



**Theoretical knowledge instruction requirements for skill test/proficiency checking
for class/type ratings.**

1. The theoretical knowledge instruction shall be conducted by an authorized instructor holding the appropriate type/class rating or any instructor having appropriate experience in aviation and knowledge of the aircraft concerned, e.g. flight engineer, maintenance engineer, flight operations officer.
2. The theoretical knowledge instruction shall cover the syllabus in AMC to JCAR-FCL 1.261(a), as appropriate to the airplane class/type concerned. Depending on the equipment and systems installed, the instruction shall include but is not limited to the following content:
 - (a) Airplane structure and equipment, normal operation of systems and malfunctions:
 - Dimensions.
 - Engine including auxiliary power unit.
 - Fuel system.
 - Pressurization and air-conditioning.
 - Ice protection, windshield wipers and rain repellent.
 - Hydraulic systems.
 - Landing gear.
 - Flight controls, lift devices.
 - Electrical power supply.
 - Flight instruments, communication, radar and navigation equipment.
 - Cockpit, cabin and cargo compartment.
 - Emergency equipment.
 - (b) Limitations.
 - General limitations.
 - Engine limitations.
 - System limitations.
 - Minimum equipment list.



Flight Operations Standards Department
Flight Crew Licensing & Training Section - Flying Training Organizations
Theoretical Knowledge Instruction Requirements For Skill Test/Proficiency Checking For
Class/Type Ratings
Appendix 1 to JCAR-FCL 1.261(a)

- (c) Performance, flight planning and monitoring.
 - Performance.
 - Flight planning.
 - Flight monitoring.
 - (d) Load, balance and servicing.
 - Load and balance.
 - Servicing on ground.
 - (e) Emergency procedures.
 - (f) Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m).
 - Airborne equipment, procedures and limitations.
 - (g) Special requirements for “glass cockpit” airplanes.
 - Electronic flight instrument systems. (e.g. EFIS, EICAS)
 - (h) Flight Management systems (FMS)
3. For the initial issue of type ratings for multi-pilot airplanes the written or computer based examination shall at least comprise one hundred multi-choice questions distributed appropriately across the main subjects of the syllabus. The pass mark shall be 75% in each of the main subjects of the syllabus.
 4. For the initial issue of type and class ratings for single-pilot multi-engine airplanes the number of multi-choice questions in the written or computer based examination shall depend on the complexity of the airplane. The pass mark shall be 75%.
 5. For single-engine single-pilot airplanes the examiner may conduct the theoretical knowledge part of the skill test and proficiency check orally and shall determine whether or not a satisfactory level of knowledge has been achieved.

For proficiency checks multi-pilot and single-pilot multi-engine airplanes theoretical knowledge shall be verified by a multi-choice questionnaire or other suitable methods.