



CARAC ACTIVITY REPORTING NOTICE #: NPA-2022-005

DATE: MAY 3, 2022

### Notice of Proposed Amendments (NPA)

## Amendments to the Commercial Air Service Standards 722, 723, 724 and 725- Pilot Proficiency Check

#### EXECUTIVE SUMMARY

Provisions in the Commercial Air Service Standards (CASS) that govern the conduct of a Pilot Proficiency Check (PPC) in all Part VII subparts in the Canadian Aviation Regulations (CARs) do not clearly establish the manoeuvres and procedures that are considered mandatory for a PPC. The list of potential manoeuvres and procedures that can be included in a PPC are stated in the “PPC Schedule” in the CASS for each subpart.

The primary objective of this NPA is to amend Standards 722, 723, 724 and 725 in order to remove contradictory statements in the CASS to enable the conduct of PPCs in a more relevant, efficient and effective manner. This will reduce regulatory burden on industry and contribute to aviation safety by ensuring that the assessment of each pilot is focused on areas with the highest relevance and consequence.

This NPA achieves a secondary objective of correcting typographical errors and inconsistencies in other provisions in the various subparts that pertain to the conduct of a PPC. The affected provisions are included in the proposed changes section below and have no tangible impacts other than adding clarity to support existing practices.

#### BACKGROUND

The ongoing joint TCCA / industry working group (WG) on the Modernization of Training and Checking was established in late 2020 to modernize and improve the quality and effectiveness of pilot training and checking in commercial aviation. The WG views the lack of clarity on the expected content of a PPC as an impediment that negatively impacts the quality and effectiveness of PPCs. In the absence of clarity, many stakeholders act conservatively and assume that it is mandatory to complete all items on the PPC Schedule during a PPC. This interpretation results in a one-size-fits-all PPC that is not adequately tailored for considerations such as the candidate’s industry segment and type of operation, company-specific threats, or intended purpose of the PPC. A PPC conducted as an all-encompassing event lacks focus and goes beyond sampling competence in relevant and high-consequence areas. It becomes an excessively long ‘box ticking’ session that can easily lead to candidate fatigue and uncharacteristic performance errors.

#### STATEMENT OF THE PROBLEM AND POLICY CONSIDERATIONS

CASS provisions that govern the conduct of PPCs lack clarity and do not clearly identify the manoeuvres and procedures that are considered mandatory for a PPC. This inhibits the ability to focus the PPC on the areas of competence that are most relevant to the candidate’s industry segment and purpose of the PPC. This interferes with the mutual goal of TCCA and industry to contribute to aviation safety by ensuring that the assessment of each pilot is focused on areas with the highest relevance and consequence.

Depending on the provision referred to, it can appear that **all** manoeuvres and procedures listed in the PPC Schedule must be included as **mandatory** items during a PPC. Conversely, a conflicting provision states that the Check Pilot has the **flexibility** to include or exclude any manoeuvre or procedure from the

Schedule, as applicable, to assess and determine a pilot's competency.

The above contradiction has resulted in the inconsistent application of policy in this area. The interpretation that best serves all stakeholders is to allow a Check Pilot to include or exclude manoeuvres and procedures as appropriate. This facilitates a more focused, relevant and effective PPC, by tailoring the PPC to the candidate. This allows the Check Pilot to sample competency in areas that are most relevant to the candidate's industry segment and type of operation. It also allows the scope and depth of evaluation to be adjusted depending on whether the purpose of the PPC is to grant an initial qualification, which warrants increased rigor and scope, versus the routine renewal of existing license privileges.

To ensure this flexibility is applied appropriately by the Check Pilot, and to ensure consistency throughout industry, additional guidance is required to ensure the PPC includes a sufficient selection of manoeuvres and procedures to adequately assess a candidate's competency. This guidance has been incorporated in draft revisions of the respective Aeroplane and Helicopter Flight Test Guides (TP 14727 and TP 14728), which describe how each manoeuvre and procedure is to be conducted. The draft revision includes additional guidance to state whether each flight test exercise is mandatory or optional, depending on the purpose of the PPC. The revised Flight Test Guides are currently being consulted with industry and TCCA regions through established protocols and will be published concurrently with the 'in effect' date of the corresponding CASS revisions.

**ANALYSIS SUMMARY**

**Occurrences**

N/A

**Risk Assessment**

N/A

**Focus Group**

The WG on the Modernization of Training and Checking has identified this matter as a high priority for resolution. The 15 industry members in the WG unanimously believe that many PPCs are unjustifiably long in duration and contain too many flight test exercises. This points to the earlier statement that many Check Pilots assume that it is mandatory to complete all items on the PPC Schedule during a PPC. There was unanimous support amongst all TCCA and industry WG members to amend the CASS to clearly state that the Check Pilot has flexibility to include or exclude manoeuvres from the PPC Schedule, as appropriate, to determine pilot competency.

**Domestic and International Facts including ICAO SARPs**

The proposed changes do not contravene any ICAO SARPs or misalign Canadian practices with those in other regulatory jurisdictions.

**Canadian Aviation Regulations (applicable references)**

This NPA does not require any amendments to the CARs. The required changes are limited to the CASS.

For reference, the provisions in the CARs that define the requirement to complete a PPC are as follows:

CARs 702.65 (c), 703.88(1)(c), 704.108(1)(c) and 705.106(1)(c), which state:

“.....has successfully completed a pilot proficiency check.....in accordance with the Commercial Air Service Standards”.

The affected CASS provisions are listed below in the Proposed Changes section.

**Triage Statement**

The impact level is low in all ten areas of the Triage Statement. The proposed amendments to the CASS will have no negative impacts on aviation safety, commercial air operators or in any area included in the Triage Statement. The amendments provide needed clarity that will result in more relevant, efficient and effective PPCs. Industry will undoubtedly support this change and appreciate the reduction in duration, cost and regulatory burden associated with the conduct of a PPC.

**Recommended Consultation Stream**

The target audience for consultation is all Canadian air operators, Industry Associations and TCCA stakeholders.

As a parallel effort, the proposed revisions to the Flight Test Guides will be subject to review and inputs by the joint TCCA / industry WG on the Modernization of Training and Checking, and consultation with Industry Associations and regional TCCA stakeholders through established protocols, which is ongoing and scheduled for completion by end of July 2022.

**RECOMMENDED SOLUTION**

Consult the proposed amendments in the recommended manner and schedule the implementation of the changes to coincide with the implementation of the revised Flight Test Guides. Consultation on the guides is ongoing and will be completed by end of July 2022.

**OBJECTIVES**

The primary objective is to remove contradictory statements in the CASS to enable the conduct of PPCs in a more relevant, efficient and effective manner. This will reduce regulatory burden on industry and contribute to aviation safety by ensuring that the assessment of each pilot is focused on areas with the highest relevance and consequence.

**PROPOSED CHANGES**

<b>Current Provision</b>	<b>Amended Provision</b>
<p><b>Subpart 702 – Aeroplane and Helicopter</b></p> <p><b>722.65(1)(c)</b> Each manoeuvre or procedure within a phase of flight specified in the applicable pilot proficiency check schedule to this subsection shall be performed in the aircraft or approved synthetic flight training device (FTD).</p> <p><b>722.65(1)(d)</b> A pilot-in-command check shall be completed in the seat normally occupied by the</p>	<p><b>Subpart 702 – Aeroplane and Helicopter</b></p> <p><b>722.65(1)(c)</b> Each manoeuvre or procedure must be selected from Schedule I to this subsection and shall be performed in the aircraft or synthetic flight training device.</p> <p><b>722.65(1)(d)</b> A pilot-in-command check shall be completed in the seat normally occupied</p>

pilot-in-command and a second-in-command check shall be completed in the seat normally occupied by the second-in-command.

**722.65(1)(f)** During the pilot proficiency check, the person conducting the check may request any manoeuvre or procedure, from the applicable Schedule, required to determine the proficiency of the candidate.

#### **Subpart 703 - AEROPLANE**

**723.88(1)(c)** Each manoeuvre or procedure within a phase of flight specified in Schedule II to this subsection shall be performed in the aeroplane or synthetic flight training device.

**723.88(1)(d)** A pilot-in-command check shall be completed in the seat normally occupied by the pilot-in-command and a second-in-command check shall be completed in the seat normally occupied by the second-in-command.

by the pilot-in-command and a second-in-command check shall be completed in the seat normally occupied by the second-in-command. The pilot proficiency check shall consist of a demonstration of both pilot flying (PF) duties and pilot not flying (PNF) duties. Demonstration of PNF duties may be completed in the seat not normally occupied.

**722.65(1)(f)** During the pilot proficiency check, it may not be necessary to complete all manoeuvres or procedures from the applicable Schedule to determine the proficiency of the candidate. The applicable Flight Test Guide, TP 14727 - Pilot Proficiency Check and Aircraft Type Rating Flight Test Guide (Aeroplane) or TP 14728 - Pilot Proficiency Check and Aircraft Type Rating Flight Test Guide (Helicopter), shall be consulted to confirm situations where it is permissible to omit a specific manoeuvre or procedure for the type of PPC being conducted, or perform the item in a manner different than the manner stated in the Schedule.

#### **Subpart 703 - AEROPLANE**

**723.88(1)(c)** Each manoeuvre or procedure must be selected from Schedule I to this subsection and shall be performed in the aeroplane or synthetic flight training device.

**723.88(1)(d)** A pilot-in-command check shall be completed in the seat normally occupied by the pilot-in-command and a second-in-command check shall be completed in the seat normally occupied by the second-in-command. The pilot proficiency check shall consist of a demonstration of both pilot flying (PF) duties and pilot not flying (PNF) duties.

Demonstration of PNF duties may be completed in the seat not normally occupied.

**723.88(1)(f)** During the pilot proficiency check, the person conducting the check may request any manoeuvre or procedure, from the Schedule, required to determine the proficiency of the candidate.

#### **Subpart 703 – Helicopter**

**723.88(1)(c)** Each manoeuvre or procedure within a phase of flight specified in the Pilot Proficiency Check shall be performed in the helicopter or approved synthetic flight training device.

**723.88(1)(d)** A pilot-in-command check shall be completed in the seat normally occupied by the pilot-in-command and a second-in-command check shall be completed in the seat normally occupied by the second-in-command.

**723.88(1)(f)** During the pilot proficiency check, the person conducting the check may request any manoeuvre or procedure, from the Schedule to this subsection, required to determine the proficiency of the candidate.

**723.88(1)(f)** During the pilot proficiency check, it may not be necessary to complete all manoeuvres or procedures from the applicable Schedule to determine the proficiency of the candidate. TP 14727, Pilot Proficiency Check and Aircraft Type Rating Flight Test Guide (Aeroplane), shall be consulted to confirm situations where it is permissible to omit a specific manoeuvre or procedure for the type of PPC being conducted, or perform the item in a manner different than the manner stated in the Schedule.

#### **Subpart 703 – Helicopter**

**723.88(1)(c)** Each manoeuvre or procedure must be selected from the Schedule to this subsection and shall be performed in the helicopter or approved synthetic flight training device.

**723.88(1)(d)** A pilot-in-command check shall be completed in the seat normally occupied by the pilot-in-command and a second-in-command check shall be completed in the seat normally occupied by the second-in-command, if seat designation is applicable for the helicopter type and operation. The pilot proficiency check shall consist of a demonstration of both pilot flying (PF) duties and pilot not flying (PNF) duties. Demonstration of PNF duties may be completed in the seat not normally occupied.

**723.88(1)(f)** During the pilot proficiency check, it may not be necessary to complete all manoeuvres or procedures from the applicable Schedule to determine the proficiency of the candidate. TP 14728, Pilot Proficiency Check and Aircraft Type Rating Flight Test Guide (Helicopter), shall be consulted to confirm situations where it is

permissible to omit a specific manoeuvre or procedure for the type of PPC being conducted, or perform the item in a manner different than the manner stated in the Schedule.

#### **Subpart 704 – Aeroplane**

**724.108(1)(f)** A proficiency check of a pilot-in-command shall be completed in the seat normally occupied by the pilot-in-command and a check of a second-in-command shall be completed in the seat normally occupied by the second-in-command. The pilot proficiency check shall consist of a demonstration of both pilot flying (PF) duties and pilot not flying (PNF) duties.

**724.108(1)(g)** The PPC shall not be conducted as an isolated group of emergency procedures and drills. Rather it shall be constructed with minimum disruption in a logical continuous flow reflecting a normal flight profile. Normally the PPC is a pre-programmed activity, however, the person conducting the check may require any manoeuvre or procedure from the appropriate Schedule, necessary to determine the proficiency of the crew and to confirm that the crew can operate the aeroplane safely.

#### **Subpart 704 – Helicopter**

**724.108(1)(c)** A pilot-in-command check shall be completed in the seat normally occupied by the pilot-in-command.

#### **Subpart 704 – Aeroplane**

**724.108(1)(f)** A proficiency check of a pilot-in-command shall be completed in the seat normally occupied by the pilot-in-command and a check of a second-in-command shall be completed in the seat normally occupied by the second-in-command. The pilot proficiency check shall consist of a demonstration of both pilot flying (PF) duties and pilot not flying (PNF) duties. Demonstration of PNF duties may be completed in the seat not normally occupied.

**724.108(1)(g)** The PPC shall not be conducted as an isolated group of emergency procedures and drills. Rather it shall be constructed with minimum disruption in a logical continuous flow reflecting a normal flight profile. It may not be necessary to complete all manoeuvres or procedures from the applicable Schedule to determine the proficiency of the candidate. TP 14727, Pilot Proficiency Check and Aircraft Type Rating Flight Test Guide (Aeroplane), shall be consulted to confirm situations where it is permissible to omit a specific manoeuvre or procedure for the type of PPC being conducted, or perform the item in a manner different than the manner stated in the Schedule.

#### **Subpart 704 – Helicopter**

**724.108(1)(c)** A pilot-in-command check shall be completed in the seat normally occupied by the pilot-in-command and a second-in-command check shall be completed in the seat normally occupied by the second-in-command, if seat designation is applicable for

**724.108(1)(e)** During the pilot proficiency check, the person conducting the check may request any manoeuvre or procedure from the Schedule to this section required to determine the proficiency of the candidate.

#### **Subpart 705 – Aeroplane**

**725.106(2)(g)** A proficiency check of a pilot-in-command shall be completed in the seat normally occupied by the pilot-in-command and a check of a second-in-command shall be completed in the seat normally occupied by the second-in-command. The pilot proficiency check shall consist of a demonstration of both pilot flying (PF) duties and pilot not flying (PNF) duties.

**725.106(2)(h)** The PPC shall not be conducted as an isolated group of emergency procedures and drills. It shall be constructed with minimum disruption in a logical continuous flow reflecting a normal flight profile. Normally the pilot proficiency check is a pre-programmed activity; however, the person conducting the check may require any manoeuvre or procedure from the appropriate Schedule, necessary to determine the proficiency of the crew and to confirm that the crew can operate the aeroplane safely.

the helicopter type and operation. The pilot proficiency check shall consist of a demonstration of both pilot flying (PF) duties and pilot not flying (PNF) duties. Demonstration of PNF duties may be completed in the seat not normally occupied.

**724.108(1)(e)** During the pilot proficiency check, it may not be necessary to complete all manoeuvres or procedures from the applicable Schedule to determine the proficiency of the candidate. TP 14728, Pilot Proficiency Check and Aircraft Type Rating Flight Test Guide (Helicopter), shall be consulted to confirm situations where it is permissible to omit a specific manoeuvre or procedure for the type of PPC being conducted, or perform the item in a manner different than the manner stated in the Schedule.

#### **Subpart 705 – Aeroplane**

**725.106(2)(g)** A proficiency check of a pilot-in-command shall be completed in the seat normally occupied by the pilot-in-command and a check of a second-in-command shall be completed in the seat normally occupied by the second-in-command. The pilot proficiency check shall consist of a demonstration of both pilot flying (PF) duties and pilot not flying (PNF) duties. Demonstration of PNF duties may be completed in the seat not normally occupied.

**725.106(2)(h)** The PPC shall not be conducted as an isolated group of emergency procedures and drills. It shall be constructed with minimum disruption in a logical continuous flow reflecting a normal flight profile. It may not be necessary to complete all manoeuvres or procedures from the applicable Schedule to determine the proficiency of the candidate. TP 14727, Pilot Proficiency Check and Aircraft Type Rating Flight Test Guide (Aeroplane), shall be consulted to confirm situations where it is

	permissible to omit a specific manoeuvre or procedure for the type of PPC being conducted, or perform the item in a manner different than the manner stated in the Schedule.
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**UNTIL JUNE 3-2022, COMMENTS ON THIS NOTICE MAY BE ADDRESSED, IN WRITING, TO:**

CARAC contact info: [TC.CARConsultations-RACConsultations.TC@tc.gc.ca](mailto:TC.CARConsultations-RACConsultations.TC@tc.gc.ca)

\*Comments received after the above mentioned deadline will not be considered in subsequent updates to this document.