**Instructor rating**

**Class rating (multi-engine aeroplane) training endorsement**

**FIR TE6**

#### Version 1.0

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# Syllabus Notes

## Overview of training course

The holder of a class rating (multi-engine aeroplane) training endorsement is authorised to conduct the following activities;

* + - Conduct flight training for class rating (multi-engine aeroplane).
    - Conduct a flight review for a class rating (multi-engine aeroplane)

The class rating (multi-engine aeroplane) training endorsement is item 6 of table 61.1235 of CASR Part 61.

For the purposes of this document, TE means training endorsement.

A course of training for the class rating (multi-engine aeroplane) TE provides training and guidance to the applicant on conducting the activities mentioned above as well as ensuring that the applicant has the requisite knowledge and skills.

An applicant for a class rating (multi-engine aeroplane) TE is required to demonstrate competency conducting instruction in a flight test conducted by a fight examiner to the standards in the Part 61 Manual of Standards (MOS). These standards are prescribed in the following units that are found in Schedule 2 of the Part 61MOS:

* + - NTS1 – Non-technical skills 1
    - NTS2 – Non-technical skills 2
    - FIR4 – Conduct aeronautical knowledge training and flight training
    - FIR-TE6 – class rating (multi-engine aeroplane) training endorsement

The applicant must also demonstrate extensive knowledge of the units of competency published in the Part 61 MOS for the grant of a multi-engine aeroplane class rating – refer to subpart 61T of CASR.

The ground and flight training summary for FIR TE6 class rating (multi-engine aeroplane) training endorsement, assumes the applicant already holds a flight instructor rating with at least one other training endorsement. In most cases, the trainee would hold one of grade 1, grade 2 or grade 3 training endorsement as they are the most likely persons to be delivering training for initial issue of a multi- engine aeroplane class rating

However, if this is the first training endorsement to be granted on a flight instructor rating, the applicant will require extensive additional ground and flight training to prepare them for airborne instructional activities. Any additional training is outside the scope of this sample syllabus and reference should be made to AC 61-07 for training material that cover topics related to an initial flight instructor rating. These will include instruction addressing the content of unit FIRC preparatory to undertaking the FIR examination and the suite of FIR tutorials detailed in the annexes to AC 61-07. Reference to the FIR tutorials may be useful for revision purposes even if this training is not for an initial rating.

A training record must be completed for all ground and flight training undertaken by the applicant for the instrument rating training endorsement.

A course completion certificate must be issued to the applicant by the operator when the training has been successfully completed.

The following notes provide guidance to operators on conducting training for a class rating (multi-engine aeroplane) training endorsement. Training in these topics should adequately prepare an applicant for the flight test for the training endorsement. It is not exhaustive and operators may choose to include additional lessons in their syllabus.

The focus of every lesson in the syllabus is flight instructor training and uses the operator’s applicable ground or airborne training events as a blueprint for the training. Additional material is available in CAAAP 5.23-1(2) - multi-engine aeroplane operations and training.

All flying for the applicant should be in the instructor control seat.

Appropriate fault analysis and intervention/recovery techniques should be included in flight training.

## Course content

* + - Aeronautical knowledge review
    - Ground training
    - Flight training (including post-flight debriefing and administration)

### Aeronautical Knowledge - Review

#### Lessons TE6-1

* + - Review the applicant’s knowledge of the structure, content and context of the Part 61 licence and rating standards as they apply to training for a multi-engine aeroplane class rating.
    - Review the applicant’s underpinning knowledge described in units of competency for a multi- engine aeroplane class rating (unit AME).
    - Review the principles of competency-based training and assessment
    - Provide guidance on preparing lesson plans and pre-flight briefs for multi-engine aeroplane class rating
    - Provide guidance on the conduct of a multi-engine aeroplane flight review

### Ground and Flight Training

* + - Long brief demonstration and read back.
      * Before demonstrating a long brief, the instructor should take time to explain the context of the lesson to the trainee instructor. Discuss the actual lesson plan for the long brief, where it fits into the class rating training syllabus and any training aids that will be used.
      * The instructor demonstration of the long brief must include the performance criteria and applicable underpinning knowledge from relevant units.
      * Encourage the trainee instructor to take notes but also participate as the student pilot would do.
      * On completion of the demonstration, summarise the stages of the lesson and allow for questions from the trainee instructor.
      * The trainee read back should be conducted after they have had the opportunity to prepare and practice. The instructor should role play a student pilot during the read back.
      * On completion of the read back, the instructor must de-brief the trainee instructor on their performance against the performance criteria.
      * Where the trainee has not achieved the required standard, the performance criteria must be covered during an additional long brief lesson.
    - Pre-flight briefing demonstration and read back.
      * Before demonstrating a pre-flight brief, the instructor should take time to explain the context of the lesson to the trainee instructor. Discuss the actual content of the pre-flight brief, and any training aids that will be used.
      * On completion of the demonstration, summarise the structure and delivery method of the pre-flight brief and allow for questions from the trainee instructor.
      * The trainee read back should be conducted after they have had the opportunity to prepare. The instructor should role play a student pilot during the read back. The read back should be followed by a debrief from the instructor against the performance criteria.
      * The pre-flight brief should introduce reference to elements/performance criteria from units C1 through C5, as appropriate to the stage of training/lesson and NTS1 and NTS2 where applicable.
    - In-flight demonstration and read back
      * Before demonstrating the in-flight lessons, the instructor should explain the sequence of the training elements and provide insight into appropriate delivery techniques. The in-flight demonstrations should be broken into logical elements with each demonstration followed by an opportunity to read back by the applicant. On completion of the in-flight lessons, the instructor should debrief the applicant against the performance criteria.

#### Lesson TE6-2

* + - It is imperative that the trainee instructor has competent handling skills in the instructor control seat before they are introduced to the airborne instructional technique (AIT) required when delivering training for a multi-engine class rating. This is best achieved during isolated training in the instructor control seat without the complication of learning to deliver a lesson, particularly in the handling of emergency procedures where the engine, pitch and mixture controls are reversed from the instructor seat position. One flight has been included in the course summary; operators may assess an applicant as requiring more than this one flight on a case by case basis.

#### Lessons TE6-3

* + - The trainee should be able to prepare a long brief on normal operations of the training aircraft following lesson TE6-1. Most applicants should have a sound working knowledge and skill in delivering basic aircraft operation briefings. If this training endorsement is for the grant of an initial flight instructor rating, then long brief will require demonstration before the read back.

#### Lesson TE6-4

* + - For the in-flight air exercise, most applicants should be able to demonstrate delivery of an in- flight lesson for normal operations following demonstration, based on their previous experience. If this training endorsement is for the award of an initial flight instructor rating, then additional in- flight demonstrations and read back lessons in teaching normal aircraft operations flight may need to be scheduled.

#### Lesson TE6-5 and TE6-6

* + - This lesson is the first briefing a student would receive on asymmetric principles unit AME, including the underpinning knowledge The trainee instructor should be able to deliver the material covered in FIR-TE6.1 following demonstration by the instructor.

#### Lessons TE6-7

* + - This tutorial should be used to guide the trainee in the common faults that a student under training for a multi-engine aeroplane class rating can make and their common root cause. The discussion should provide guidance on how to deal with the faults in relation to repeat demonstrations and direction techniques with emphasis on ensuring the continuing safety of flight.

#### Lesson TE6-8

* + - The instructor should demonstrate the lesson basic engine failure recognition and drill and operations with one-engine inoperative in cruise flight. The read back by the trainee instructor should demonstrate their understanding of the core principles of instructing asymmetric flight and their own skill in non-normal configurations whilst delivering the lesson.
    - Once satisfied with the trainee instructor’s performance, the instructor should introduce common student faults to re-inforce the learning in the tutorial at lesson TE6-7
    - If the trainee instructor is unable to read back this lesson satisfactorily, a second opportunity to read back this lesson should be provided before the VMCA and asymmetric circuit lessons are attempted.

#### Lessons TE6-9

* + - Trainee instructor should prepare a long brief and pre-flight brief on VMCA and deliver without instructor demonstration.
    - If the trainee is unable to read back this lesson satisfactorily then the instructor should deliver a detailed debrief and consider whether to deliver a demonstration of this brief or provide the trainee instructor a second opportunity to review their work and read back this before the next lesson is attempted.

#### Lesson TE6-10

* + - This tutorial should be used to guide the trainee on the more common aircraft mismanagement occurrences in multi-engine aeroplane training with emphasis on recognition and recovery from aircraft upset. Additionally, the tutorial should address the recognition and recovery from an undesired aircraft state when conducting one-engine inoperative operations,. Common student actions that can lead to an upset should be discussed along with early recognition and intervention techniques to manage.

#### Lessons TE6-11

* + - The pre-flight brief delivered by the instructor must cover the content of the lesson and hand- over/take-over drills to be employed should an unplanned undesired aircraft state occur.
    - The instructor must demonstrate all aspects of this sequence ensuring the trainee instructor is able to demonstrate the correct level of aircraft handling during their demonstration read back.
    - The instructor must ensure the trainee instructor fully understands the importance of recognition, management and recovery from undesired aircraft states and when the recovery should be initiated. This should be demonstrated as can be done within the limitations of the aircraft. This should follow the principles discussed in the tutorial at lesson TE6-10.
    - If the trainee is unable to demonstrate a satisfactory standard in this lesson, the lesson should be repeated prior to continuing to instruction in asymmetric circuits.

#### Lesson TE6-12 and TE6-13

* + - The trainee should be able to prepare a pre-flight brief and long brief on normal circuit operations for the training aircraft following lesson. Most applicants should have a sound working knowledge and skill in delivering normal circuit operations briefings. If this training endorsement is for the award of an initial flight instructor rating, then long brief may require demonstration before the read back, the instructor to determine on a case by case basis.
    - For the in-flight air exercise, most applicants should be able to demonstrate delivery of an in- flight lesson for normal circuit operations following a demonstration, based on their previous experience. If this training endorsement is for the award of an initial flight instructor rating, then additional in-flight demonstrations and read back lessons in teaching normal circuit operations flight may need to be scheduled.

#### Lessons TE6-14 to TE6-18

* + - The instructor will demonstrate a long brief on asymmetric circuits followed by a read back by the trainee instructor.
    - Prior to the flight lessons, the instructor should discuss the correct procedure for setting up an asymmetric configuration in all positions in the circuit and ensure the pre-flight brief delivered by the trainee instructor addresses this in the student pre-flight brief they read back.
    - The instructor must demonstrate the]e in-flight lesson by breaking it into logical parts to ensure the trainee instructor can manage asymmetric training during all phases of a circuit. The second lesson should be instructor read back of the asymmetric circuit lesson demonstrating sound aircraft handling skills in all phases. The instructor should introduce some common student faults in this lesson for the trainee to recognise and correct.
    - The third session should consolidate the trainee instructors learning. Additionally the instructor should introduce upset situations, without warning, for the instructor to apply the intervention and recovery techniques covered previously.
    - Should the trainee instructor miss some of the introduced faults and/or mismanage an introduced undesired aircraft, the lesson should be repeated until such time as the trainee instructor can manage the entire lesson safely. Re-training may include return to the training area to practice at upper levels.

The applicant for the class rating (multi-engine aeroplane) training endorsement should demonstrate flying techniques and procedures to the standard, prescribed in Appendix 8 of the Part 61 MOS, at all times during flight training sessions and be cognisant of the elements specified in units NTS1 and NTS2.

# Guidance for all training courses

This training course covers the relevant aeronautical knowledge, practical flight skills and underpinning knowledge units and elements that are prescribed in the Part 61 MOS.

Each training course should be tailored to the needs of the applicant, taking into account the applicant’s entry level competencies and knowledge and any previous training.

Appropriate recognition of prior learning and current skills should be applied to the content of the training and documented accurately in the training records.

The training course has the following components:

* ground and flight training summary
* planning matrix
* progress and achievement record
* lesson plans and training record (combined)
* course completion certificate.

### Ground and flight training summary

The summary table lists each training session with a reference, its description and the allocated time.

The summary table includes sufficient flight training to meet the requirements that would otherwise be required for the grant of the rating and endorsement in accordance with Part 61. It is a template and can be adjusted according to the entry level of the applicant and the training he or she needs to undertake to satisfy the prescribed competency standards in Schedule 2 of the Part 61 MOS.

### Planning matrix

The planning matrix sets out the order in which the units and elements of training are presented as well as the anticipated performance standards for each lesson. It is a model plan and can be adjusted according to the needs of the applicant at the time the training is being conducted.

### Achievement record

The achievement record is a record of the applicant achieving the practical flight standards prescribed for the rating and endorsement. The record should be progressively completed when the applicant has satisfactorily demonstrated competency for the unit and element on at least two occasions.

Applicants must achieve competency at performance standard 1 in each element of each unit in this achievement record. The performance criteria for the elements are prescribed in Schedule 2 of the Part 61 MOS.

The applicant may demonstrate competency using a combination of training course assessments and assessments of current competency achieved through prior training and operational experience.

The instructor conducting the training and assessments must certify that competency has been achieved by entering the details in achievement record entering their ARN, signature and the date when the applicant achieved the required competency performance standard.

### Lesson plans and training record

A lesson plan is provided for each lesson listed in the planning matrix. Each lesson plan details the aeronautical knowledge topics and relevant underpinning knowledge topics that should be covered. The lesson plans include a breakdown of the estimated time required for the long briefing and pre-flight briefing, where applicable.

The resources described in the lesson plan can be modified with suitable equivalent resources.

The underpinning knowledge topics are taken from the relevant sections of the units of competency.

The practical flight training section details the units and elements covered by the lesson that are prescribed in Schedule 2 of the Part 61 MOS. The relevant general instructor units are FIR1, 2 and 3; however, these have been consolidated into a new draft unit FIR4 that is attached at Appendix A along with unit FIR-TE6 at Appendix B. FIR-TE6 is the unit for the class rating training endorsement. The underpinning knowledge topics are also taken from this draft unit. Reference is also made to applicable units in Schedule 2 of the Part 61 MOS.

The lesson comments and outcomes section of the lesson plan and training record should record the performance of the applicant in the particular lesson. Where the applicant has not achieved the standard in any or all of the elements, particular note must be made of the elements or performance criteria where the applicant requires further or remedial training. Additionally, the instructor trainer must clearly indicate that the applicant can proceed to the next lesson sequence.

### Course completion certificate

A sample course completion certificate is included.

# Ground and flight training summary

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **LESSON NUMBER** | **MOS REF** | **LESSON DESCRIPTION** | **GROUND HOURS** | **DUAL HOURS** | **TOTAL PROG FLIGHT TIME** |
| **Ground and Flight Training** | | |  |  |  |
| TE6-1 | FIR-TE6.1; FIR- TE6.3 | Review knowledge of competency based training (CBT) as applied to class rating multi-engine aeroplane training.  Review class rating multi-engine aeroplane units underpinning knowledge (units A1 – A5, IFF and AME) Review the requirements for a class rating multi-engine aeroplane flight review | 8.0 |  |  |
| TE6-2 | FIR-TE6.6 | Conduct aircraft basic, advanced and emergency handling from the instructor control seat | 1.0 | 1.0 | 1.0 |
| TE6-3 | FIR-TE6.2, FIR- TE6.3, FIR-TE6.4 | Normal operations – long brief - read back | 1.5 |  |  |
| TE6-4 | FIR-TE6.2, FIR- TE6.4, FIR- | Normal operations – pre-flight brief and lesson demonstration and read back | 1.0 | 1.0 | 2.0 |
|  | TE6.5; FIR- |  |  |  |  |
|  | TE6.6; |  |  |  |  |
|  | FIRTE6.7;FIR- |  |  |  |  |
|  | TE6.8 |  |  |  |  |
| TE6-5 | FIR-TE6.2, FIR- TE6.3, FIR-TE6.4 | Engine and system malfunctions (general) – long brief – demonstration | 2.0 |  |  |
| TE6-6 | FIR-TE6.2, FIR- TE6.3, FIR-TE6.4 | Engine and system malfunctions (general) – long brief – read back | 2.0 |  |  |
| TE6-7 | FIR4 | FIR Tutorial – Fault analysis and correction | 1.0 |  |  |
| TE6-8 | FIR-TE6.2, FIR- TE6.5, FIR- | Introduction to asymmetric flight- pre-flight brief and lesson demonstration and read back | 1.5 | 1.5 | 3.5 |
|  | TE6.6, FIR- |  |  |  |  |
|  | TE6.7,FIR-TE6.8, |  |  |  |  |
|  | FIR-TE6.9 |  |  |  |  |
| TE6-9 | FIR-TE6.2, FIR- TE6.3, FIR-TE6.4 | Asymmetric flight - VMCMC – long brief – demonstration | 2.0 |  |  |
| TE6-10 | FIR4 | FIR Tutorial – intervention and recovery techniques | 1.0 |  |  |
| TE6-11 | FIR-TE6.2, FIR- TE6.5, FIR- TE6.6, FIR- | Conduct VMCMC flight lesson – prefight brief read back; in-flight lesson – demonstration and read back | 1.0 | 1.5 | 5.0 |
|  | TE6.7,FIR-TE6.8, |  |  |  |  |
|  | FIR-TE6.9 |  |  |  |  |
| TE6-12 | FIR-TE6.2, FIR- TE6.3, FIR-TE6.4 | Normal Circuits – pre-flight brief and long brief – read back | 2.0 |  |  |
| TE6-13 | FIR-TE6.2, FIR- TE6.4, FIR- | Normal operations – pre-flight brief and lesson - demonstration and read back | 1.0 | 1.5 | 6.5 |
|  | TE6.5; FIR- |  |  |  |  |
|  | TE6.6; |  |  |  |  |
|  | FIRTE6.7;FIR- |  |  |  |  |
|  | TE6.8 |  |  |  |  |
| TE6-14 | FIR-TE6.2, FIR- TE6.3, FIR-TE6.4 | Asymmetric Circuits – long brief – demonstration | 2.0 |  |  |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **LESSON NUMBER** | **MOS REF** | **LESSON DESCRIPTION** | **GROUND HOURS** | **DUAL HOURS** | **TOTAL PROG FLIGHT TIME** |
| TE6-15 | FIR-TE6.2, FIR- TE6.3, FIR-TE6.4 | Asymmetric circuits – long brief – read back | 2.0 |  |  |
| TE6-16 | FIR-TE6.2, FIR- TE6.4, FIR- TE6.5; FIR- TE6.6; FIRTE6.7;FIR- TE6.8 | Asymmetric Circuits – pre-flight and in-flight – demonstration and read back | 1.0 | 1.0 | 7.5 |
| TE6-17 | FIR-TE6.2, FIR- TE6.4, FIR- TE6.5; FIR- TE6.6; FIRTE6.7;FIR- TE6.8 | Asymmetric Circuits – pre-flight and in-flight –read back | 1.0 | 1.0 | 8.5 |
| TE6-18 | FIR-TE6.2, FIR- TE6.4, FIR- TE6.5; FIR- TE6.6; FIRTE6.7;FIR- TE6.8 | Asymmetric Circuits – pre-flight and in-flight –read back | 1.0 | 1.0 | 9.5 |
|  |  | **Flight Test** | **2.0** | **2.0** | **11.0** |

# Progress and achievement record

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Trainee’s name** |  | | **Trainee’s ARN** |  |  |
| **Date training commenced** |  | | **Date of assessment of prior learning and current competency (if applicable)** |  |  |
| **Date of Aeronautical Knowledge Examination pass (if applicable)** | |  | **Date of Knowledge Deficiency Report assessment (if applicable)** | |  |

## Trainee progress record

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **LESSON** | **DATE** | **STD ACHIEVED?1** | **DATE2** | **\*STD ACHIEVED?** | **DATE2** | **STD ACHIEVED?1** | **FLIGHT HOURS** | **PROG HOURS** | **INSTRUCTOR ARN AND SIGNATURE** |
| TE6-1 |  |  |  |  |  |  |  |  |  |
| TE6-2 |  |  |  |  |  |  |  |  |  |
| TE6-3 |  |  |  |  |  |  |  |  |  |
| TE6-4 |  |  |  |  |  |  |  |  |  |
| TE6-5 |  |  |  |  |  |  |  |  |  |
| TE6-6 |  |  |  |  |  |  |  |  |  |
| TE6-7 |  |  |  |  |  |  |  |  |  |
| TE6-8 |  |  |  |  |  |  |  |  |  |
| TE6-9 |  |  |  |  |  |  |  |  |  |
| TE6-10 |  |  |  |  |  |  |  |  |  |
| TE6-11 |  |  |  |  |  |  |  |  |  |
| TE6-12 |  |  |  |  |  |  |  |  |  |
| TE6-13 |  |  |  |  |  |  |  |  |  |
| TE6-14 |  |  |  |  |  |  |  |  |  |
| TE6-15 |  |  |  |  |  |  |  |  |  |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **LESSON** | **DATE** | **STD ACHIEVED?1** | **DATE2** | **\*STD ACHIEVED?** | **DATE2** | **STD ACHIEVED?1** | **FLIGHT HOURS** | **PROG HOURS** | **INSTRUCTOR ARN AND SIGNATURE** |
| TE6-16 |  |  |  |  |  |  |  |  |  |
| TE6-17 |  |  |  |  |  |  |  |  |  |
| TE6-18 |  |  |  |  |  |  |  |  |  |

1: Indicate YES if trainee has achieved competency in accordance with the lesson plan and can progress to next lesson, indicate NO if trainee to repeat this lesson 2: Complete when trainee repeats lesson

## Trainee competency achievement record

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ELEMENT** | **DATE** | **INSTRUCTOR NAME (PRINTED)** | **INSTRUCTOR ARN** | **INSTRUCTOR’S SIGNATURE** |
| FIR-TE6.1 - Demonstrate knowledge of competency based training as applied to training for an aircraft class rating and conduct of a flight review |  |  |  |  |
| FIR-TE6.2 - Demonstrate understanding of principles and methods of instruction |  |  |  |  |
| FIR-TE6.3 - Conduct aeronautical knowledge training |  |  |  |  |
| FIR-TE6.4 - Develop briefings and plan flight training |  |  |  |  |
| FIR-TE6.5 - Conduct pre-flight briefing |  |  |  |  |
| FIR-TE6.6 - Conduct airborne training |  |  |  |  |
| FIR-TE6.7 - Conduct post-flight briefing |  |  |  |  |
| FIR-TE6.7 - Complete post-training administration |  |  |  |  |

### Trainee’s confirmation

|  |  |  |  |
| --- | --- | --- | --- |
| I have received the training specified above and have been certified as competent and ready for flight test. | | | |
| **Trainee’s signature** |  | **Date** |  |

# Course completion certificate

|  |  |
| --- | --- |
| **Name of course** | Class rating (multi-engine aeroplane) training endorsement |
| **Training provider name** |  |
| **Training provider ARN** |  |
| **Trainee name** |  |
| **Trainee ARN** |  |
| **Date commenced training** |  |
| **Date of final assessment** |  |
| **Certification** |  |
| **Head of Operations name or approved Course Manager** |  |
| **Signature** |  |
| **Date** |  |

**Appendix A**

**Draft competency unit – FIR4**

**{Insert copy of unit from**

**Part 61 Manual of Standards Schedule 2}**

**Appendix B**

**Draft unit – Class rating training endorsement - FIR- TE6**

**{Insert copy of unit from**

**Part 61 Manual of Standards Schedule 2}**