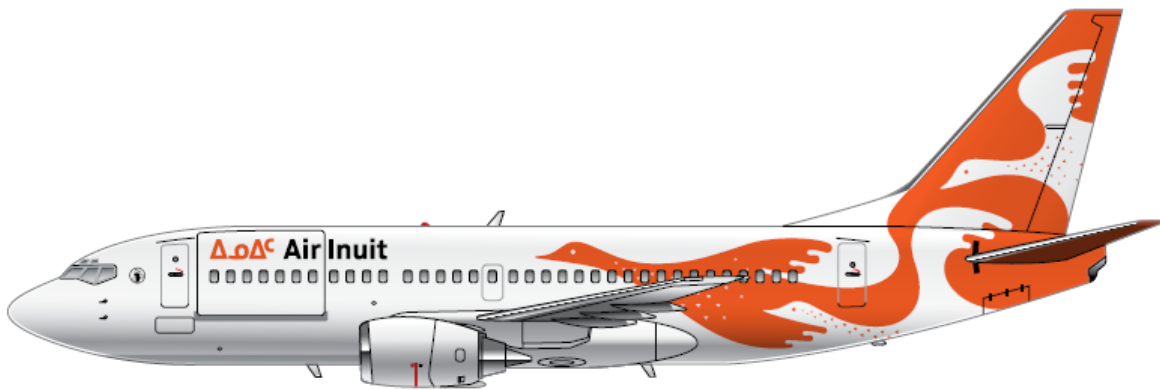


AIR INUIT

B73B/C (MFF)



PPC PHASE 4 AB

Recurrent PPC script 4 AB

Effective July 1, 2026, until December. 31th, 2026

737-300 SIM YEG - TC IDENT#818

737-300 SIM#29 MIA TC IDENT#504 FAA#282

737-400 SIM#7 MIA TC IDENT#602 FAA#1059

737-400 SIM#8 MIA TC IDENT#638 FAA#592

General considerations

PRIOR TO CONDUCTING THE PPC:

- Review all simulator snags and ensure the simulator is operating for the PPC.
- If a TC monitor, print a second script and meet with the inspector prior to briefing the crew.
- Meet the crew and provide an overview of time for Pre-Brief, Simulator and Debriefing.
- NOTE: For sessions with only one candidate, the entire script will still be flown to meet the requirement of assessing PM duties.

Establishing Eligibility

In order to be admitted to a PPC, the ACP must ascertain the candidate's eligibility. This will include a review of required documentation as well as a generalized assessment of the candidate's readiness to undertake a PPC.

Photo Identification

- The following is acceptable as photo identification:
 - a valid Aviation Document Booklet (ADB), or
 - a valid and original government-issued photo identification with signature.

Pilot License and Medical Certificate

- The following is required:
 - a valid Aviation Document Booklet (ADB) with a valid category one (1) medical certification meeting the medical standards for the license; or
 - Where an Aviation Document Booklet (ADB) is not available, the candidate will be required to produce a Temporary License (Form 26-0265) and a Temporary Medical Certificate (Form 26-0055).

Training Files

- A quick review the candidates training file is required. ACPs should look for any obvious omissions. This is done in conjunction with reviewing the PPC recommendation.

PPC Recommendation

- A recommendation certifying that all required ground training, examinations and flight training has been completed in accordance with the company's approved training program.
- The recommendation must be signed and dated within 30 days prior to the Flight Check.

Additional Requirements

- If temporary privileges for a new type rating and/or initial instrument rating are sought, the Application for Endorsement of a Rating (form 26-0083) with associated proof of meeting knowledge and experience requirements (e.g., INRAT, IATRA, SARON, SAMRA, HARON, HAMRA), including a written recommendation from a qualified person must be completed.
- Upon review, the ACP will return the application to the applicant. The ACP will only formally accept the application upon the successful completion of the PPC and the applicant having met all of the licensing requirements.

Mental and Physical Readiness

- ACPs must be reasonably confident that the candidate is mentally and physically ready to proceed with the Flight Check.
- By agreeing to proceed with the Flight Check, the candidate has declared themselves fit.

Unavailable Documentation

- Except where company procedures have been established and accepted by Transport Canada, a Flight Check will not be conducted if licensing and/or training documents are not presented, not valid, or if the company has failed to provide all relevant training for the candidate as specified in the operator's approved training program.

PPCs Conducted Abroad / Unavailable Training Documentation

- (Where training documentation is not available due to impracticality, the candidate must provide documentation signed by a Chief Pilot or delegate recommending the candidate for the PPC and certifying that the relevant training has been completed.
- Relevant training includes initial or recurrent training appropriate for the aircraft type and type of operation. This includes ground training, examinations and flight training.

Briefing

Purpose of check:

- The purpose of today is to renew your PPC, as well as your minimum RVR T/O qualification.

Crew Duty Position and Seat Assignment

- This a Recurrent PPC and for the purpose of the evaluation you will occupy your qualified seat position (i.e. CA/FO)
- In a case where you have been assigned a portion of the PPC in a seat other than qualified position (i.e. CA/CA or FO/FO) you will NOT be assessed during that portion of the event, unless you are qualified in that position (i.e. Right seat qualified).

Mandatory flight test exercises:

- Mandatory flight test exercises are drawn from the CARs Part 705 Standard – PPC Schedule and include the following:
 - Preflight
 - Engine Start
 - Taxi
 - Takeoff, including crosswind takeoff, 600 RVR takeoff, rejected takeoff, and engine failure after V1
 - IFR procedures including departure, climb, cruise, descent, and holding
 - At least one precision approach
 - At least one non-precision approach
 - Missed approach
 - Landing, including crosswind landing, rejected landing, and engine inoperative landing
 - At least two engine failures
 - Other system malfunctions

Performance Standard

- The simulator is to be operated in accordance with the SOPs and other appropriate documents.
- Normal crew coordination and CRM is expected in accordance with company SOPs.
- Use the Autopilot as required.
- The pilot flying will be expected to initiate the necessary response to an event and direct any follow up action; however, the Captain has final authority in determining what course of action is to be followed.
- During any approach where the SOP Stabilized approach criteria are not met, the flight crew is expected to initiate a go-around as per FOM policy.
- Both pilots must demonstrate PF and PM duties. Crew co-ordination and Flight Management skills will be assessed while performing both PF and PM duties.
- Verify that the candidates are familiar with the performance standards in the Flight test Guide (TP 14727)

Possible Outcomes

- The concept of jeopardy should be mentioned which will result in one of the following outcomes:
 - successful attempt;
 - unsuccessful attempt; or
 - incomplete attempt.

Time Management and Expected Duration

- ACP is responsible for the management of time.
- Candidates should never feel pressured to rush due to schedule constraints but should respond to any simulated abnormality or emergency with the proper level of haste.
- If candidates require more time to complete procedures, checklist or briefing, they should make a request for a speed reduction, hold CLNC DEL or delaying vector.

Simulator Operation

- The PPC will be conducted in real time as much as possible, re-positioning or position freezes are permitted, however, the use of position freeze and repositioning are to be used sparingly according to the ACP's best judgement.

Weather

- Weather conditions will be set in accordance with the flight test exercise. Weather during approaches will be at or below approach limits.
- You must determine if the weather is suitable for each exercise.

Adequate Visual Reference During Approach

- The PF will be expected to land if the required visual references are present, otherwise a missed approach will be carried out.

Check Pilot Role:

- ACP is a Delegate of the Minister of Transport.
- ACP role is to operate the simulator, observe and assess performance in accordance with the ACP Manuel, CARs, FCOM, FOM, SOP and QRH. This may include taking notes.
- ACP will also act as Dispatch, Maintenance Control, Lead Station Attendant, In-Charge Flight Attendant and ATC. As ATC, ACP will not intentionally issue confusing or illegal CLNC DELs. If unsure of any ATC CLNC DEL or request, ask for clarification.

Transferring Control

- When passing control, ensure that the PM is situationally aware of the location of the aircraft by thoroughly briefing the heading, altitude, speed and location (i.e. Downwind etc.)

Simulated Emergencies and Abnormals

- Treat all malfunctions as real.
- Faults will be carried to landing unless rectified by the checklist or advised otherwise.
- If a condition exists that requires a non-normal or emergency landing, the Captain will ensure that the cabin crew has been briefed as procedure dictates. A satisfactory briefing is only required to be completed once.
- An abnormal or emergency situation caused by an incorrect or inappropriate action or response on the part of the candidates will not be corrected by the ACP.
- Multiple unrelated emergencies will not be introduced; however, candidates are expected to take corrective action on secondary failures resulting from the primary emergency or abnormal.
- Assume all faults are real. If a simulator fault occurs, I will advise you and stop the simulator to seek assistance from maintenance or continue if the fault has no negative impact on the session.

Simulator Safety Briefing

- Review simulator escape procedures and safety devices.
- Use shoulder harnesses at all times when the motion system is on.

Operational Restrictions

- Review any operational restrictions not preventing the use of the simulator for the PPC.

Candidate Errors

- Do not dwell on a mistake or error but focus on the present and future.
- Unless the evaluation stops, you are progressing towards a successful PPC.
- Errors are a normal aspect of flight operations and this is recognized by Transport Canada in the application of threat and error management (TEM) techniques.

Start Position

- This is the 1st leg of the crew pairing. All required maintenance checks have been completed and recorded in aircraft journey logbook.
- Walk-around inspection has been completed. Cabin crew have been briefed.
- You will fly as PF from your qualified seat.
- You will start from the gate for the first flight.

Flight Documents

- Provide the candidates with a copy of the flight plan, weather, and performance data.
- The crew should decide whether a takeoff alternate is required and contact dispatch as required.

Flight Check Briefing Conclusion

Ask the candidate(s) the following:

- A. Do you understand the content and objectives of the PPC?
- B. Has this flight check briefing prepared you for today's event?
- C. Do you have any questions?

Simulator Differences

- FMS
- FMC
- FMA
- ADI
- HSI
- EASI
- TAWS/REVERSION Annunciator
- Cargo Fire Panel

Syllabus PPC 4 AB

<u>Crew Member 1 PF (PPC Script 4A)</u>	<u>Crew Member 2 PF (PPC Script 4B)</u>
➤ Flight Planning ➤ Pre-Flight ➤ Engine Start/Depart ➤ Taxi-out	
➤ Take-off - CAP ➤ Initial Climb ➤ Route Climb ➤ HYDRAULIC PUMP LOW PRESSURE (29) ➤ Cruise ➤ Descent ➤ ENGINE SAVER DAMAGE (72) ➤ Approach – ILS 35R ➤ Landing	➤ Take-off – CAP ➤ Initial Climb ➤ Route Climb ➤ Hydraulic Pump Overheat (29) ➤ Cruise ➤ Descent ➤ ENGINE SAVER DAMAGE (72) ➤ Approach – ILS 35R ➤ Landing
➤ Rejected Take-off - 600 RVR ➤ Engine Failure (72)	
➤ Take-off V1 cut– Engine Failure (72) - 600 RVR ➤ Reset Malfunction ➤ Holding (TASBU) ➤ Hydraulic Pump Overheat (29) ➤ Approach – RNAV Z 35R ➤ Go-Around ➤ Approach – ILS 35R OR VISUEL APP ➤ Landing	➤ Take-off V1 cut– Engine Failure (72) - 600 RVR ➤ Reset Malfunction ➤ Holding (TASBU) ➤ HYDRAULIC PUMP LOW PRESSURE (29) ➤ Approach – RNAV Z 35R ➤ Go-Around ➤ Approach – ILS 35R OR VISUEL APP ➤ Landing ➤ Ground Arrival
Addendum 4A - Single CM PM Duties	
➤ Takeoff – CAP ➤ Hydraulic Pump Overheat (29) ➤ Approach – ILS 35R ➤ Landing	
	Addendum 4B - Two PIC or Two F/O RTO + Taxi
	➤ Rejected Take-off (600 RVR) ➤ Taxi-in

PPC 4A

Prior to the start of the session, the ACP will ensure that all switches are set as if a PARKING Checklist had been completed.

NOTAM: MISSED APPROACH PROCEDURE ALL RWY TO READ: CLIMB ON RWY HEADING, MAINTAIN 3000'.

SIM SETUP				
REFERENCE RUNWAY	CYYC 35R			
GROUND POSITION	CYYC GATE			
RUNWAY CONDITION	DRY/ IMPR CBL-BLDS AUTO – EAI OFF			
800 AIRCRAFT WEIGHT				
PERFORMANCE - 800	FLAP5/BLDSOFF		MT: 28	
WEATHER	080/12	1/2 SM FG	OVC003	25/22 29.92
MEL	NONE			
	AIRCRAFTWEIGHT 300	GW: 117023 LBS	FUEL: 13000 LBS	ZFW: 104523 LBS
	AIRCRAFTWEIGHT 400	GW: 122900 LBS	FUEL: 25000 LBS	ZFW: 98341 LBS
	AIRCRAFT WEIGHT800	GW: 67043KG	FUEL: 14000 KG	ZFW: 53243 KG
Flight Planning				
ATIS 128.22	ATIS Information A 080/12, 1/2 FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R.			
Pre-Flight				
CLNC DEL 120.82	AIE751 is cleared to CYVR via COWBOY 2 DEP, flight Plan Route, DEPARTURE RWY 35R SQUAWK 7272. Contact apron for push back, on 121.3 DCT BOTAG DCT SIMTA DCT BINVO DCT BOOTH			
PUSHBACK and Engine Start/Depart				
APRON 121.3	AIE751 Cleared to pushback. AIE751, contact GND 125.35			
Taxi-out				
GND 125.35	AIE753, taxi B, hold short RWY 35R Contact TWR on 118.7.			
Take-off/Initial Climb				
TWR 118.7	AIE751, WINDS 080/12, Contact departure 123.85 airborne, cleared for takeoff 35R.			
En Route Climb				
En Route Climb	AIE751, identified, clear to 13000 feet, passing 3000 turn right heading 030. to intercept R351 outbound YYC VOR flight planned route.OR DCT BOTAG DCT SIMTA DCT BINVO DCT BOOTH			

When established on outbound radial.	HYDRAULIC PUMP LOW PRESSURE (29) If crew contacts OCC, Dispatch wants them Return to CYYC.
Cruise	
123.85	AIE751, Return to CYYC VIA VECTOR
Descent	
When established on Inbound radial or via Vector	
Engine Inoperative MALFUNCTION: Engine severe Damage #2	
ATIS 128.22	ATIS Information A 080/12, 1/2 FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R.
ARR 125.52	Provide descent clearance and radar vectors for ILS 35R.
Approach – ILS 35R (110.75)	
ARR 125.52	AIE751 winds 080/12, cleared for the ILS/DME 35R. Crossing TASBU contact TWR 118.7
ONE ENGINE LANDING 35R	
TWR 118.7	AIE751 winds 080/12, cleared to land RWY 35R.

SIM SETUP	
REFERENCE RUNWAY	CYYC 35R
GROUND POSITION	TAKE OFF
RUNWAY CONDITION	DRY/ IMPR CBL-BLDS AUTO – EAI OFF
800 AIRCRAFT WEIGHT	
PERFORMANCE - 800	FLAP5/BLDSOFF
WEATHER	080/12
MEL	NONE
	600 RVR FG
	OVC003
	MT: 28
	25/22 29.92
	AIRCRAFTWEIGHT 300
	GW: 117023 LBS
	FUEL: 13000 LBS
	ZFW: 104523 LBS
	AIRCRAFTWEIGHT 400
	GW: 122900 LBS
	FUEL: 25000 LBS
	ZFW: 98341 LBS
	AIRCRAFT WEIGHT800
	GW: 67043KG
	FUEL: 14000 KG
	ZFW: 53243 KG
SIMULATOR	Clear all malfunctions and reset affected systems
Rejected Take-off (600 RVR)	
ATIS 128.22	ATIS Information B 080/12, 600 RVR FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R. Low Visibility Procedures in effect.
CLNC DEL 120.82	AIE751 is cleared to CYEG via COWBOY 2 DEP, flight Plan Route, DEPARTURE RWY 35R SQUAWK 7272.
TWR 118.7	AIE751, WINDS 080/12, RVR A, B, C 600, Contact DEP 125.9 airborne, cleared for takeoff 35R. MALFUNCTION: ENGINE 2 FLAMEOUT

SIM SETUP	
REFERENCE RUNWAY	CYYC 35R
GROUND POSITION	TAKE OFF
RUNWAY CONDITION	DRY/ IMPR CBL-BLDS AUTO – EAI OFF
800 AIRCRAFT WEIGHT	
PERFORMANCE - 800	FLAP5/BLDSOFF MT: 28
WEATHER	080/12 600 RVR FG OVC003 25/22 29.92
MEL	NONE
	AIRCRAFT WEIGHT 300 GW: 117023 LBS FUEL: 13000 LBS ZFW: 104523 LBS AIRCRAFT WEIGHT 400 GW: 122900 LBS FUEL: 25000 LBS ZFW: 98341 LBS AIRCRAFT WEIGHT 800 GW: 67043KG FUEL: 14000 KG ZFW: 53243 KG
SIMULATOR	Clear all malfunctions and reset affected systems
Take-off – RVR 600 V1 CUT Engine Failure (72)	
ATIS 128.22	ATIS Information B 080/12, 600 RVR FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R. Low Visibility Procedures in effect.
CLNC DEL 120.82	AIE751 is cleared to CYEG via COWBOY 2 DEP, flight Plan Route, DEPARTURE RWY 35R SQUAWK 7272.
TWR 118.7	AIE751, WINDS 080/12, RVR A, B, C 600, Contact DEP 125.9 airborne, cleared for takeoff 35R. MALFUNCTION: ENGINE 2 FLAMEOUT (72) Allow the crew to accomplish the Takeoff – Engine Failure SOP procedure until Flaps are retracted, MCT is set, and aircraft is climbing with LVL CHG engaged. During the Where To, the crew should request ATC clearance to their takeoff alternate. At this point, the ACP may offer to clear the malfunction and provide a quick relight.
DEP 124.52	AIE751 weather conditions have improved in CYYC, confirm you have ATIS information C.
➤ Holding LNAV/VNAV 35R at (TASBU) Hydraulic Pump Overheat (29)	
ATIS 128.22	ATIS Information C 080/12, 1 1/2 SM, OVC006, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use RNAV 35R. AIE751, plan the RNAV 35R. I have a holding clearance for you, advise ready to copy.
ARR 125.52	AIE751, cleared to hold at TASBU, Hold SOUTH EAST, Inbound COURSE 345, Right Turns, maintain 3000 feet, Expect Approach clearance at TASBU+ 10 minutes.
Approach – RNAV 35R	
ARR 125.52	AIE751, cleared for the LNAV/VNAV 35R At TASBU contact TWR 118.7.
TWR 118.7	AIE751 winds 080/12, cleared to land RWY 35R.
Go-Around	
TWR 118.7	At 50 feet RA AIE751 Go-Around. Traffic on the runway.

TWR 118.7	When established out bound and climbing to 3000'. the ACP may offer to clear the malfunction
DEP 124.52	AIE751, contact DEP 123.85. AIE751, plan the ILS 35R via radar vectors. Provide radar vectors for a second.

ILS 35R or visual via radar vector (110.75)	
radar vectors	
Approach – ILS 35R or visual via radar vectors (110.75)	
ATIS 128.22	ATIS Information C 080/12, 15SM, OVC100, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS 35R.
ARR 125.52	When ready for the approach AIE751, cleared for the ILS 35R, At TASBU contact TWR 118.7.
Landing	
TWR 118.7	AIE751 winds 080/12, cleared to land RWY 35R.

Addendum 4A – Single CM PM Duties

Carry out the following to assess PM Duties when only one candidate is being evaluated

SIM SETUP	
REFERENCE RUNWAY	CYYC 35R
GROUND POSITION	TAKE OFF
RUNWAY CONDITION	DRY IMPR CBL-BLDS AUTO – EAI OFF
800 AIRCRAFT WEIGHT	
PERFORMANCE - 800	FLAP5/BLDSOFF
WEATHER	080/12
MEL	NONE
	1/2 FG
	OVC003
	MT: 28
	25/22
	29.92
	AIRCRAFT
	WEIGHT 300
	WEIGHT 400
	WEIGHT 800
	GW:
	117023 LBS
	122900 LBS
	67043KG
	FUEL:
	13000 LBS
	25000 LBS
	14000 KG
	ZFW:
	104523 LBS
	98341 LBS
	53243 KG
SIMULATOR	Clear all malfunctions and reset affected systems
Takeoff	
ATIS 128.22	ATIS Information A 080/12, 1/2 FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R.
CLNC DEL 120.82	AIE751 is cleared to CYVR via COWBOY 2 DEP, flight Plan Route, DEPARTURE RWY 35R SQUAWK 7272. DCT BOTAG DCT SIMTA DCT BINVO DCT BOOTH
TWR 118.7	AIE751, WINDS 080/12, RVR A, B, C 600, Contact DEP 123.85 airborne, cleared for takeoff 35R.
En Route Climb	
DEP 124.52	AIE751, plan the ILS 35R via radar vectors. Provide radar vectors for the approach.
During radar vectors	MALFUNCTION: STANDBY HYDRAULIC LOW PRESSURE Keep malfunction active until lading. Once crew have completed QRH provide vectors for the return.
Approach – ILS 35R (110.75)	

ATIS 128.22 ILS 110.75 ARR 125.52	ATIS Information A 080/12, 1/2 FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R. AIE751 winds 080/12, cleared for the ILS 35R. Crossing TASBU contact TWR 118.7
Landing	
TWR 118.7	AIE751 winds 080/12, cleared to land RWY 35R.

End of PPC 4A

Cruise	
123.85	AIE751, Return to CYYC VIA VECTOR
Descent	
When established on Inbound radial or via Vector	
Engine Inoperative MALFUNCTION: Engine severe Damage #2	
ATIS 128.22	ATIS Information A 080/12, 1/2 FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R.
ARR 125.52	Provide descent clearance and radar vectors for ILS 35R.
Approach – ILS 35R (110.75)	
125.9	AIE751 winds 080/12, cleared for the ILS/DME 35R. Crossing TASBU contact TWR 118.7
ONE ENGINE LANDING 35R	
TWR 118.7	AIE751 winds 080/12, cleared to land RWY 35R.

SIM SETUP	
REFERENCE RUNWAY	CYYC 35R
GROUND POSITION	TAKE OFF
RUNWAY CONDITION	DRY/ IMPR CBL-BLDS AUTO – EAI OFF
800 AIRCRAFT WEIGHT	
PERFORMANCE - 800	FLAP5/BLDSOFF
WEATHER	080/12
MEL	NONE
	600 RVR FG
	OVC003
	MT: 28
	25/22 29.92
	AIRCRAFT WEIGHT 300
	AIRCRAFT WEIGHT 400
	AIRCRAFT WEIGHT 800
	GW: 117023 LBS
	GW: 122900 LBS
	GW: 67043KG
	FUEL: 13000 LBS
	FUEL: 25000 LBS
	FUEL: 14000 KG
	ZFW: 104523 LBS
	ZFW: 98341 LBS
	ZFW: 53243 KG
SIMULATOR	Clear all malfunctions and reset affected systems
Rejected Take-off (600 RVR)	
ATIS 128.22	ATIS Information B 080/12, 600 RVR FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R. Low Visibility Procedures in effect.
CLNC DEL 120.82	AIE751 is cleared to CYEG via COWBOY 2 DEP, flight Plan Route, DEPARTURE RWY 35R SQUAWK 7272.
TWR 118.7	AIE751, WINDS 080/12, RVR A, B, C 600, Contact DEP 125.9 airborne, cleared for takeoff 35R. MALFUNCTION: ENGINE 2 FLAMEOUT

SIM SETUP	
REFERENCE RUNWAY	CYYC 35R
GROUND POSITION	TAKE OFF
RUNWAY CONDITION	DRY/ IMPR CBL-BLDS AUTO – EAI OFF
800 AIRCRAFT WEIGHT	
PERFORMANCE - 800	FLAP5/BLDSOFF MT: 28
WEATHER	080/12 600 RVR FG OVC003 25/22 29.92
MEL	NONE
	AIRCRAFT WEIGHT 300 GW: 117023 LBS FUEL: 13000 LBS ZFW: 104523 LBS AIRCRAFT WEIGHT 400 GW: 122900 LBS FUEL: 25000 LBS ZFW: 98341 LBS AIRCRAFT WEIGHT 800 GW: 67043KG FUEL: 14000 KG ZFW: 53243 KG
SIMULATOR	Clear all malfunctions and reset affected systems
Take-off – RVR 600 V1 CUT Engine Failure (72)	
ATIS 128.22	ATIS Information B 080/12, 600 RVR FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R. Low Visibility Procedures in effect.
CLNC DEL 120.82	AIE751 is cleared to CYEG via COWBOY 2 DEP, flight Plan Route, DEPARTURE RWY 35R SQUAWK 7272.
TWR 118.7	AIE751, WINDS 080/12, RVR A, B, C 600, Contact DEP 125.9 airborne, cleared for takeoff 35R. MALFUNCTION: ENGINE 2 FLAMEOUT (72) Allow the crew to accomplish the Takeoff – Engine Failure SOP procedure until Flaps are retracted, MCT is set, and aircraft is climbing with LVL CHG engaged. During the Where To, the crew should request ATC clearance to their takeoff alternate. At this point, the ACP may offer to clear the malfunction and provide a quick relight.
DEP 124.52	AIE751 weather conditions have improved in CYYC, confirm you have ATIS information C.
➤ Holding RNAV Z 35R at (TASBU) HYDRAULIC PUMP LOW PRESSURE (29)	
ATIS 128.22	ATIS Information C 080/12, 1 1/2 SM, OVC006, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use RNAV 35R.
ARR 123.85	AIE751, plan the RNAV 35R. I have a holding clearance for you, advise ready to copy.
ARR 125.52	AIE751, cleared to hold at TASBU, Hold SOUTH EAST, Inbound COURSE 345, Right Turns, maintain 3000 feet, Expect Approach clearance at TASBU+ 10 minutes.
Approach – RNAV Z 35R	
ARR 123.85	AIE751, cleared for the LNAV/VNAV 35R At TASBU contact TWR 118.7.
TWR 118.7	AIE751 winds 080/12, cleared to land RWY 35R.
Go-Around	
TWR 118.7	At 50 feet RA AIE751 Go-Around. Traffic on the runway.

TWR 118.7	When established out bound and climbing to 3000'. the ACP may offer to clear the malfunction
DEP 124.52	AIE751, contact DEP 123.85. AIE751, plan the ILS 35R via radar vectors. Provide radar vectors for a second.

ILS 35R or visual via radar vector (110.75)	
radar vectors (110.75) FREQ ILS	
Approach – ILS 35R or visual via radar vectors (110.75)	
ATIS 128.22	ATIS Information C 080/12, 15SM, OVC100, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS 35R.
ARR 125.52	When ready for the approach AIE751, cleared for the ILS 35R, At TASBU contact TWR 118.7.
Landing	
TWR 118.7	AIE751 winds 080/12, cleared to land RWY 35R.

Addendum 4A – Single CM PM Duties

Carry out the following to assess PM Duties when only one candidate is being evaluated

SIM SETUP	
REFERENCE RUNWAY	CYYC 35R
GROUND POSITION	TAKE OFF
RUNWAY CONDITION	DRY IMPR CBL-BLDS AUTO – EAI OFF
800 AIRCRAFT WEIGHT	
PERFORMANCE - 800	FLAP5/BLDSOFF
WEATHER	080/12 1/2 FG OVC003 MT: 28 25/22 29.92
MEL	NONE
	AIRCRAFT WEIGHT 300 AIRCRAFT WEIGHT 400 AIRCRAFT WEIGHT 800 GW: 117023 LBS GW: 122900 LBS GW: 67043KG FUEL: 13000 LBS FUEL: 25000 LBS FUEL: 14000 KG ZFW: 104523 LBS ZFW: 98341 LBS ZFW: 53243 KG
SIMULATOR	Clear all malfunctions and reset affected systems
Takeoff	
ATIS 128.22	ATIS Information A 080/12, 1/2 FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R.
CLNC DEL 120.82	AIE751 is cleared to CYVR via COWBOY 2 DEP, flight Plan Route, DEPARTURE RWY 35R SQUAWK 7272. DCT BOTAG DCT SIMTA DCT BINVO DCT BOOTH
TWR 118.7	AIE751, WINDS 080/12, RVR A, B, C 600, Contact DEP 123.85 airborne, cleared for takeoff 35R.
En Route Climb	
DEP 124.52	AIE751, plan the ILS 35R via radar vectors. Provide radar vectors for the approach.
During radar vectors	MALFUNCTION: STANDBY HYDRAULIC LOW PRESSURE Keep malfunction active until lading. Once crew have completed QRH provide vectors for the return.
Approach – ILS 35R (110.75)	

ATIS 128.22 ILS 110.75 ARR 125.52	ATIS Information A 080/12, 1/2 FG, OVC003, 25/22, 29.92 RWY 35R, DRY, Departures 35R, approach in use ILS RWY 35R. AIE751 winds 080/12, cleared for the ILS 35R. Crossing TASBU contact TWR 118.7
Landing	
TWR 118.7	AIE751 winds 080/12, cleared to land RWY 35R.

End of PPC 4B

Debriefing

Attention must be drawn to any deficiencies in the candidate's performance that may result in a 1 or 2 assessment. The asking of questions related to an event or limitation is particularly useful in assessing a candidate's knowledge and judgement. Questions are also effective in reinforcing the positive aspects of a well-handle exercise. CAL debriefing technique should be used as found in ACP manual 10th Edition.

Comments

It is mandatory to provide a comment about any flight test exercise assessed a mark of one (1) or two (2). In both cases, comments must be clear, concise, accurate and unbiased. It is crucial that handwriting is legible.

When providing comments about a flight test exercise the following format is to be followed:

- CHECK DETAILS/DME (i.e., flight test exercise) number;
- CHECK DETAILS/DME (i.e., flight test exercise) title;
- Skill Element from the 4-Point Making Scale;
- Sub-Element marking narrative from the 4-Point Marking Scale Grading Matrix; and
- description / substantiation

Formulating a description / substantiation is the most challenging aspect of providing a comment. Comments should always contain specific language from a referenced source.

- ACPs must use a plain style of writing. This implies that information is clearly organized and the choice of words and terminology is consistent with what the target audience will understand.
- Where a deviation (i.e., minor, major or critical) has occurred, numerical values relative to specific tolerances from the performance criteria of the flight test exercise must be stated.
- Where an error (i.e., minor, major or critical) has occurred, consequences must be stated relative to a requirement documented in an SOP, COM, AFM, MEL, Checklist, QRH, Regulations, etc.

Required Comment

The following comment is required in the General Comments section of the PFTR:

Français :

Date d'expiration du CCP : (YYYY/MM/DD) *. Preuve de formation périodique exigée après le (YYYY/MM/DD) ** conformément à l'alinéa 705.113(2)b) du RAC.

- *Premier jour du treizième mois suivant celui au cours duquel l'intéressé a subi le contrôle de la compétence du pilote. La période de validité est prolongée de 12 mois lorsque l'intéressé a subi un autre contrôle de la compétence du pilote au cours des 90 derniers jours de cette période.
- **Premier jour du septième mois suivant celui au cours duquel l'intéressé a subi le contrôle de la compétence du pilote.
- Voir tableau ci-dessous pour les bonnes dates :

English:

PPC Valid-to Date: (YYYY/MM/DD) *. Evidence of recurrency training required beyond (YYYY/MM/DD) ** in accordance with CARs 705.113(2)(b).

- *First day of the thirteenth month following the month in which the check was completed. Where a pilot proficiency check is renewed within the last 90 days of its validity period, its validity period is extended by 12 months.
- **First day of the seventh month following the month in which the check was completed.
- Refer to table below for the correct dates:

***Premier jour du treizième mois /
*First day of the 13th month**

Expiry Date	Date Completed	Valid to:
01 JULY	02 APR to 30 JUNE	01 JULY
01 AUG	03 MAY to 31 JULY	01 AUG
01 SEPT	03 JUNE to 31 AUG	01 SEPT
01 OCT	03 JULY to 30 SEPT	01 OCT
01 NOV	03 AUG to 31 OCT	01 NOV
01 DEC	02 SEPT to 30 NOV	01 DEC
01 JAN	03 OCT to 31 DEC	01 JAN
1 FEB	03 NOV to 31 JAN	01 FEB
1 MAR	01 DEC to 28 FEB	01 MAR
01 APR	01 JAN to 31 MAR	01 APR
01 MAY	31 JAN to 30 APR	01 MAY
01 JUNE	03 MAR to 31 MAY	01 JUNE

****Premier jour du septième mois /
First day of the seventh month

Month Completed	Valid to:
JAN	01 AUG
FEB	01 SEPT
MAR	01 OCT
APR	01 NOV
MAY	01 DEC
JUNE	01 JAN
JUL	01 FEB
AUG	01 MAR
SEPT	01 APR
OCT	01 MAY
NOV	01 JUNE
DEC	01 JULY

Unsuccessful Attempt

CHECK PILOT RESPONSIBILITIES:

- It is important to let the candidates know of the assessment as soon as possible after completion of the evaluation. Determine if both candidates were unsuccessful in the evaluation.
- Debriefing each candidate on each item rated as 1 or 2 and reasons for failure.
- For instrument Rating (IR).
 - For those Aviation Document that shows an instrument Rating expiry date:
 - If the PPC is assessed as a pass, the 26-033R9 form is filled out as before (i.e., PPC Passed, IFR Passed, and the Group 1 dots filled in). The new license (sticker) will be issued, however it will not show an instrument Rating expiry date, or;
 - If the PPC is assessed as a failure, only the PPC Failed circle on the 033R9 is filled in, not the IFR Failed circle.
 - For those Aviation Document that do not show an Instrument Rating expiry date, there is no need for the ACP to fill out any of the IFR boxes or IFR Valid to date on the 26-033R9 form regardless of the PPC being assessed as a pass or a fail.
 - There is no need for the ACP to annotate the Instrument Rating completed in the competency record in the candidates' Aviation Document booklet.
 - NOTE: If the ADB shows an IFR expiry date within 90 days the AVP may sign the document in the appropriate place to allow time for delivery of a new sticker.
- Unsatisfactory PPC' do not result in a suspension of the PPC. The PPC remains valid until the expiry date. Notwithstanding the previous statement, the candidate **may not fly at Air Inuit** until a successful PPC is accomplished. The candidate may appeal the PPC assessment to TATC within 30 days.
- Ensure that grades and evaluation of the failed check are recorded. A Flight Test report (033R9) shall be completed for each flight check.
- Advise the candidate that the Chief Pilot or delegate will be contacted.
- Ask the candidate for a contact phone number.
- Give the candidate the "Information in the event of an Unsatisfactory Assessment for Candidate" found on the next page.
- Complete the briefing with a handshake and allow the pilot to leave.

CHECK PILOT FOLLOW UP DUTIES:

- Ensure that the Chief Pilot or delegate are notified immediately (if unavailable, advise the Duty Pilot).
- Inform Crew Scheduling that candidate is removed from service until further notice.
- Advise Pilot Assistance if candidate needs immediate help.
- Ensure that the Chief Pilot or delegate has photocopies of all documentation.
- Inform Simulator Planner to schedule other candidate if only single failure.
- Be prepared to attend the meeting with the Chief Pilot or delegate with the failed candidate to provide a detailed performance deficiency(s) review.

Information in the event of an unsatisfactory assessment for candidate

PERIOD FOR MAKING SUBMISSIONS:

- Any submission must arrive at the appropriate TC office within 5 calendar days from the flight test date.

CONTACT INFORMATION FOR MAKING SUBMISSIONS:

csva-vsca@tc.gc.ca

ACP Program
TRANSPORT CANADA
700, Leigh Capreol
Dorval, Que.

OUTCOME IF NOT MAKING ANY SUBMISSION:

- Issuance by TC of a Notice of Suspension dated 30 calendar days from the flight test date.

POSSIBLE OUTCOME IF MAKING SUBMISSIONS:

- A letter informing the unsuccessful candidate that, following the review of the candidate's submission, no action will be taken and that the notation of failure and all records with respect to that failure will be removed from TC files; or
- A letter by TC informing the unsuccessful candidate that, following the review of the candidate's submission, TC has decided to suspend the rating, with the Notice of Suspension attached.

AVENUE FOR JUDICIAL REVIEW:

- Federal Court of Canada

CONTACT INFORMATION FOR THE FEDERAL COURT:

- Information to be provided within the Notice of Suspension, if issued.

CONTACTS:

- Andrew Gordon, Chief Pilot, Boeing 737: 514-905-9446
- Crew Scheduling, 866-661-8456
- B737@airinuit.com