

## REPORT FORM

**ATPL/MPL skill test, multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes, training, skill test, proficiency check and instrument rating proficiency check**

<b>Applicant's information</b>	Applicant's last name(s)		<input type="checkbox"/> ATPL -initial issue	
	Applicant's first name(s)		<input type="checkbox"/> MPL -initial issue	
	Type of licence held		<input type="checkbox"/> Skill test <input type="checkbox"/> PC Revalidation <input type="checkbox"/> PC Renewal	
	Licence number		<input type="checkbox"/> Multi-pilot aeroplane	
	State of licence issue		<input type="checkbox"/> Single-pilot aeroplane (SPO)	
			<input type="checkbox"/> Single-pilot aeroplane (MPO)	
			<input type="checkbox"/> PIC <input type="checkbox"/> Co-pilot <input type="checkbox"/> Cruise relief Co-pilot	
			<input type="checkbox"/> Type rating _____	
			<input type="checkbox"/> Type specific IR	
<b>Theoretical training for the issue of a type or class rating performed during period</b>	From	To	At	
	Mark obtained	% (Pass mark 75 %)	Type and number of licence	
	Signature of HT		Name(s) in capital letters	
<b>FSTD</b>	FSTD (aircraft type)	Three or more axes <input type="checkbox"/> Yes <input type="checkbox"/> No	Ready for service and used	
	FSTD manufacturer	Motion or system	Visual aid <input type="checkbox"/> Yes <input type="checkbox"/> No	
	FSTD operator	FSTD ID code		
	Total training time at the controls		Instrument approaches at aerodromes to a decision altitude or height of	
	Location, date and time		Type and number of licence	
	<input type="checkbox"/> Type rating instructor <input type="checkbox"/> Class rating instructor <input type="checkbox"/> instructor _____			
	Signature of instructor		Name(s) in capital letters	
<b>Flight training</b>	<input type="checkbox"/> in the aircraft <input type="checkbox"/> in the FSTD (for ZFTT)			
	Type of aircraft	Registration	Flight time at the controls:	
	Take-offs	Landings	Training aerodromes or sites (take-offs, approaches and landings)	
	Take-off time		Landing time	
	Location and date		Type and number of licence held	
	<input type="checkbox"/> Type rating instructor <input type="checkbox"/> Class rating instructor			
	Signature of instructor		Name(s) in capital letters	



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK		
	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in	Examiner initials when test completed
							FFS A	
<b>SECTION 1</b>								
1. Flight preparation								
1.1 Performance calculation	P							
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	P#				P			
1.3 Cockpit inspection		P →	→	→				
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P →	→	→	→			M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor			P →	→				
1.6 Before take-off checks		P →	→	→			M	
<b>SECTION 2</b>								
2. Take-offs								
2.1 Normal take-offs with different flap settings, including expedited take-off			P →	→				
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			P →	→				
2.3 Crosswind take-off			P →	→				
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)			P →	→				
2.5 Take-offs with simulated engine failure:								
2.5.1* shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)			P →	→				
2.5.2* between V1 and V2			P	X			M FFS only	
2.6 Rejected take-off at a reasonable speed before reaching V1			P →	→ X			M	

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<b>SECTION 3</b>								
3. Flight Manoeuvres and Procedures								
3.1 Turns with and without spoilers			P --->	--->				
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P --->	--->X	An aircraft may not be used for this exercise			
3.3 Normal operation of systems and controls engineer's panel	P --->	--->	--->	--->				
Normal and abnormal operations of following systems:						M	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive	
3.4.0 Engine (if necessary propeller)	P --->	--->	--->	--->				
3.4.1 Pressurisation and air-conditioning	P --->	--->	--->	--->				
3.4.2 Pitot/static system	P --->	--->	--->	--->				
3.4.3 Fuel system	P --->	--->	--->	--->				
3.4.4 Electrical system	P --->	--->	--->	--->				
3.4.5 Hydraulic system	P --->	--->	--->	--->				
3.4.6 Flight control and Trim-system	P --->	--->	--->	--->				
3.4.7 Anti-icing/de-icing system, Glare shield heating	P --->	--->	--->	--->				
3.4.8 Autopilot/Flight director	P --->	--->	--->	--->		M (single pilot only)		
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P --->	--->	--->	--->				
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder		P --->	--->	--->				
3.4.11 Radios, navigation equipment, instruments, flight management system	P --->	--->	--->	--->				
3.4.12 Landing gear and brake	P --->	--->	--->	--->				
3.4.13 Slat and flap system	P --->	--->	--->	--->				
3.4.14 Auxiliary power unit	P --->	--->	--->	--->				
Intentionally left blank								

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<b>SECTION 3</b>								
3.6	Abnormal and emergency procedures:						M	A mandatory minimum of three items shall be selected from 3.6.1 to 3.6.9 inclusive
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation		P →	→	→			
3.6.2	Smoke control and removal		P →	→	→			
3.6.3	Engine failures, shutdown and restart at a safe height		P →	→	→			
3.6.4	Fuel dumping (simulated)		P →	→	→			
3.6.5	Wind shear at take-off/landing			P	X		FFS Only	
3.6.6	Simulated cabin pressure failure/emergency descent			P →	→			
3.6.7	Incapacitation of flight crew member		P →	→	→			
3.6.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual		P →	→	→			
3.6.9	ACAS event	P →	→	→	An aircraft may not be used		FFS Only	
3.7	Steep turns with 45° bank, 180° to 360° left and right		P →	→	→			
3.8	Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P →	→			
3.8.1	Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	X			
3.9	Instrument flight procedures							
3.9.1*	Adherence to departure and arrival routes and ATC instructions		P →	→	→		M	
3.9.2*	Holding procedures		P →	→	→			
3.9.3*	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure							
<b>Note:</b> According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.9.3.1 in case of such AFM limitation):								
3.9.3.1*	manually, without flight director			P →	→		M (skill test only)	
3.9.3.2*	manually, with flight director			P →	→			
3.9.3.3*	with autopilot			P →	→			

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<b>SECTION 3</b>								
<p>3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 feet above aerodrome level until touch-down or through the complete missed approach procedure</p> <p>In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however not later than reaching a minimum descent height/altitude (MDH/A) of 500 feet above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.</p>			P →	→			M	
3.9.4* 2D operations down to the MDH/A			P* →	→			M	
<p>3.9.5 Circling approach under following conditions:</p> <p>(a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions;</p> <p>followed by:</p> <p>(b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude.</p> <p>Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</p>			P* →	→				

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							FFS A	
<b>SECTION 4</b>								
4. Missed Approach Procedures								
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height			P*—>	—>				
4.2 Other missed approach procedures			P*—>	—>				
4.3* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*—>	—>		M		
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around			P—>	—>				
<b>SECTION 5</b>								
5. Landings								
5.1 Normal landings* with visual reference established when reaching DA/H following an instrument approach operation			P					
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position			P—>	An aircraft may not be used for this exercise				
5.3 Crosswind landings (a/c, if practicable)			P—>	—>				
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats			P—>	—>				
5.5 Landing with critical engine simulated inoperative			P—>	—>		M		
5.6 Landing with two engines inoperative:  — aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM,  — aeroplanes with 4 engines: 2 engines at one side			P	X		M  FFS only  (skill test only)		

General remarks:

Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.

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							FFS A	
<b>SECTION 6</b>								
<p>Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III).</p> <p>The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.</p>								
6.1*	Rejected take-off at minimum authorised RVR			P*—>	—>X		M*	
					An aircraft may not be used for this exercise			
6.2*	CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed			P—>	—>		M	
6.3*	Go-around:  after approaches as indicated in 6.2 on reaching DH.  The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.			P—>	—>		M*	
6.4*	Landing(s):  with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed			P—>	—>		M	
Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.								



**Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs**

1. An applicant for a skill test shall have received instruction on the same class or type of aircraft to be used in the test.
2. Failure to achieve a pass in all sections of the test in two attempts will require further training.
3. There is no limit to the number of skill tests that may be attempted.

CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK

4. Unless otherwise determined in the operational suitability data established in accordance with Part-21, the syllabus of flight instruction shall comply with this Appendix. The syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with Part-21.
5. Except in the case of skill tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part-21 for the specific type, credit may be given for skill test items common to other types or variants where the pilot is qualified.

CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used, as established in this Part.
7. During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.
8. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
9. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.
10. An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed and to carry out the test as if there is no other crew member if taking the test/check under single-pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.
11. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the check-list for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner..
12. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR MULTI-PILOT AIRCRAFT TYPE RATINGS, FOR SINGLE-PILOT AEROPLANE TYPE RATINGS, WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.
14. The applicant shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PNF. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.
15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PNF:
  - a) management of crew cooperation;
  - b) maintaining a general survey of the aircraft operation by appropriate supervision; and
  - c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
16. The test/check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.
17. When the type rating course has included less than 2 hours flight training on the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training on the aircraft. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicant's licence.

## Specific requirements for the aeroplane category

### PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of for single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test or check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test or check again. For single-pilot multi-engine aeroplanes, section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.
2. In the case of multi-pilot and single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. Failure of more than five items will require the applicant to take the entire test or check again. Any applicant failing five or less items shall take the failed items again. Failure in any item on the re-test or re-check including those items that have been passed at a previous attempt will require the applicant to take the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does not take section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, the applicant shall pass the section 6 on the appropriate type of aircraft.

### FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to:
  - operate the aeroplane within its limitations;
  - complete all manoeuvres with smoothness and accuracy;
  - exercise good judgement and airmanship;
  - apply aeronautical knowledge;
  - maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is always assured;
  - understand and apply crew coordination and incapacitation procedures, if applicable; and
  - communicate effectively with the other crew members, if applicable.
4. The following limits shall apply corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

#### Height

- Generally  $\pm 100$  feet Starting a go-around at decision height + 50 feet/– 0 feet
- Minimum descent height/altitude + 50 feet/– 0 feet

#### Tracking

- on radio aids  $\pm 5^\circ$
- For "angular" deviations half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS).
- 2D (LNAV) and 3D (LNAV/VNAV) "linear" deviations Cross track error/deviation shall normally be limited to  $\pm 1/2$  the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
- 3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV) not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1 000 feet above aerodrome level.

#### Heading

- all engines operating  $\pm 5^\circ$
- with simulated engine failure  $\pm 10^\circ$

#### Speed

- all engines operating  $\pm 5$  knots
- with simulated engine failure + 10 knots/– 5 knots'

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

6. Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes:

a) The following symbols mean:

P = Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.

X = Simulators shall be used for this exercise, if available; otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure

P# = The training shall be complemented by supervised aeroplane inspection.

b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (—>).

The following abbreviations are used to indicate the training equipment used:

A = Aeroplane

FFS = Full Flight Simulator

FTD = Flight Training Device

OTD = Other Training Devices

c) The starred items (\*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course.

The following considerations will apply to the approval of the course:

i) the qualification of the FFS or FNPT II;

ii) the qualifications of the instructors;

iii) the amount of FFS or FNPT II training provided on the course; and

iv) the qualifications and previous experience on similar types of the pilot under training.

f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high performance complex aeroplanes in multi-pilot operations.

g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high performance complex aeroplanes in single-pilot operations.

h) In the case of single-pilot high performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

i) In case of a restricted type rating issued in accordance with FCL.720.A(e), the applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.

j) To establish or maintain PBN privileges one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.