

## SCHEDULES

### SCHEDULE 9

#### PUBLIC TRANSPORT – OPERATIONAL REQUIREMENTS

#### PART 3

#### Required Crew Training, Experience, Practice and Periodical Tests

##### **Pilot in Command of Aircraft**

5.—(1) The pilot designated as pilot in command of the aircraft for the flight must have demonstrated to the satisfaction of the operator within the test validity period that the pilot has adequate knowledge of the route to be taken, the aerodromes of take-off and landing, and any destination alternate aerodromes, including in particular the pilot's knowledge of the following which are relevant to the route—

- (a) the terrain;
- (b) the seasonal meteorological conditions;
- (c) the meteorological, communications and air traffic facilities, services and procedures;
- (d) the search and rescue procedures; and
- (e) the navigational facilities.

(2) In determining whether a pilot's knowledge of the matters referred to in sub-paragraph (1) is sufficient to render the pilot competent to perform the duties of pilot in command on the flight, the operator must take into account the pilot's flying experience in conjunction with the following—

- (a) the experience of other members of the intended flight crew;
- (b) the influence of terrain and obstructions on departure and approach procedures at the aerodromes of take-off and intended landing and at destination alternate aerodromes;
- (c) the similarity of the instrument approach procedures and let-down aids to those with which the pilot is familiar;
- (d) the dimensions of runways which may be used in the course of the flight in relation to the performance limits of aircraft of the type to be used on the flight;
- (e) the reliability of meteorological forecasts and the probability of difficult meteorological conditions in the areas to be traversed;
- (f) the adequacy of the information available regarding the aerodrome of intended landing and any destination alternate aerodromes;
- (g) the nature of air traffic control procedures and the familiarity of the pilot with such procedures;
- (h) the influence of terrain on route conditions and the extent of the assistance obtainable en-route from navigational aids and air-to-ground communication facilities; and
- (i) the extent to which it is possible for the pilot to become familiar with unusual aerodrome procedures and features of the route by means of ground instruction and training devices.