APPENDIX I

TRAINING REQUIREMENTS FOR SUPERVISORY AIRCREW

1.1 ENTRY REQUIREMENTS

1.1.1 The minimum flying experience for supervisory aircrew shall be as tabulated below:

Minimum Required Flying Experience (hrs)	TRE	TRI	LTC
Total flying	6000	5000	4000
PIC helicopters	5000	4000	3000
On type PIC	4000	3000	2000

1.2 TRAINING REQUIREMENTS FOR TRE AND TRI

1.2.1 The ground and flight training for TRE and TRI shall be conducted by a recognized ATO and the minimum training requirements shall be as tabulated below:

Minimum Training Requirements (hrs)	TRE	TRI
Aircraft technical knowledge and pedagogical aspects	10:00	06:00
Aviation technical knowledge and pedagogical aspects	10:00	06:00
Development of airborne instructional technique and competency in critical helicopter emergencies from PIC and SIC seats with SIC clearance	12:00	08:00
Competence check	01:00	01:00

1.3 TRAINING REQUIREMENTS FOR LTC

1.3.1 The ground training for LTC could be conducted by FOI/TRE/TRI while flight training shall be imparted by a recognized ATO. The minimum training requirements shall be as tabulated below:

Minimum Training Requirements (hrs)	LTC
Operational knowledge and basic pedagogical aspects	05:00
Competency in critical helicopter emergencies from PIC and SIC seats and SIC clearance	03:00
Competence check	01:00

1.4 STANDARDISATION CHECK

1.4.1 Standardisation check flight of minimum 01:00 hrs along with attendant briefing/ debriefing session shall be conducted by a FOI for all three types of supervisory aircrew. The check is to establish that relevant standards of supervisory competencies are retained and can be demonstrated. This check shall be conducted once a year to validate supervisory status.

1.5 RECURRENT TRAINING

1.5.1 Recurrent training for supervisory aircrew can be combined with critical emergency training (CET). In order to retrain on supervisory competencies from both PIC seat and SIC seat, an additional 01:00 hr of flight training shall be added to the normal CET session for supervisory aircrew.

APPENDIX II

SELECTION MATRIX FOR APPOINTMENT OF TRE/TRI

2.1   SELECTION CRITERIA

2.1.1   Pilots for the position of TRE/TRI would be screened by CAA Nepal on basis of merit. They shall comply with the minimum requirements for TRE/TRI and in case a larger pool of pilots is available than what is required, a merit based approach shall be taken to select TRE/TRI.

2.1.2   The weightage parameters for the selection shall be as follows wherein a higher total in the weightage matrix will determine a higher merit.

(a)   Selection can be done only amongst pilots who have successfully completed TRE/TRI training module from recognized ATO and who also meet the other qualifying requirements of Para 3.3 of FOR (Training- Helicopters).

(b)   For every 100 hrs above minimum flying experience requirement and part thereof, the weightage will be +0.25.

(c)   For every 100 hrs above minimum PIC experience on type and part thereof, the weightage will be +0.25.

(d)   For every accident where the pilot was a crew in the preceding 4 years or more, the weightage will be -0.5.

2.1.3   The selection matrix shall be prepared by a selection board nominated by CAA Nepal.

APPENDIX III

TRAINING SYLLABUS FOR FLIGHT QUALIFICATIONS

3.1   SELECTION CRITERIA

3.1.1   Pilots for the position of TRE/TRI would be screened by CAA Nepal on basis of merit. They shall comply with the minimum requirements for TRE/TRI and in case a larger pool of pilots is available than what is required, a merit based approach shall be taken to select TRE/TRI.

3.1.2   The weightage parameters for the selection shall be as follows wherein a higher total in the weightage matrix will determine a higher merit.

(e)   Selection can be done only amongst pilots who have successfully completed TRE/TRI training module from recognized ATO and who also meet the other qualifying requirements of Para 3.3 of FOR (Training- Helicopters).

(f)   For every 100 hrs above minimum flying experience requirement and part thereof, the weightage will be +0.25.

(g)   For every 100 hrs above minimum PIC experience on type and part thereof, the weightage will be +0.25.

(h)   For every accident where the pilot was a crew in the preceding 4 years or more, the weightage will be -0.5.

APPENDIX IV

TRAINING SYLLABUS FOR GROUND RECURRENT MODULES

4.1   TYPE TECHNICAL / PERFORMANCE GROUND TRAINING
TOTAL TIME = 5HR 30MIN   Test = 45 min

Module I	**Type Technical**	2 hr
Aircraft Documents • Ops manual • MEL		
Turn round Servicing, SB		

Module II	**Aircraft Performance**	2h 30m
• Aerodynamics of flight • Operating limitations, emergencies • Weight and balance • CG calculation		

Module III	**Human Performance**	1 hr
Medical Risks – hypertension, cardiovascular diseases, obesity, communicable disease, narcotics, disorientation key types Hypoxia – onset, effects and prevention		

4.2 CREW RESOURCE MANAGEMENT (CRM)

TOTAL TIME = 3HR 30MIN   Exercise = 45 min

Module I	Aeronautical Decision Making	45 min
DECIDE process		
PAVE (PIC, Aircraft, Environment, External Pressures) checklist		

Module II	Single Pilot Resource Management (SPRM)	30 min
5 Ps - Plan, Plane, Pilot, Passengers, and Programming		

Module III	Communication and Teamwork	45 min
Mitigated speech, halo effect, authority gradient, information overload, active listening skills, barriers to communication and cultural bias		
Procedural non-compliance		

Module IV	Situational Awareness	45 min
Perception, comprehension, projection, surprise & startle effect		
Factors that increase/decrease SA, expectation bias and illusions		

Module V	Workload Management	45 min
Distraction avoidance, symptoms of performance degradation, and high workload management techniques		
Monitoring errors, areas of vulnerability, cognitive bias and resilience development		

4.3 SAFETY MANAGEMENT SYSTEM

TOTAL TIME = 4HR 00MIN   Test = 45 min

Module I	**Safety Policy**	30 min

- Safety Introduction
- Operators safety goals
- Policies and procedures

Module II	**Safety Culture**	1 hr

- Safety Management
- Coordination of ERP
- Safety Personnel
- Documentation

Module III	**Just Culture Policy**	1hr

- Introduction
- Human Behaviour
- Reporting culture

Module IV	**Safety Risk Management**	1 hr

- Introduction to risk
- Matrix
- Case Study

Module V	**Hazard Identification and Reporting**	30 min

- Concept of hazard
- Importance of hazard identification

4.4   AVIATION SECURITY

TOTAL TIME = 2HR 45MIN   Exercise and case study = 1 hr

Module I	**General**	1 hr

- National Civil Aviation Security Program
- Reiterate aircraft operator security program
- Knowledge of airport areas, AEP system and authorization

Module II	**Security Responsibilities**	1 hr

- Handling unruly and disruptive passengers
- Handling suspected items

Module III	**Communication**	45 min

- Crew communication and emergency sign system
- Reporting and documentation

4.5 MONSOON OPERATIONS AND CFIT

TOTAL TIME = 3HR 00MIN　　　　　　　　　　　Test = 45 min

Module I	**Weather Risks**	1 hr

- Characteristics of regional weather with emphasis on monsoon activity
- Recognizing the regional weather indications – visibility, clouding

Module II	**Risk Avoidance**	1 hr

- Weather risk avoidance and mitigation – during planning
- Weather risk avoidance and mitigation – during flight
- Weather risk avoidance and mitigation – on ground

Module III	**CFIT**	1 hr

- Dangerous cocktail - terrain, weather and situational awareness
- Dangers of IMC flight - in VFR approved aircraft with non-IMC trained crew
- Undesirable aircraft energy states
- Threat and Error management (TEM)

4.6 DANGEROUS GOODS

TOTAL TIME = 5HR 00MIN   Test = 45 min

Module I	**Introduction**	30 min

- General philosophy
- General requirements for shippers
- General requirements for operators
- Dangerous goods security and plan

Module II	**Limitations**	2 hrs

- Forbidden dangerous goods
- Hidden dangerous goods
- Provisions for passengers and crew
- Dangerous goods permitted
- Dangerous goods in air-mail
- Dangerous goods excepted/exempted
- Excepted and limited quantity

Module III	**Labeling and Marking**	1 hrs

- Labeling Requirments
- Type of labels
- Marking Requirements
- Type of Marking

Module IV	**Recognition of undeclared dangerous goods**	45 min

- Identification of undeclared and mis-declared items
- Procedures for handling undeclared items

Module V	**Emergency procedures**	45 min

- Procedures for handling dangerous goods incidents and accidents

4.7 EVACUATION AND FIREFIGHTING DRILL
TOTAL TIME = 1HR 00MIN

Module	**Practical Emergency drills**	1 hr
• Briefing • Use of Emergency Equipment • First aid • Exercise • De-briefing about exercise carried out		