

<b>TRAINING AND REPORT FORM SKILL TEST AND PROFICIENCY CHECK</b> <b>TMGS AND SINGLE-PILOT AEROPLANES <u>EXCEPT FOR HIGH PERFORMANCE COMPLEX</u></b>				
<b>Applicant</b>	<b>Last name(s)*:</b>		<b>Type of licence held:</b>	
	<b>First name(s)*:</b>		<b>Licence number:</b>	
	<b>Date of birth:</b>		<b>State of licence issue:</b>	
<b>Skill test Proficiency check:</b>	<b>TR/CR:</b> _____	<b>Type of A/C:</b> _____		<b>IR/BIR</b>
	<b>Skill test</b> <b>Revalidation</b> <b>Renewal</b>	<b>SE</b>  <b>ME</b>	<b>Operations :</b>  <b>SPO only</b> <b>MPO and SPO</b> <b>MPO only</b>	<b>Revalidation</b>  <b>Renewal</b>
<b>Language in which the test has been conducted :</b> French      English				
<b>1</b>	<b>Theoretical training for the issue of a type or class rating performed during period (if relevant)</b>			
<b>From:</b>		<b>To:</b>	<b>ATO:</b>	
<b>Mark obtained % (Pass mark 75%):</b>			<b>HT Type and number of licence:</b>	
<b>Name(s)*:</b>			<b>Signature of HT:</b>	
<b>2</b>	<b>FSTD (if relevant)</b>			
<b>FSTD (aircraft type):</b>		<b>Three or more axes:</b> No      Yes		<b>Ready for service and used:</b>
<b>FSTD manufacturer:</b>		<b>Motion or system:</b>		<b>Visual aid: Yes      No</b>
<b>FSTD operator:</b>				<b>FSTD ID code:</b>
<b>Total training time at the controls:</b>			<b>Instrument approaches at aerodromes to a decision altitude or height of:</b>	
<b>Location, date and time:</b>			<b>Type and number of licence:</b>	
<b>Type rating instructor</b>		<b>Synthetic flight instructor</b>		
<b>Signature of instructor:</b>			<b>Name(s)*:</b>	
<b>3</b>	<b>Flight training: in the aircraft</b>		<b>in the FSTD (if relevant)</b>	
<b>Type of aircraft:</b>		<b>Registration:</b>	<b>Flight time at the controls:</b>	
<b>Number of take-offs:</b>			<b>Number of landings:</b>	
<b>Training aerodromes or sites (take-offs, approaches and landings):</b>				
<b>Start of training:</b>			<b>End of training:</b>	
<b>Instructor rating :</b>			<b>Type and number of licence held:</b>	
<b>Signature of instructor:</b>			<b>Name(s)*:</b>	
<b>4</b>	<b>ATO information      Only in case of initial rating or renewal of expired rating:</b>			
The ATO confirms that the candidate has been trained according to the approved syllabus and assures the level of proficiency required.				
<b>ATO name:</b>		<b>Registration number:</b>		
<b>Name of head of training*:</b>		<b>Licence number:</b>		
<b>Location &amp; date:</b>				
<b>Signature of head of training:</b>				

Ref : 04Formexa

\*In capital letters

Applicant's licence number:

CONTENT OF SP(A) EXCEPT FOR HIGH PERFORMANCE COMPLEX SKILL TEST AND PROFICIENCY CHECK

5 Skill test and proficiency check details:									
Revalidation of TR & MEP only: 10 route sectors			Or 1 route sector with an examiner			Or combined LPC/OPC acc. to FCL 740.A (a)(3)			
Date of exam first attempt:					Date of exam second attempt:				
Aerodrome or site:					Aerodrome or site:				
aircraft registration:			SIM registration:		aircraft registration:			SIM registration:	
Block off	Block on	Total flight time	Session duration:		Block off	Block on	Total flight time	Session duration:	
TR/CR	Pass	Partial Pass**	Fail**		TR/CR	Pass	Partial Pass**	Fail**	
IR BIR	Pass	Partial Pass**	Fail**		IR BIR	Pass	Partial Pass**	Fail**	
PBN privileges verified :					YES				
has at least one RNP APCH been performed :					YES		NO		
Examiner's certificate number:					Examiner's certificate number:				
Type and licence number :					Type and licence number :				
<p>I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction complying with the applicable requirements in this Part.</p> <p>I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable (see CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK paragraph (i) in case of "MPO and SPO" ).</p>					<p>I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction complying with the applicable requirements in this Part.</p> <p>I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable (see CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK paragraph (i) in case of "MPO and SPO" ).</p>				
Examiner's name(s)* and signature:					Examiner's name(s)* and signature:				
<input type="text"/>					<input type="text"/>				
<p><b>In case of Partial Pass or Fail</b></p> <p>I confirm that in the event of a partial pass or fail I must not exercise the privileges of de rating until a full pass has been obtained.</p>									
Applicant name(s)* and signature:									
<input type="text"/>									
6 Remarks **Give reasons and detail any further training:									
<input type="text"/>									
<b>NON-FRENCH EXAMINER ONLY</b>									
I hereby declare that I, _____, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in the latest version of the Examiner Differences Document.									
Date :					Signature :				
<input type="text"/>					<input type="text"/>				

\*In capital letters:

DGAC/EASA - 11.2022 EASA Part FCL Appendix 9

Applicant's licence number:

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CONTENT OF SP(A) EXCEPT FOR HIGH PERFORMANCE COMPLEX SKILL TEST AND PROFICIENCY CHECK

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST/PROF. CHECK				
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	1 attempt		2 attempt	
Manoeuvres/Procedures					Pass	Fail	Pass	Fail
<b>SECTION 1</b>				<i>Insert examiner's initials only</i>				
<b>1. Departure</b>								
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				
1.2.1 Internal	OTD P#	P		M				
1.3 Engine Starting : normal malfunctions	P →	→		M				
1.4 Taxiing	P →	→		M				
1.5 Pre-departure checks : Engine run-up (if applicable)	P →	→		M				
1.6 Take-off procedure : - normal with flight manual flap settings ; and - crosswind (if conditions are available)	P →	→		M				
1.7 Climbing : - Vx/Vy - Turns onto heading ; and - Level off.	P →	→		M				
1.8 ATC liaison – compliance, R/T procedures	P →			M				
				<b>1 attempt</b>	<b>Passed</b>		<b>Failed</b>	
				<b>2 attempt</b>	<b>Passed</b>		<b>Failed</b>	
<b>SECTION 2</b>				<i>Insert examiner's initials only</i>				
<b>2. Airwork (visual meteorological conditions (VMC))</b>								
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V <sub>MCA</sub> when applicable)	p →	→						
2.2 Steep turns (360° left and right at 45° bank)	p →	→		M				
2.3 Stalls and recovery : I) clean stall ; II) approach to stall in descending turn with bank with approach configuration and power ; III) approach to stall in landing configuration and power ; and IV) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only).	P →	→		M				
2.4 Handling using autopilot and flight director (may be conducted in Section 3), if applicable	P →	→		M				
2.5 ATC liaison – compliance, R/T procedures	P →	→		M				
				<b>1 attempt</b>	<b>Passed</b>		<b>Failed</b>	
				<b>2 attempt</b>	<b>Passed</b>		<b>Failed</b>	

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CONTENT OF SP(A) EXCEPT FOR HIGH PERFORMANCE COMPLEX SKILL TEST AND PROFICIENCY CHECK

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST/PROF. CHECK			
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	1 attempt		2 attempt
Manoeuvres/Procedures					Pass	Fail	Pass
<b>SECTION 3A</b>				<i>Insert examiner's initials only</i>			
<b>3A. En route procedures VFR</b>							
3A.1 (see B.5 (c) and (d)) 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 procedures	P →	→					
				<b>1 attempt</b>	<b>Passed</b>	<b>Failed</b>	
				<b>2 attempt</b>	<b>Passed</b>	<b>Failed</b>	
<b>SECTION 3B</b>				<i>Insert examiner's initials only</i>			
<b>3B. Instrument flight</b>							
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			
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 glidescope	P →	→					
3B.8* ATC liaison – compliance, R/T procedures	P →	→		M			
				<b>1 attempt</b>	<b>Passed</b>	<b>Failed</b>	
				<b>2 attempt</b>	<b>Passed</b>	<b>Failed</b>	
<b>SECTION 4</b>				<i>Insert examiner's initials only</i>			
<b>4. Arrival and landings</b>							
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 aeroplanes only)	P →	→					

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CONTENT OF SP(A) EXCEPT FOR HIGH PERFORMANCE COMPLEX SKILL TEST AND PROFICIENCY CHECK

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST/PROF. CHECK					
	Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	1 attempt		2 attempt	
						Pass	Fail	Pass	Fail
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 procedures	P →	→			M				
					<b>1 attempt</b>		<b>Passed</b>		<b>Failed</b>
					<b>2 attempt</b>		<b>Passed</b>		<b>Failed</b>

SECTION 5					Insert examiner's initials only				
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 aiplanes only)		P			M				
5.3 Simulated forced landing without power (single-engine aeroplanes only)		P			M				
5.4 Simulated emergencies : I) fire or smoke in flight ; and II) systems' malfunction 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 procedures									
					<b>1 attempt</b>		<b>Passed</b>		<b>Failed</b>
					<b>2 attempt</b>		<b>Passed</b>		<b>Failed</b>

SECTION 6					Insert examiner's initials only				
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 an FFS or an FNPT II)	P →	→ X			M				
6.2* Asymmetric approach and go-around	P →	→			M				
6.3* Asymmetric landing and full-stop landing	P →	→			M				
6.4 ATC liaison – compliance, R/T procedures	P →	→			M				
					<b>1 attempt</b>		<b>Passed</b>		<b>Failed</b>
					<b>2 attempt</b>		<b>Passed</b>		<b>Failed</b>

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TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST/PROF. CHECK			
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	1 attempt		2 attempt
Manoeuvres/Procedures					Pass	Fail	Pass
SECTION 7				<i>Insert examiner's initials only</i>			
<b>7. UPRT</b>							
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 Upset recovery training							
7.2.1 Recovery from stall event 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	X An aero- plane shall not be used for this exercise					
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 15m (50ft) above the runway threshold - after touchdown (balked landing) - In aeroplanes which are not certified 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 →	→					
				<b>1 attempt</b>	<b>Passed</b>	<b>Failed</b>	
				<b>2 attempt</b>	<b>Passed</b>	<b>Failed</b>	

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## Extract of appendix 9 of EU regulation No 1178/2011:

### A. General

1. Applicants for a skill test shall have received instruction in the same class or type of aircraft to be used in the test.

The training for MPA and PL type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and PL type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.

The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in:

- (a) an available and accessible FFS, or
- (b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible; or
- (c) the aircraft if no FSTD is available or accessible.

If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

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 Annex I (Part-21) to Regulation (EU) No 748/2012 (OSD), the syllabus of flight instruction, the skill test and the proficiency check shall comply with this Appendix. The syllabus, skill test and proficiency check may be reduced to give credit for previous experience on similar aircraft types, as determined in the OSD.
5. Except in the case of skill tests for the issue of an ATPL, when so defined in the OSD for the specific aircraft, credit may be given for skill test items common to other types or variants where the pilots are qualified.

#### CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations. Full-flight simulators and other training devices shall be used, as established in this Annex (Part-FCL).
7. During the proficiency check, the examiner shall verify that holders of the class or type rating maintain an adequate level of theoretical knowledge.
8. Should applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they 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 applicants. The examiner may stop the test at any stage if it is considered that the applicants' demonstration of flying skill requires a complete retest.
10. Applicants shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed. Under single-pilot conditions, the test shall be performed as if there was no other crew member present.
11. During preflight preparation for the test, applicants are required to determine power settings and speeds. Applicants 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 checklist 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 applicants in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitudes, 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 the second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.
14. Applicants shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PM in accordance with MCC. Applicants for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PM. Applicants 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 applicants act as PF or PM:
  - (a) managing crew cooperation;

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- (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 or 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 of flight training in the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training in the aircraft.

The approved flight training shall be performed by a qualified instructor under the responsibility of:

- (a) an ATO; or
- (b) an organisation holding an AOC issued in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012 and specifically approved for such training; or
- (c) the instructor, in cases where no aircraft flight training for SP aircraft at an ATO or AOC holder is approved, and the aircraft flight training was approved by the applicants' competent authority.

A certificate of completion of the type rating course including the flight training in the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicants' licence.

18. For the upset recovery training, 'stall event' means either an approach-to-stall or a stall. An FFS can be used by the ATO to either train recovery from a stall or demonstrate the type-specific characteristics of a stall, or both, provided that:

- (a) the FFS has been qualified in accordance with the special evaluation requirements in CS-FSTD(A); and
- (b) the ATO has successfully demonstrated to the competent authority that any negative transfer of training is mitigated.

#### **B. Specific requirements for the aeroplane category**

##### PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in any item of a section will cause applicants to fail the entire section. If they fail only one section, they shall repeat only that section. Failure in more than one section will require applicants to repeat the entire test or check. Failure in any section in the case of a retest or recheck, including those sections that have been passed on a previous attempt, will require applicants to repeat 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, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing 5 or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If applicants only fail or do 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, applicants shall pass the Section 6 on the appropriate type of aircraft.

##### FLIGHT TEST TOLERANCE

3. Applicants shall demonstrate the ability to:
- (a) operate the aeroplane within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
- (g) 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	± 100 ft
Starting a go-around at decision height/altitude	+ 50ft / - 0ft
Minimum descent height/MAPT/altitude	+ 50ft / - 0ft

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Tracking

On radio aids	± 5°
For 'angular' deviations	Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) 'linear' lateral deviations	cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.

Heading

all engine operating	± 5°
with simulated engine failure	± 10°

Speed

all engine operating	± 5 knots
with simulated engine failure	+ 10 knots / – 5 knots

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

5. Single-pilot aeroplanes, except for high performance complex aeroplanes:

(a) The following symbols mean:

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

ODT = 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

(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow ( → )

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

A = Aeroplane

FFS = Full Flight Simulator

FSTD = Flight Simulation Training Device

(c) 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.

(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.

(e) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

(f) An FSTD shall be used for practical training for type or ME class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course :

I) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA) ;

II) the qualifications of the instructors ;

III) the amount of FSTD training provided on the course ; and

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

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- (g) If privileges for multi-pilot operation are sought for the first time, pilots holding privileges for single-pilot operations shall :
- (1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an ATO ; and
  - (2) pass a proficiency check in multi-pilot operations.
- (h) If privileges for single-pilot operations are sought for the first time, pilots holding privileges for multi-pilot operations shall be trained at an ATO and checked for the following additional manoeuvres and procedures in single-pilot operations :
- (1) For SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B ; and
  - (2) For ME aeroplanes, 1.6, Section 6 and, if applicable one approach from Section 3.B
- (i) Pilots holding privileges for both single-pilot and multi-pilot operations in accordance with points (g) and (h) may revalidate privileges for both types of operations by completing a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(1) or (h)(2), as applicable, in single-pilot operations.
- (j) If a skill test or a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point (h).
- (k) The training, testing and checking shall follow the table mentioned below.
- (1) Training at an ATO, testing and checking requirements for single-pilot privileges
  - (2) Training at an ATO, testing and checking requirements for multi-pilot privileges
  - (3) Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course)
  - (4) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course)
  - (5) Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges

	(1)		(2)		(3)		(4)		(5)	
	<i>Type of operation</i>									
<i>Type of aircraft</i>	SP		MP		SP → MP (initial)		MP → SP (initial)		SP + MP	
	<i>Training</i>	<i>Testing/ checking</i>	<i>Training</i>	<i>Testing/ checking</i>	<i>Training</i>	<i>Testing/checking</i>	<i>Training, testing and checking (SE aeroplanes)</i>	<i>Training, testing and checking (ME aeroplanes)</i>	<i>SE aeroplanes</i>	<i>ME aeroplanes</i>
<b>Initial issue</b>										
All (except SP complex)	Sections 1-6	Sections 1-6	MCC CRM Human factors TEM Sections 1-7	Sections 1-6	MCC CRM Human factors TEM Section 7	Sections 1-6	1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	1.6, Section 6 and, if applicable, one approach from Section 3.B		
SP complex	1-7	1-6								
<b>Revalidation</b>										
All	n/a	Sections 1-6	n/a	Sections 1-6	n/a	n/a	n/a	n/a	MPO: Sections 1-7 (training) Section 1-6 (checking) SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	MPO: Sections 1-7 (training) Sections 1-6 (checking) SPO: 1.6, Section 6 and, if applicable, one approach from Section 3.B
<b>Renewal</b>										
All	FCL.740	Sections 1-6	FCL.740	Sections 1-6	n/a	n/a	n/a	n/a	Training: FCL.740 Check: as for the revalidation	Training: FCL.740 Check: as for the revalidation

- (l) 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.
- By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.