**PART 5**

**COURSE MANUAL TEMPLATE**

*Cover Page*

ATO’S LOGO

**ATO’S NAME**

 **CPL/IR integrated– Aeroplanes COURSE MANAUL**

ISSUE NO. XX/REVISION NO. XX

**APPROVED BY**

 *CAAT’S STAMP*

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**(NAME OF CAAT-DG)**

**DATE of APPROVAL**

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**Volume no….**

*Second Page*

ATO’S LOGO

**ATO’S NAME**

**CPL/IR integrated – Aeroplanes**

**COURSE MANAUL**

ISSUE NO. XX/REVISION NO. XX

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| **Prepared by** | Head of Training | *Original Signature* | 24 Jan 2020 |
| **Reviewed by** | QA Manager | *Original Signature* |  |
| **Accepted by** | *Accountable Executive* | *Original Signature* |  |

**LIST OF EFFECTIVE DATES**

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| **Page** | **Rev.** | **Issue Date** | **Page** | **Rev.** |
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**DISTRIBUTION LIST**

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| **Volume** | **Holder** | **Type** | **Location** |
| 01 | CAAT | Hard CopyElectronic File | PEL Office |
| 02 | Accountable Executive |  |  |
| 09 | Library |  | Library |

This document should be made available to all personnel involved in the Approved Training Organisation. This does not mean that all personnel have to be in receipt of a manual but key personnel should have reasonable access to one. The following is a typical list of those who require access to the documents and is for *guidance only.*

*01 – CAAT*

*02 – Accountable Executive*

*03 - QA Manager*

*04 – Safety Manager*

*05 – Head of Training*

*06 – Instructional Service Manager*

*07 - Maintenance Manager*

*08 – Administration*

*09 – Library*

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**PART 1 GENERAL**

* 1. Course title: CPL/IR integrated Course – Aeroplanes
	2. Course objective(s)

*The aim of the CPL(A) and IR(A) integrated course is to train pilots to the level of proficiency necessary to operate single-pilot single-engine or multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.*

* 1. Pre entry Requirements and Qualifications for Trainees

*Applicants may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.*

* 1. **Course Overview**

1.4.1 Total theoretical knowledge instruction to CPL(A) and IR knowledge level *500 Hours*

Within the total of *500* hours, trainees should complete at least:

1. Air Law,
2. Aircraft General Knowledge — Airframe/Systems/Powerplant, xx hours
3. Aircraft General Knowledge — Instrumentation, xx hours
4. Mass and Balance, xx hours
5. Performance, xx hours
6. Flight Planning and Monitoring, xx hours
7. Human Performance, xx hours
8. Meteorology, xx hours
9. General Navigation, xx hours
10. Radio Navigation, xx hours
11. Operational Procedures, xx hours
12. Principles of Flight, and xx hours
13. Communications. xx hours
	* 1. Total visual and instrument flying training 180 Hours

Within the total of 180 hours, trainees should complete at least:

1. 80 hours of dual instruction, of which up to 40 hours may be instrument ground time;
2. 70 hours as PIC, including VFR flight and instrument flight time which may be flown as SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
3. 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
4. 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
5. 100 hours of instrument time comprising, at least:
6. 20 hours as SPIC; and
7. 50 hours of instrument flight instruction, of which up to:
8. 25 hours may be instrument ground time in an FNPT I, or
9. 40 hours may be instrument ground time in an FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.
10. 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.
11. Summary of Practical Training Hours

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **No.** | **Manoeuvres/Procedures** | **Training Hours** | **Type of Flight** | **Training Device** | **Total** |
| **PIC**  | **Dual** | **Day** | **Night** | **Sim** | **A** |
| **Solo** | **w/IP** |
| *SECTION 1* |
| *1**1.1* | *Departure**Pre-flight including:* *Documentation**Mass and Balance**Weather briefing**NOTAM* |  |  | *20.0* |  |  | *3.0* | - | *23.0* |
| *1.2* | *Pre-start checks* |  |  |  |  |  |  |  |  |
| *1.2.1* | *External* |  |  |  |  |  |  |  |  |
| *1.2.2* | *Internal* |  |  |  |  |  |  |  |  |
| *1.3* | *Engine starting: NormalMalfunctions* |  |  |  |  |  |  |  |  |
| *1.4* | *Taxiing* |  |  |  |  |  |  |  |  |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **No.** | **Manoeuvres/Procedures** | **Training Hours** | **Type of Flight** | **Training Device** | **Total** |
| **PIC** | **Dual** | **Day** | **Night** | **Sim** | **A** |
| **Solo** | **w/IP** |
| *1.5* | *Pre-departure checks: Engine run-up (if applicable)* |  |  |  |  |  |  |  |  |
| *1.6* | *Take-off procedure: Normal with Flight Manual flap settingsCrosswind (if conditions available)* |  |  |  |  |  |  |  |  |
| *1.7* | *Climbing: Vx/VyTurns onto headingsLevel off* |  |  |  |  |  |  |  |  |
| *1.8* | *ATC liaison – Compliance, R/T procedure* |  |  |  |  |  |  |  |  |
| *SECTION 2* |
| *2**2.1* | *Airwork (VMC)**Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)* |  |  |  |  |  |  |  |  |
| *2.2* | *Steep turns (360° left and right at 45° bank)* |  |  |  |  |  |  |  |  |

**PART 2. THEORETICAL TRAINING CURRICULUM**

2.1 **Subject 1**

1. Objectives of Subject:
2. Instructor’s Educational and Training Qualifications and Experience Required
3. Lesson Plan and Training hours
* Learning Activities
* Training Methods
1. Training Location and Facilities
2. Instructional materials
3. Methods of Performance Evaluation/Grading System
4. Passing Requirements

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**PART 3 PRACTICAL TRAINING CURRICULUM**

**3.1 Section 1**

1. Objectives of Practical training lesson:
2. Segmentation of training into different phases
3. Number of training hours in each including progress tests
4. Practical Activities (*these must be completed before proceeding to the next phase of training*)
5. Training Methods (that conform to the training course and specifications)
6. Operational methods and monitoring of the training progress (i*t should include safety concerns and operational conditions – e.g. Maximum crosswind*)
7. Details of the Main Base
8. Location of the Main base
9. Name list and details of airport(s) used in practical training
10. Details of training equipment and facilities
	* Training devices used the course
		1. Flight simulation training
		2. Training aircraft
	* Other instructional materials and facilities relating to the training course
11. Methods of Performance Evaluation
12. Passing Requirements
13. Safety Requirements

**APPENDICES**

**1. Training Footprint (Time Table, Schedule, Plan)**

**Theoretical Knowledge**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Day 1Aerodynamics 4:00Communication 2:00Human Factor 2:00 | Day 2 | Day 3 | Day 4 | Day 5 | Day 6 |
| Day 7 | Day 8 | Day 9 | Day 10 | Day 11 | Day 12 |
| Day 13 | Day 14 | Day 15 | Day 16 | Day 17 | Day 18 |
| Day 19 | Day 20 | Day 21 | Day 22 | Day 23 | Day 24 |
| Day 25 | Day 26 | Day 27 | Day 28 | Day 29 | Day 30 |

**Practical Training**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Day 1IR 1 | Day 2IR 2IR 3 | Day 3IP 1 | Day 4IP 2 | Day 5 | Day 6 |
| Day 7 | Day 8 | Day 9 | Day 10 | Day 11 | Day 12 |
| Day 13 | Day 14 | Day 15 | Day 16 | Day 17 | Day 18 |
| Day 19 | Day 20 | Day 21 | Day 22 | Day 23 | Day 24 |