

DASH 8 Q400 TYPE RATING COURSE

AIM OF THE COURSE

The aim of the Dash-8 Q400 Type Rating Course is to provide candidates with the required training to operate the Dash-8 Q400 in a safe and economical manner in today's complex aeronautical transportation environment. The course has been designed to provide all necessary training (theoretical knowledge and synthetic flight instruction) for the issue of the Q400 type rating.

PRE-ENTRY REQUIREMENT

In order to be admitted to the course, candidates must:

- hold a valid and current CPL or ATPL;
- hold a valid Class 1 medical certificate;
- have at least 100 hours as pilot-in-command of aeroplanes;
- have a valid multi-engine instrument rating (A);
- have passed the theoretical examinations for the ATPL(A) in accordance with Aircrew Regulations
- must be fluent in english
- must have at least an Associate's University or College degree
- must have completed MCC course

CREDITS FOR PREVIOUS EXPERIENCE

Candidates are required to take all course elements regardless of their previous experience.

THE TRAINING SYLLABUS

The Q400 type rating course consists of 3 distinct parts leading to the issue of an Dash 8 Q400 type rating upon successful completion of the prescribed skill test at the end of the training:

1. Theoretical training
 - a. aeroplane structure and equipment, normal operation of systems and malfunctions including the electronic flight instrument system and flight management system
 - b. aeroplane limitations
 - c. performance, flight planning and monitoring
 - d. load, balance and servicing
 - e. emergency procedures
 - f. emergency and safety equipment training

2. Synthetic flight training (with multi-crew cooperation exercises incorporated)

- a. normal procedures training
- b. abnormal and emergency procedures training
- c. line oriented flight training (LOFT)

3. Flight training consisting of the first 6 takeoffs and landings on an actual aircraft.

THE TRAINING SYLLABUS

Theoretical Training

Aeroplane structure and equipment, normal and emergency operation of systems and malfunctions including the electronic flight instrument system (EFIS) and flight management system (FMS) and associated limitations	54 hours
Performance, flight planning and monitoring	20 hours
Load, balance and servicing	10 hours
Safety training	6 hours
TOTAL	90 HOURS

Cockpit Procedure Training

Cockpit Procedure Training - Normal, Abnormal & Emergency Procedures	23 hours
Synthetic Flight Training	
Normal procedures training	16 hours
Abnormal and emergency procedures training	24 hours
Line oriented flight training (LOFT)	8 hours
TOTAL	48 HOURS
Flight Training (on aircraft)	
Flight Training	50 minutes