

Line Check Inspection

**CAAI OPS DIRECTIVE
OPS 2.1.039**



**AIR OPERATOR
SURVEILLANCE**

OPS 2.1.039	 <small>רשות התעופה האזרחית Civil Aviation Authority</small>	OPS Inspector Handbook
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1. Objective

- 1.1. This section contains direction and guidance for inspectors to use while conducting line checks required by IANR.OPS. Chap. 13 and 12.
- 1.2. The majority of the elements that comprise a line check are identical to those that comprise a cockpit en route inspection (see 2.1.015 for general inspection practices and procedures).

2. General

- 2.1. The operator is responsible for administering both initial and recurrent line checks.
- 2.2. In some situations, though, a CAAI aviation safety inspector (ASI) (Operations) may administer a line check, especially when an operator is not authorized to have its own check airman, such as a Chap. 12 single pilot operator or single pilot-in-command (PIC) operator.
- 2.3. CAAI ASI (Operations) may also need to administer the initial line check when a new type of aircraft is being introduced into either Chap. 13 or 12 service.

3. Reference Material, Forms & Job-Aids

3.1. Reference Material

- 3.1.1. OPS 2.1.015 – Cockpit Enroute Inspection

3.2. Forms

- 3.2.1. PELF 1.3.030 – Skill Test Form

3.3. Job-Aids

- 3.3.1. OPSF 2.1.015 – Cockpit Enroute Inspection Job-Aid

4. Process

4.1. CAAI ASI (Operations) Qualifications.

CAAI ASIs (Operations) must hold:

- 4.1.1. Either a commercial pilot certificate or airline transport pilot (ATP) certificate with the appropriate aircraft category and class in which the line check is being conducted.

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- 4.1.2. If the aircraft requires a pilot type rating, the CAAI ASI (Operations) must hold that pilot type rating to conduct initial, transition, or upgrade line checks.
- 4.1.3. For recurring checks, the CAAI ASI (Operations) must hold at least a commercial pilot certificate with the appropriate aircraft category and class.
- 4.1.4. In any operation in which the CAAI ASI (Operations) occupies a pilot seat as a required pilot crewmember, the inspector must be both qualified and current in that specific type of aircraft that the line check is being conducted in.

4.2. **Inspector Preparation.**

Inspectors should prepare for conducting line checks by completing the following steps:

4.2.1. **Familiarization.**

The inspector should become familiar with the operator's procedures before conducting the line check. The operator's manuals and operations specifications (OpSpecs) are sources for this information.

4.2.2. **Timeframe.**

The inspector should plan to arrive in sufficient time to complete the necessary jump seat procedures, meet the flightcrew, inspect airman and medical certificates, and observe preflight duties. Inspectors should use the Air Carrier Cockpit En Route Inspection Job Aid OPSF 2.1.015A while conducting these inspections (see paragraph 4.5 below). Whenever possible, an inspector should begin a line check in the operations area.

4.2.3. **Route and Duration of Line Checks.**

The inspector must observe at least one flight segment, including a takeoff and a landing. The flight must be over a typical route served by the operator and must allow the inspector to observe the PIC perform the duties and responsibilities associated with the conduct of a revenue flight.

NOTE: It may be desirable to have the PIC fly two flight segments or to perform the duties of the pilot-not-flying (PNF) during a second segment while the second in command (SIC) performs the duties of the pilot flying.

4.3. **Debriefing.**

After completion of the flight, inspectors should debrief the PIC. The inspector is required to comment on any procedure believed to be deficient or unsafe. The inspector must use discretion,

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however, when debriefing crewmembers or commenting about procedures that the CAAI has approved for that operator. The inspector should enter relevant comments into the WTS.

4.4. Documentation.

The inspector shall record the completed line check on company check ride forms, and sign as the check airman. Inspectors are not required to keep copies of these forms as the WTS serves as the CAAI record.

4.5. USE OF JOB AID.

The job aid for Air Carrier Cockpit En Route Inspections (OPSF 2.1.015A) contains a list of items for the specific inspection areas that should be observed and evaluated. It also includes applicable WTS keywords and codes to assist the inspector in the writing of the inspection report. Items that are not listed on the job aid may also be evaluated during the inspection. In some cases, the inspector should use the “other” WTS comment code for the appropriate inspection area. This job aid can later be transferred to the WTS data sheet.

5. Task Outcomes

5.1. WTS Data Entry

5.1.1. When an inspector conducts a line check as a separate activity (not in conjunction with an ANR.OPS. 318 competency check or an ANR.OPS. 320 instrument-proficiency check), the inspector should record the line check as WTS activity code 1644.

5.1.2. When a line check is conducted to fulfill the requirements of ANR.OPS 321 in conjunction with an ANR.OPS. 318 or IANR.OPS. 320 check, the entire check should be recorded using WTS activity code 1645.

5.1.3. The inspector should enter comments about the PIC’s performance on the WTS form on all checks.

5.2. Task Completion.

Completion of this task can result in the following:

- Satisfactory inspection, or
- Requirement for a followup inspection for a specific discrepancy.

5.3. Task Documentation.

5.3.1. Document inspection results in WTS.

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5.3.2. File all supporting paperwork in the operator's sharedocs file.

5.3.3. Forward inspection report to Personnel Licensing Department as well as to the Operator.

5.4. FUTURE ACTIVITIES.

5.4.1. Schedule followup inspections, as applicable.