Flight crew training and test/check form

for ATPL/MPL/Type-rating skill test and proficiency check on multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes

1. PURPOSE OF THE SKILL TEST / PROFICIENCY CHECK

TO BE COMPLETED BY THE EXAMINER

Skill Test:

- Type rating issue ☐
- ATPL issue ☐
- Validation (of third country licence) ☐

Proficiency Check:

- Type rating revalidation ☐
- Type rating renewal* ☐

Previous expiry date: (dd/mm/yyyy) ☐

Checked as: PIC ☐ Co-pilot ☐ CRP* ☐

*According to OM-D

2. APPLICANT'S DETAILS

TO BE COMPLETED BY THE APPLICANT

Type of licence ATPL ☐ CPL ☐	Licence number	State of issue
Name		E-mail address
Street or PO Box	Postal code and city	Country
Operator	Type / Variant of aircraft	
Signature of applicant (note #2)		Date

3. TYPE RATING THEORETICAL TRAINING

TO BE COMPLETED BY ATO HEAD OF TRAINING

☐ Course Completion Certificate issued

Name of ATO and Authorization No:	Study period -	Hours

4. FLIGHT TRAINING

TO BE COMPLETED BY ATO / INSTRUCTOR

FTD / FFS (Qualification No.)	PF hrs	PM hrs	Completion date	Simulator operator location	Level	Instructor's name (capital letters), licence number / initials.
FFS						
FFS						

5. FLIGHT TEST/CHECK

TO BE COMPLETED BY EXAMINER

FFS (Qualification No.)	PF hrs	PM hrs	Completion date	Simulator operator location	Level	Examiner's name (capital letters), Examiner's certificate No. and signature

Total hrs.: (Flight training + test/check):			→	Total time (PF+ PM)	

☐ Examiner's confirmation of R.H.S. check completed during test/check ref. ORO.FC.235

6. CONFIRMATION OF LANDINGS (TYPE RATING ISSUE)

TO BE COMPLETED BY INSTRUCTOR /EXAMINER

		A/C Registration	Instructor's or examiner's name (capital letters), licence number and signature
Aircraft exterior check: ☐ Performed			
6.1 - Landings a/c _____ #		A/C Registration	
6.2 - ZFTT Landings _____ #		FFS No:	

7. Result *

PASS	PARTIAL PASS*	FAIL*
☐	☐	☐

*For partial pass or fail, specify reasons in sections 8 & 9. Use new test/check form for further attempts.

For revalidation/renewal of rating – IF PASSED COMPLETE AS ENTERED IN THE LICENCE (XII)**

Rating Certificate endorsement	*Date of rating test*	*Date of IR test*	*Valid until*	Examiner Cert. No	*Examiners signature*

**Only to be completed for revalidation/renewal of rating according to ICETRA procedures and requirements, ref. EDD.

Symbology

A = Aeroplane; FFS = Full Flight Simulator; FSTD = Flight Simulator Training Device; OTD = Other training devices may be used for this exercise;
M = indicates a mandatory exercise; MCC = Multi-Crew Cooperation.
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 (→).
P = Trained as PIC or Co-pilot and as PF and PM for the issue of a type rating as applicable.
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 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.

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL/MPL/TYPE-RATING SKILL TEST OR PROF.CHECK	
SECTION 1 - Flight preparation		FSTD	A	Instructor initials when training completed	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed
1.1	Performance calculation	OTD P				FSTD	
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P			FSTD	
1.3	Cockpit inspection	P→	→			FSTD	
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 FSTD	
1.5	Taxiing in compliance with ATC instructions or instructions of instructor	P→	→			FSTD	
1.6	Before take-off checks	P→	→			M FSTD	
SECTION 2 -Take-offs						FSTD	
2.1	Normal take-offs with different flap settings, including expedited take-off	P→	→			FSTD	
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P→	→			FSTD	
2.3	Cross wind take-off	P→	→			FSTD	
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P→	→			FSTD	
2.5	Take-offs with simulated engine failure:					FSTD	
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 the 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	P→	→			FSTD	
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→	→			M FSTD	
SECTION 3 - Flight Maneuvers and Procedures							
3.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→			FSTD	
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→			FSTD	
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P→	→			FSTD	
3.1.3	Turns with and without spoilers	P→	→			FSTD	
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→			FSTD	
3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P→	→X		*An aeroplane shall not be used for this exercise*	*FFS only*	
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P→	→			FSTD	
3.4	Normal and abnormal operations of following systems:					*A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive* M	
3.4.0	Engine (if necessary propeller)	OTD P→	→			FSTD	
3.4.1	Pressurisation and air conditioning	OTD P→	→			FSTD	
3.4.2	Pitot/static system	OTD P→	→			FSTD	
3.4.3	Fuel system	OTD P→	→			FSTD	

Name of Applicant:

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL/MPL/TYPE-RATING SKILL TEST OR PROF.CHECK	
Manoeuvres/Procedures **SECTION 3** (Continued)		FSTD	A	Instructors initials when training completed	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed
3.4.4	Electrical system	OTD P→	→			FSTD	
3.4.5	Hydraulic system	OTD P→	→			FSTD	
3.4.6	Flight control and trim system	OTD P→	→			FSTD	
3.4.7	Anti-icing/de-icing system, glare shield heating	OTD P→				FSTD	
3.4.8	Autopilot/Flight director	OTD P→				M (*Single Pilot only)*	
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P→				FSTD	
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P→				FSTD	
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P→				FSTD	
3.4.12	Landing gear and brake	OTD P→	→			FSTD	
3.4.13	Slat and flap system	OTD	→			FSTD	
3.4.14	Auxiliary power unit (APU)	OTD P→	→			FSTD	
	Intentionally left blank					FSTD	
3.6	Abnormal and emergency procedures:					*A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive* M	
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P→	→			FSTD	
3.6.2	Smoke control and removal	P→	→			FSTD	
3.6.3	Engine failures, shutdown and restart at a safe height	P→	→			FSTD	
3.6.4	Fuel dumping (simulated)	P→	→			FSTD	
3.6.5	Wind shear at take-off / landing	P	X			*FFS only*	
3.6.6	Simulated cabin pressure failure / emergency descent	P→	→			FSTD	
3.6.7	Incapacitation of flight crew member	P→	→			FSTD	
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P→	→			FSTD	
3.6.9	TCAS event	OTD P→			*An aeroplane shall not be used for this exercise*	*FFS only*	
3.7	Upset recovery training	P	X			FSTD	
3.7.1	Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration.	P FFS qualified for the training task only	X		*An aeroplane shall not be used for this exercise*	*FFS only*	
3.7.2	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*	
3.8	Instrument flight procedures						
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P→	→			M FSTD	
3.8.2*	Holding procedures	P→	→			FSTD	
3.8.3*	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure					FSTD	
Note: 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 3.8.3.1 in the case of such AFM limitation).							
3.8.3.1*	Manually, without flight director	P→	→			M *skill test only*	
3.8.3.2*	Manually, with flight director	P→	→			FSTD	
3.8.3.3*	With autopilot	P→	→			FSTD	

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MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL/MPL/TYPE-RATING SKILL TEST OR PROF.CHECK	
Manoeuvres/Procedures **SECTION 3** (Continued)		FSTD	A	Instructors initials when training completed	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed
3.8.3.4*	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level. 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 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the 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 exercise 3.8.3.4.	P→	→			i M Choice of (i) or (ii) or both	
3.8.4*	2D operations down to the 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.							
3.8.5*	Circling approach under the following conditions: (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; followed by: (b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude. Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.	P*→	→			FSTD	
3.8.6	Visual approaches	P→	→			FSTD	
SECTION 4 - Missed approach procedures		FSTD	A	Instructors initials when training	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed
4.1*	Go-around with all engines operating* during a 3D operation on reaching decision height	P*→	→			FSTD	
4.2	Go-around with all engines operating* from various stages during an instrument approach	P*→	→			FSTD	
4.3	Other missed approach procedures	P*→	→			FSTD	
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*→	→			M	
4.5	Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (baulked 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→	→			FSTD	
SECTION 5 - Landings		FSTD	A	Instructors initials when training	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P				FSTD	
5.2	Landing with simulated jammed horizontal stabilizer in any out-of-trim position	P→			*An aeroplane shall not be used for this exercise*	*FFS only*	
5.3	Cross wind landings (a/c, if practicable)	P→	→			FSTD	
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P→	→			FSTD	
5.5	Landing with critical engine simulated inoperative	P→	→			M	
5.6	Landing with two engines inoperative: – aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and – aeroplanes with four engines: two engines at one side	P	X			M *FFS only (skill test only)*	

Name of Applicant:

9 – EXAMINER'S REMARKS

10 – INSTRUCTIONS

1. **Purpose of the skill test / proficiency check.** The applicable type of test/check shall be specified (tick relevant boxes). CRP = Cruise relief pilot.
2. **Applicant Details.** The applicant shall complete this section and sign the application.
3. **Theory training.** The Approved Training Organisation (ATO) Head of training (HT) shall complete this section in the case of a type rating issue.
4. **Flight Training.** The instructor(s) (TRI/SFI) or ATO HT shall complete this section. The first column is reserved for the qualification No. of the FSTD used for the training. The second column is reserved for pilot flying (PF) hours, the third column is reserved for pilot monitoring function (PM) hours. The sixth column is reserved for the level of the simulator or training device. The First and second row can be used for the applicable OTD/FTD/FFS used.
5. **Flight Test/Check.** To be completed by the examiner. Use new form in case of test/check partial pass or fail, Examiner must sign in this field.
6. **Confirmation of landings & R.H.S. check.** (6.1) 4 or 6 landings are required (If not ZFTT) for the issue of a type rating (6.2) Confirm landings in FFS in case of ZFTT.
   Special field is assigned for confirmation of Right Hand Seat check according to operational requirements.
8. **Training / Test / Check Items.** The instructor/examiner shall insert their initials for each item when completed. The Examiner shall insert his/her initials against each item tested and passed.
9. **Examiner's Remarks.** General remarks by instructor or examiner. Items failed during the test/check shall be specified in this field.
   This form complies with Appendix 9 EU 1178/2011.

Name of Applicant: