tool Kit SOPs template and Compare to the guidance contained in their manual system. If there are subject areas listed in the Template which are relevant to the Operator's circumstances and for which guidance is lacking or insufficient, operators will make changes or additions to their SOP as necessary.</p> <p>2. Approach and Landing Risk Reduction Guide Action Required : Operators will complete the checklist contained in the Risk Reduction Guide in order to identify possible shortcoming in organization, equipment and training. Where shortcomings are indicated, operators will take corrective action.</p> <p>3. ALAR Briefing Notes (i) Action Required : Operators will review the content of the ALAR Briefing Notes and decide whether or not and to what extent the content of each note can be incorporated into company manuals and/or used in training and safety awareness.</p> <p>4. ALAR Briefing Notes (ii) Action Required : When the content of the briefing note is relevant to an operator's specific operation, the information in the note will be made available to flight operations personnel in some form.</p> <p>5. ALAR Briefing Notes (iii) Action Required : When such information conflicts with current SOP the operator will either modify the information contained in the note before making it available; or will modify their SOP's in consideration of the information in the note.</p> <p>6. Approach and landing Risk Awareness Tool Action Required : Operators will review the Approach and Landing Risk Awareness Tool for use as a briefing or training item.</p> <p>7. CFIT Checklist Action Required : Operators will follow the CFIT checklist to calculate a CFIT Risk score for their operations and will address areas of weakness brought to light.</p> <p>8. ALAR Training Action Required : ALAR Classroom training for all flight crew members (during initial, upgrade, transition, and recurrent training)</p>		

REMARKS:

OVERALL RESULT: **Satisfactory**
 Unsatisfactory

INSPECTOR NAME AND SIGNATURE