

SAFETY INFORMATION 01/2023

9 January 2023



Remedial Actions for Unsatisfactory Progress In Approved Training Organisation – Flying Training Organisation

Purpose:

This Safety Information serves to notify flying schools across Malaysia to carry out the safety recommendations stated in the Air Accident Investigation Bureau (AAIB) Final Report on Diamond DA40-D Aircraft Accident in March 2022.

Background:

An incident occurred involving a Diamond DA 40 D aircraft on a planned first solo night training flight. The aircraft departed for Night Flying 5 (NF 5) flight as per flight training syllabus. The aircraft was cleared to land on Runway 03 and the approach was uneventful. The aircraft then bounced on landing and subsequently ballooned into the air. It then veered to the right during the go-around and crash landed approximately 140 metres from the right-side edge of Runway 03 in an area of long grass.

Discussion:

The Civil Aviation Directives (CADs) requirements on procedures to correct unsatisfactory progress shall be stated in the Training Policy Manual (TPM) of relevant Approved Training Organisations – Flying Training Organisation (ATO-FTO). This is to avoid disruption to training due to low achievement grade-personalised to the holder syllabus, such as requirement for remedial, repeat and reassessment of candidate under training.

Recommended Actions:

An ATO-FTO shall ensure that the TPM establishes remedial process, but not limited to the following, for student pilot who does not meet the satisfactory standard in flying, in particular, during first solo checks and progress tests.

- a) The first solo checks mentioned above includes—
 - 1) First solo flight within the aerodrome circuit;
 - 2) First solo flight to and from the training area and return;
 - 3) First solo navigation flights (cross country); and
 - 4) First solo night flying within the aerodrome circuit.

- b) The progress tests stated in the approved syllabus of each ATO-FTO TPM are as follows—
 - 1) PT 1 – Progress Test 1 (PPL equivalent);
 - 2) PT 2 – Progress Test 2, ST 1 – CAAM Skill Test 1 SEP Rating (CPL equivalent); and
 - 3) PT 3 – Progress Test 3, ST 2 – CAAM Skill Test 2 CPL ME IR Rating. Do take note that sampling monitoring will be conducted on Student's Skill Test - Progress Test 3 (PT3) via DFE oversight monitoring programme as per CAD 1006.

- c) A maximum of 3 attempts will be given to each solo check and progress test. The conduct of such checks and tests will be carried out by the following personnel—
- 1) 1st attempt by DFE;
 - 2) 2nd attempt by HOT/CFI. The ATO shall report to CAAM if and when the student fails the 2nd attempt; and
 - 3) 3rd attempt shall be monitored by CAAM FOI/SDFE.

ATO-FTO are also reminded to stop the following non-standard practices when handling Slow Progress students:


- a) Reshuffling of flights in the Flight Training Syllabus during the first solo circuits phase, first solo training area phase, first solo navigation flights and first solo night phase to progress an under-performing Student Pilot to the next phase of the flight training course;
- b) The practice of Student Pilot flying 1st solo flights with Flight Instructor as safety pilot;
- c) The reluctance of Flight Instructors to submit Slow Progress Report on an under-performing Student Pilot as required by the Flight Training Syllabus; and
- d) Slow Progress Report submitted by Flight Instructor (FI) but not signed by Student Pilot.

ATO-FTO are recommended to give more emphasis on:

- a) Internal Audits which will highlight training issues such as unsatisfactory progress. The failure to sign a slow progress report by the FI and the student will be included as an item in the Internal Audits. This will also be included in the TPM and as a circular to all student pilots and the ATO-FTO will be reminded to inculcate this as a good practice;
- b) Cases where the student pilot progresses unsatisfactorily but not sufficient evidences/reports were generated by the FI. Should there be an insufficient evidence of a slow progress reporting, the ATO-FTO will be required to give a full report with a gap analysis to CAAM;
- c) Training student pilots to recognize stabilised/unstabilised approaches and understand the importance of go-arounds.

For further information, kindly refer to the following documents:

Aircraft Accident Final Report A 01/22 by AAIB, Ministry of Transport Malaysia


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