DIRECTORATE GENERAL OF CIVIL AERONAUTICS
**SAFETY OVERSIGHT DEPARTMENT**
**LICENSE SUB-DEPARTMENT**

| CODE NUMBER | | CAL 01 English |
|---|---|---|

# QUALIFICATION FOR FLIGHT EXAM PRESENTATION

| FLIGHT LICENSE | TLA | | FUNCTION (COCKPIT) | PIC | | PROGRAM (INSTRUCTION) | TRADITIONAL | | IN AIRCRAFT | | QUALIFICATION | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PCA | | | SIC | | | AQP | | IN FFS | | REQUALIFICATION | |

PLACE: _____     DATE: _____ / _____ / _____     AIR COMPANY: _____

APPLICANT: _____     RUN-PASSPORT: _____

AIRCRAFT TYPE: _____     FSTD ID: _____     AIRCRAFT REGISTRATION: _____

TOTAL FLIGHT HOURS: _____   TOTAL FLIGHT HOURS LAST 6 MONTHS: _____   TOTAL PROGRAM FLIGHT HOURS: _____

QUALIFYING INSTRUCTOR: _____     APPLIED INSTRUCTION PROGRAM: _____

DIFFERENCES COURSE COMPLETED: YES ☐ NO ☐
(ATTACH CERTIFICATE OR CHECK LIST)

EXAM LIMITATIONS AND MEMORY ITEMS CARRIED OUT:   YES ☐ NO ☐
(ATTACH IT TO THIS QUALIFICATION)

## RECORD OF QUALIFICATION COMPLIANCE ACCORDING TO INSTRUCTION PROGRAM
(Mark the qualified items with "√" and leave the unqualified items blank)

**1. GROUND OPERATION**

| | | |
|---|---|---|
| 1 | DISPATCH METEO ☐ PAX/CARGO ☐ NOTOC ☐ FPL ☐ NOTAMS ☐ | |
| 2 | BRIEFING CABIN CREW | |
| 3 | EXTERIOR INSPECTION ☐ CABIN PREPARATION ☐ | |
| 4 | MEL ☐ WEIGHT/BALANCE ☐ BOARDING ☐ FUEL LOADING ☐ | |
| 5 | T.O. DATA ☐ BRIEFING ☐ BEFORE STARTING ENGINES ☐ | |
| 6 | PUSHBACK ☐ STARTING ENGINES ☐ STARTING ENGINES FAILURES ☐ | |
| 7 | AFTER START | |
| 8 | TAXI PROCEDURES: NORMAL ☐ LVP ☐ ONE ENGINE TAXI ☐ | |
| 9 | PRE-TAKEOFF PROCEDURES | |

**2. TAKE OFF**

| | | |
|---|---|---|
| 1 | NORMAL ☐ LVP ☐ X-WIND ☐ TAIL WIND ☐ HIGH ALT TAKE-OFF ☐ | |
| 2 | REJECTED TAKEOFF | |
| 3 | ENGINE FAILURE: AT V1 ☐ AFTER V1 ☐ | |
| 4 | WINDSHEAR: PREDICTIVE ☐ REACTIVE ☐ | |

**3. CLIMB**

| | | |
|---|---|---|
| 1 | NORMAL | |
| 2 | SID: CONVENTIONAL ☐ NAV ☐ | |
| 3 | FAILURE(S) | |
| 4 | ESCAPE ROUTE | |

**4. CRUSE**

| | | |
|---|---|---|
| 1 | NORMAL PROCEDURE ☐ BRIEFING ☐ | |
| 2 | NAVIGATION PROCEDURE (RVSM, RNAV, ETC) ☐ | |
| 3 | DESCENT PLANNING ☐ DESCENT & APPROACH BRIEFING ☐ | |

**5. DESCENT**

| | | |
|---|---|---|
| 1 | NORMAL PROCEDURE | |
| 2 | ABNORMAL PROCEDURE | |
| 3 | STAR: CONVENTIONAL ☐ RNAV ☐ | |

**6. APPROACH**

| | | |
|---|---|---|
| 1 | PREPARATION | |
| 2 | AUTOMATIC ☐ MANUAL ☐ | |
| 3 | NPA ☐ APV: RNP (LNAV/VNAV) / RNP-AR ☐ | |
| 4 | PRECISION: GLS ☐ ILS: CAT I ☐ CAT II ☐ CAT III ☐ | |
| 5 | CIRCLING ☐ VISUAL ☐ PARALLEL SIMULTANEOUS (PRM) ☐ | |
| 6 | WINDSHEAR: PREDICTIVE ☐ REACTIVE ☐ | |
| 7 | MISS APPROACH | |

**7. LANDING**

| | | |
|---|---|---|
| 1 | AUTOMATIC ☐ MANUAL ☐ | |
| 2 | CONFIGURATION: NORMAL ☐ ABNORMAL ☐ | |
| 3 | NORMAL ☐ LVP ☐ X-WIND ☐ TAIL WIND ☐ HIGH ALT LANDING ☐ | |
| 4 | WITH SYSTEM FAILURE(S) ☐ ENGINE FAILURE(S) ☐ | |
| 5 | WITH FIRE | |
| 6 | REJECTED LANDING | |

**8. TAXIING AND PARKING**

| | | |
|---|---|---|
| 1 | NORMAL ☐ LVP ☐ ONE ENGINE TAXI ☐ | |
| 2 | PARKING AND ENGINE SHUTDOWN | |
| 3 | OBSERVATION AND DEBRIEFING LOG | |

**9. UNNORMAL, ABNORMAL OR EMERGENCY PROCEDURES**

| | | |
|---|---|---|
| 1 | FAILURE(S): PRESSURIZATION ☐ ELECTRIC ☐ FUEL ☐ | |
| 2 | FAILURE(S): HYDRAULIC ☐ CONTROLS ☐ | |
| 3 | FAILURE(S): ENGINE(S) ☐ DRIFTDOWN ☐ | |
| 4 | FAILURE(S): LANDING GEAR/BRAKES ☐ FIRE / SMOKE ☐ | |
| 5 | FAILURE(S): AUTO FLIGHT ☐ NAVIGATION ☐ | |
| 6 | EMERGENCY DESCENT ☐ CABIN ALT / RAPID DEPRESSURIZATION ☐ | |
| 7 | OTHER: | |

**10. OTHER MANEUVERS AND PROCEDURES**

| | | |
|---|---|---|
| 1 | STEEP TURN ☐ STALL RECOVERY ☐ UPSET PREV & RECOV ☐ | |
| 2 | NORMAL OPERATION OF SYSTEMS | |
| 3 | TCAS EVENT: AUTOMATIC ☐ MANUAL ☐ | |
| 4 | EMERGENCY EVACUATION | |
| 5 | PILOT INCAPACITATION | |
| 6 | E/GPWS ☐ RADAR ☐ OPS ADVERSE WEATHER ☐ | |

**11. CRM**

| | | |
|---|---|---|
| 1 | COMMUNICATION | |
| 2 | LEADERSHIP AND WORKLOAD MANAGEMENT | |
| 3 | TEAMWORKING | |
| 4 | SITUATION AWARENESS | |
| 5 | PLANNING | |
| 6 | DECISION | |
| 7 | THREAT AND ERROR MANAGEMENT (TEM MODEL) | |
| 8 | MONITORED | |
| 9 | AUTOMATION AND TECHNOLOGY MANAGEMENT | |
| 10 | SELF-EVALUATION AND WILLINGNESS TO CRITICISM | |

**12. OTHER PERFORMANCES**

| | | |
|---|---|---|
| 1 | USE OF CHECKLISTS | |
| 2 | CALLOUTS - SOP | |
| 3 | HANDLING/FLIGHT TECHNIQUES | |
| 4 | DEVELOPMENT AS PM | |
| 5 | ENGLISH LANGUAGE PROFICIENCY | |
| 6 | KNOWLEDGE AND USE OF ELECTRONIC FLIGHT BAG | |
| 7 | HEAD UP DISPLAY (HUD) | |

**13. KNOWLEDGE**

| | | |
|---|---|---|
| 1 | LIMITATIONS AND MEMORY ITEMS ☐ DIFFERENCES ☐ | |
| 2 | AIP CHILE VOL I-II ☐ JEPPESEN ☐ LIDO ☐ OTHER ☐ | |
| 3 | FCOM ☐ QRH ☐ MEL ☐ EEOO ☐ LAWS AND REGULATIONS ☐ | |
| 4 | CALCULATIONS AND KNOWLEDGE OF PERFORMANCE | |

**OBSERVATIONS (if required use the reverse side)**

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| APPLICANT SIGNATURE | | INSTRUCTOR SIGNATURE |
|---|---|---|
| REVISION: 04 | FECHA: AGO 2025 | REVIEWED AND APPROVED BY: PROCESS OWNER |