

## Flight crew training and test/check form

for Single-pilot aeroplanes except for high performance complex aeroplanes

**A – TYPE OF TEST / CHECK**

- |  |   |   |                                  |     |
|--|---|---|----------------------------------|-----|
| <input type="checkbox"/> Skill test        | <input type="checkbox"/> SEP                                    | <input type="checkbox"/> MEP                            | <input type="checkbox"/> Type    | TMG |
| <input type="checkbox"/> Proficiency check | <input type="checkbox"/> SEP/IR                                 | <input type="checkbox"/> MEP/IR                         | <input type="checkbox"/> Type/IR |     |
|  | <input type="checkbox"/> Initial MEP/IR (for holders of SEP/IR) | <input type="checkbox"/> IR only revalidation (in FSTD) |                                  |     |

Complete for tests/checks related to flight operations:

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- Proficiency check for class/type (LPC)
- 
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- Operators Proficiency Check (OPC)

**B – APPLICANT’S DETAILS TO BE COMPLETED BY THE APPLICANT – IN BLOCK CAPITALS**

Type of licence <input type="checkbox"/> ATPL <input type="checkbox"/> CPL <input type="checkbox"/>		Licence number	State of issue
Name		Telephone	
Street or PO box	Postal code and city	Country	
Name of ATO / Operator (if applicable)	Type / Variant of aircraft		
Signature of applicant			Date

**C – THEORETICAL TRAINING (To be completed in case of skill tests/initial ratings) TO BE COMPLETED BY ATO – IN BLOCK CAPITALS**

<input type="checkbox"/> Type rating theoretical course, minimum pass mark (75%) obtained in every subject		
Name of ATO	Study period	Hours
ATO: Signature HT:	Name in capital letters	Date

**D – FLIGHT TRAINING (If applicable) TO BE COMPLETED BY THE INSTRUCTOR – IN BLOCK CAPITALS**

Aeroplane / Simulator	Total time of flight	Completion date	Type and registration / Qualification no., location and level	Instructor’s name, licence number and sign.
<input type="checkbox"/> Aeroplane				
<input type="checkbox"/> FTD / FS				

**E – FLIGHT TEST / CHECK TO BE COMPLETED BY THE EXAMINER – IN BLOCK CAPITALS**

Aeroplane / Simulator	Total time of flight	Completion date	Type and registration / Qualification no., location and level	Examiner’s name, exam. authorization and sign.
<input type="checkbox"/> Aeroplane				
<input type="checkbox"/> FTD / FS				

**F – RESULTS**

<b>PASSED</b> <input type="checkbox"/>	<b>FAILED*</b> <input type="checkbox"/>	<b>PARTIAL PASS</b> <input type="checkbox"/>
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\* If failed indicate reasons in Section H – REMARKS

**FOR REVALIDATION OF RATING – IF PASSED, COMPLETE AS ENTERED IN THE LICENCE (XII)\*\***

Rating Certificate endorsement	Date of rating test	Date of IR test	Valid until	Exam. Certif. No.	Examiners signature

\*\* Not applicable for new ratings or renewal of lapsed ratings not entered in licence or expired for more than 3 years (In that case the licence/rating is re-issued by the competent authority)

**G – TRAINING / TEST / CHECK ITEMS TO BE COMPLETED BY INSTRUCTOR & EXAMINER**

**Symbology**

The following symbols mean:

P = Trained as PIC or co-pilot and as PF and PM

OTD = Other training devices may be used for this exercise

X = An FFS shall be used for this exercise; otherwise, an aeroplane shall be used if appropriate for the manoeuvre or procedure

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

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 (→)

M = indicates a mandatory exercise or a choice where more than one exercise appears

A = Aeroplane, FFS = Full Flight Simulator, FSTD = Flight Simulation Training Device

The starred (\*) items of section 3B and, for multi-engine, section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (\*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.

Manoeuvres/Procedures	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST / PROF. CHECK	
	FSTD	A	Instructor initials when training completed	Remarks	Tested or checked in FSTD or A	Examiner initials when test or check completed

**SECTION 1 - Departure**

1.1	Preflight including: – documentation; – mass and balance; – weather briefing; and – NOTAM	OTD				
1.2	Pre-start checks					
1.2.1	External	OTD P#	P		M M	
1.2.2	Internal	OTD P#	P		M M	
1.3	Engine starting: normal malfunctions	P→	→		M M	
1.4	Taxiing	P→	→		M M	
1.5	Pre-departure checks: engine run-up (if applicable)	P→	→		M M	
1.6	Take-off procedure: – normal with flight manual flap settings; and – crosswind (if conditions are available)	P→	→		M M	
1.7	Climbing: – Vx/Vy – turns onto headings; and – level off	P→	→		M M	
1.8	ATC liaison – compliance, R/T procedure	P→			M M	

**SECTION 2 – Airwork (visual meteorological conditions (VMC))**

2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)	P→	→			
2.2	Steep turns (360° left and right at 45° bank)	P→	→		M M	
2.3	Stalls and recovery: clean stall approach to stall in descending turn with bank with approach configuration and power approach to stall in landing configuration and power; and approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)	P→	→		M M	
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable	P→	→		M M	
2.5	ATC liaison – Compliance, R/T procedure	P→	→		M M	

SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST / PROF. CHECK	
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**Manoeuvres/Procedures**

**SECTION 3A – En-route procedures VFR (see B.5(c) and (d))**

Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if section 3B is completed.

3A.1	Flight plan, dead reckoning and map reading	P→	→				
3A.2	Maintenance of altitude, heading and speed	P→	→				
3A.3	Orientation, timing and revision of ETAs	P→	→				
3A.4	Use of radio navigation aids (if applicable)	P→	→				
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P→	→				
3A.6	ATC liaison – compliance, R/T procedure	P→	→				

**SECTION 3B – Instrument flight**

3B.1*	Departure IFR	P→	→			M	
3B.2*	En-route IFR	P→	→			M	
3B.3*	Holding procedures	P→	→			M	
3B.4*	3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P→	→			M	
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P→	→			M	
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.							
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: – rate 1 turns; and – recoveries from unusual attitudes.	P→	→			M	
3B.7*	Failure of localiser or glideslope	P→	→				
3B.8*	ATC liaison – compliance, R/T procedure	P→	→			M	
	Intentionally left blank						

**SECTION 4 – Arrival and landings**

4.1	Aerodrome arrival procedure	P→	→			M	
4.2	Normal landing	P→	→			M	
4.3	Flapless landing	P→	→			M	
4.4	Crosswind landing (if suitable conditions)	P→	→				
4.5	Approach and landing with idle power from up to 2000 ft above the runway (single-engine aeroplane only)	P→	→				
4.6	Go-around from minimum height	P→	→			M	
4.7	Night go-around and landing (if applicable)	P→	→				
4.8	ATC liaison – compliance, R/T procedure	P→	→			M	

**SECTION 5 – Abnormal and emergency procedures (This Section may be combined with Sections 1 through 4)**

5.1	Rejected take-off at a reasonable speed	P→	→			M	
5.2	Simulated engine failure after take-off (single engine aeroplanes only)		P			M	
5.3	Simulated forced landing without power (single engine aeroplanes only)		P			M	
5.4	Simulated emergencies: Fire or smoke in flight Systems' malfunctions as appropriate	P→	→				
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P→	→				
5.6	ATC liaison – compliance, R/T procedure						

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Manoeuvres/Procedures						

### SECTION 6 – Simulated asymmetric flight (This section may be combined with sections 1 through 5)

6.1*	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)	P→	→x			M	
6.2*	Asymmetric approach and go-around	P→	→			M	
6.3*	Asymmetric approach and full stop landing	P→	→			M	
6.4	ATC liaison – compliance, R/T procedure	P→	→			M	

### SECTION 7 – UPRT

7.1	Flight manoeuvres and procedures						
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→				
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→				
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right	P→	→				
7.1.1.3	Turns with and without spoilers	P→	→				
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→				
7.2 7.2.1	Upset recovery training Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration	P→	→				
7.2.2	The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise			FFS only	
7.3	Go-around with all engines operating* from various stages during an instrument approach	P→	→				
7.4	Rejected landing with all engines operating: – from various heights below DH/MDH 15 m (50 ft) above the runway threshold – after touchdown (balked landing) – In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P→	→				

### H – REMARKS

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