

Flight Crew Training

Base Check Briefing (A350)



**Base Check Briefing
(Aircraft Type & Instrument Rating Tests)**

Flight Crew Training

Base Check Briefing (A350)

* Purpose of the test

☐ Initial / Renewal of Instrument Rating test

To establish that the holder has achieved / maintained the standard of proficiency necessary for safe operation of an aircraft in controlled airspace in compliance with IFR.

☐ Initial / Renewal of Aircraft Rating test

To establish that the holder has achieved / maintained the standard of proficiency necessary for safe operation of the relevant aircraft type in Visual and IMC under specified normal and/or abnormal conditions as appropriate.

☐ Initial / Renewal of Operator Proficiency Check

To establish that the holder has achieved / maintained the standard of operator proficiency required.

(SASP7 Issue 6 Amendment 4)

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* Period of validity

☐ Initial / Renewal of Instrument Rating test

An Instrument Rating is valid for a period of **12 months** from the date of a successful test.

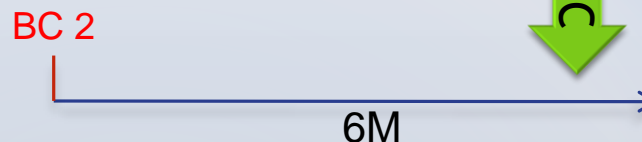
☐ Initial / Renewal of Aircraft Rating test

An Aircraft Type Rating is valid for a period of **6 months** from the date of a successful test for the issue or renewal of the rating. However, where 2 tests have been passed within a period of **not less than 4 months** between them, the period of validity may be extended to a maximum of 12 months from the date of the first test.

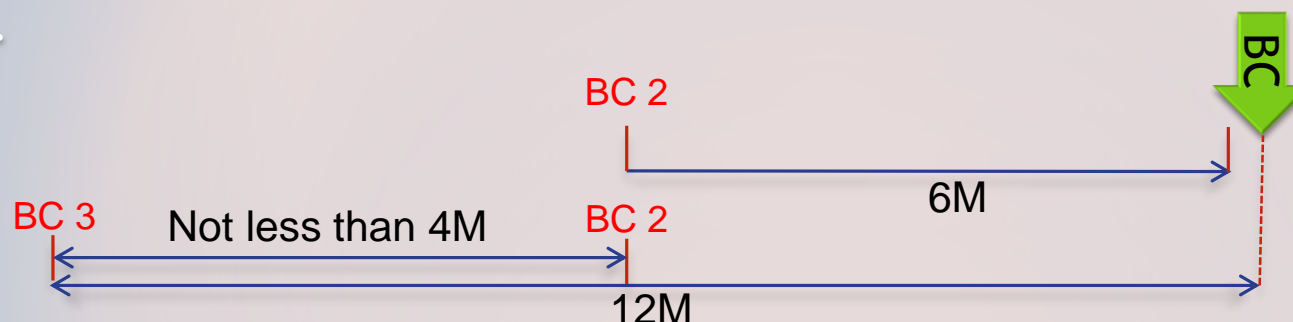
(SASP7 Issue 6 Amendment 4)



1.



2.



1. BC 3 must be conducted within the last 12mths, and
2. Intervals between BC 2 and BC 3 must not be less than 4mths

BC 2 and BC 3 must be conducted:

- In the **same type** of aircraft
- In the **same pilot capacity** (referring “acting either in the capacity of pilot-in-command or in the capacity of co-pilot”)

(ref: SASP 2, Chapter 6-2, 6-4)

* AFE: Do not sign on license with an expired BC. CAAS has to endorse the license.

* **A Valid Basecheck**

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* Conduct of test

☐ Authorized Flight Examiner shall

- Ensure proper standards of airmanship and instrument flying are maintained at all times.
- Ensure a fair and impartial assessment of the test.
- Ensure the validity of candidates' license, Certificate of Validation (COV), medical certificate, etc..
- Ensure that the Simulator operation is satisfactory for test.
- Assume the role of the ATC, Engineer, CIC , Ground personnel, etc..
- Brief the Fire Escape route in the event of a fire in the simulator.

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* Endorsement of License

☐ For *Renewal* of Aircraft &/or Instrument Rating tests

Upon successful completion, the ***AFE*** shall endorse the license

☐ For *Initial or Expired* Aircraft &/or Instrument Rating tests

Upon successful completion, ***CAAS (DGCA)*** shall endorse the license

(SASP7 Issue 6 Amendment 4)

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* Pilot Flying Role

- Flown in accordance with SIA SOPs as specified in the FCOM and usage of the appropriate checklist.
- Responsible for the management of the flight, including compliance with all ATC instructions and clearances.
- Treat all simulator indications as valid unless otherwise informed.
- Initiate RT calls as necessary.
- Tuning and identification of radio navigation aids in accordance with SIA normal practices.

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* Pilot Flying Role

- Demonstrate best CRM practices
- Demonstrate proficiency in the knowledge of:
 - Engine Start Malfunctions
 - Cold WX Operations
 - Low Visibility Procedures

(This will be a Q&A TEST conducted in the briefing room)

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* Pilot Monitoring Role

- Carry out support duties that can normally be expected of a competent co-pilot.
- The PM shall not prompt the candidate under test in a manner that can be perceived as instruction or guidance.
- Demonstrate best CRM practices.

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* Assessment

☐ PF duties

- Accuracy of aircraft handling
- Knowledge of Aircraft Systems
- Knowledge and application of SOPs
- Time Management
- Workload Management
- Automation Management
- Crew co-ordination
- Teamwork
- Communication
- Situation awareness
- Judgment
- Decision making
- Leadership

HANDLING
TECHNICAL KNOWLEDGE
ADHERENCE TO SIA SOP

FLIGHT DECK MANAGEMENT
(CRM skills)

☐ PM duties

- Competency in support & monitoring roles

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* Type Specific IR Test

- ☐ Candidates shall demonstrate proficiency in using all available equipment on board including the FMS, AUTOPILOT and AUTO-THRUST systems.
- ☐ Tuning and identification of radio navigation aids in accordance with SIA normal practices.
- ☐ For CANPA, the minimums set will be MDA+50 ft or DA+50 ft.

(SASP7 Issue 6 Amendment 4)

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* Aircraft Type Rating /Operator Proficiency Test

- ☐ Comprises mandatory exercises from section 1 and another three items (at the discretion of the Examiner) from section 2.
- ☐ HUD shall be used for the initial taxi/take-off/SID and the RNAV/Visual approach/landing. It shall also be used for the OPS SPECS items (GPWS, TCAS, Windshear). HUD shall not be used for all other exercises.
- ☐ The aircraft shall be manually flown:
 - when established on the intercept heading of the ILS APP
 - after acquiring visual references following the NPA
 - following an Engine Failure after V1 until the aircraft is clean
 - following 1 ENG INOP GA until the aircraft is clean

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* Tolerances

☐ Height

- +/- 100ft of target altitude

☐ Speed

- +/- 5kts of target speed during Normal conditions
- +10 /-5kts of target speed during Asymmetry conditions

☐ Tracking on Radio Navigation Aids

- +/- 5 degrees deviation for VOR
- ½ scale deviation for LOC and GS

Note: Corrections are to be initiated within 15secs

(SASP7 Issue 6 Amendment 4)

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* Failure Points

☐ Height error

- Exceeding 200ft of target altitude

☐ Speed error

- Exceeding 15kts at any time

☐ Tracking on Radio Navigation Aids

- A correction in the wrong sense held for more than one minute

☐ Following Engine failure after V1

- Initial swing exceed 10 degrees and not corrected within 15 secs
- Once V2 is attained, failure to maintain V2 to V2+10 kts until reaching acceleration height

(SASP7 Issue 6 Amendment 4)

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* Flight Plan

- ☐ Preflight & Normal Engine Start (Assess for initial type rating test **ONLY**)
- ☐ Taxi and Takeoff RWY 02L
- ☐ Departure: **TOMAN** (100` AGL cloud base)
- ☐ Arrival: **KARTO**
- ☐ Entry & Hold at published Holding Fix
- ☐ Precision ILS APP RW 02L
- ☐ Non-precision RNAV APP RWY 02L
 - Both candidates must be qualified to conduct RNAV APP.
 - If either candidate is **not** qualified; a VOR approach should be conducted instead.
- ☐ Visual Approach and Landing
- ☐ For LVP: KJFK RW04R (Toulouse SIM) or EGLL RW27L (Singapore SIM)

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* Briefings & PA

- ☐ Candidates may conduct the standard briefs in the briefing room. These will supersede all standard briefs with verbal reference to “Standard Briefing” during the test.
- ☐ If “Standard Briefing” is used, the following shall be highlighted:
 - Minima set
 - GA altitude and GA route
 - Correct NAVAIDS are set & identified
- ☐ Passenger Announcements may be abbreviated except for Emergency Announcements / Drills which must be conducted in full.

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* LVP Proficiency Test

- ☐ **Take-off at 150m – with HUD** (Captain as PF, First Officer as PM)
- ☐ **LVP Approaches** (*Repos 6nm finals.*)

Cat II Approach & Landing – **without HUD**

Cat II / IIIB Approach & G. A – **with HUD**

Cat IIIB Approach & Landing – **with HUD**

Instructors shall input a malfunction in one of the above LVP approaches that requires an appropriate response from the crew

The above exercises are graded as PASS / FAIL

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* Test Items (Two-Engine Aircraft)

Section 1 (Mandatory Items) – All without HUD

- ☐ RTO – Engine failure before V1
- ☐ Takeoff - Engine failure after V1
- ☐ Engine Fire
- ☐ 1 Engine Inoperative - ILS APP to DA
- ☐ 1 Engine Inoperative - ILS APP and GA at DA (IMC)
- ☐ 1 Engine Inoperative - ILS APP and FULL STOP landing
- ☐ Flight Control Malfunction Apph/Ldg

Section 2 (Examiner's choice)

- ☐ Instrument Failure (mandatory) – without HUD
- ☐ System failure (mandatory) - Flight Control Malfunction – without HUD
- ☐ Others - TCAS, GPWS , Wind-shear etc.....- with HUD

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Route	WSSS - WSSS
Call Sign	SIN 35
ATC Clearance	RWY 02L - TOMAN RNAV SID - 5000ft - SQK 2233
ZFW / ZFWCG	180,000 KGS / 30%
Takeoff FUEL	20,000 KGS (FROZEN)
TOW / TOWCG	200,000 KGS / As computed
FLAPS / STAB TRIM	Optimum / 30.4%
THR / SPEEDS	T.O. Performance App

METAR:

RWY 02L, X-wind 10kts, VIS & CLD BASE varied, 28/24, QNH 1010
(Cloud Base: Take-off 100ft and NPA Rnav >1200ft)

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A350 KNOWLEDGE TEST

PAPER:

- A
- B
- C
- D

