

TRAINING AND REPORT FORM - HPA COMPLEX TYPE RATING, SKILL TEST AND PROFICIENCY CHECK AEROPLANES (A)

Applicant	Last name(s)*:		Type of licence held:
	First name(s)*:		Licence number:
	Date of birth:		State of licence issue:
Skill test Proficiency check	Type rating : _____		Language in which the test has been conducted : French English
	SKILL TEST REVALIDATION RENEWAL	OPERATIONS :	
		SPO only MPO and SPO MPO only	IR Revalidation Renewal

ATO information	Only in case of initial rating or renewal of expired rating:
The ATO confirms that the candidate has been trained according to the approved syllabus and assures the level of proficiency required.	
ATO name:	Registration number:
Name of head of training*:	Licence number:
Location & date:	
Signature of head of training:	

Skill test and proficiency check details:		
Revalidation of TR only: 10 route sectors	or 1 route sector with an examiner	or combined LPC/OPC acc. to FCL 740.A (a)(3)
First attempt		Second attempt
FFS or FSTD(s) according to appendix 9 of EU regulation N°1178/2011 A). General, paragraph 1		
Date of exam:	Date of exam:	
FFS or FSTD : variant and registration	FFS or FSTD : variant and registration	
Aerodrome or site:	Aerodrome or site:	
FFS/FSTD session time :	FFS/FSTD session time :	
Aircraft		
If an aircraft is used according to appendix 9 of EU regulation N°1178/2011 A). General, paragraph 1		
I, the undersigned _____ TRE(A)/SP or Training Postholder of _____		
Declare that there is no available and accessible FFS and that an aircraft is used according to appendix 9 of Eu regulation N°1178/2011 A). General, paragraph 1.		
Certify that I will operate the flight skill test / proficiency check according to all safety procedures and notes included in the following safety manual:		
		Signature

Generic safety manual (MET or MER), published by DSAC and available here: http://www.developpement-durable.gouv.fr/Manuels-securite-Avion-certifie.html		
Date of exam:	Date of exam:	
Aircraft variant/registration:	Aircraft variant/registration:	
Block-off time:	Block-on time:	Block-off time: Block-on time:
Total flight time:	Total flight time:	

= Tick the appropriate box(es)

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TEST RESULTS

First attempt					Second attempt			
TR	IR	Pass	Partial Pass**	Fail**	TR	IR	Pass	Fail**
SPO section			Pass				Fail**	
European IR/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 :			
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 Part FCL. I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable.					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 Part FCL. I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable.			
The skill test or proficiency check has been be conducted in : an available and accessible FFS, or a combination of FSTD(s) and aircraft if a FFS is not available or accessible; or the aircraft if no FSTD is available or accessible.					The skill test or proficiency check has been be conducted in : an available and accessible FFS, or a combination of FSTD(s) and aircraft if a FFS is not available or accessible; or the aircraft if no FSTD is available or accessible.			
Examiner's name(s)* and signature:					Examiner's name(s)* and signature:			
In case of Partial Pass or Fail : I confirm that in the event of a partial pass or fail I must not exercise the privileges of the rating until a full pass has been obtained.								
Applicant name(s)* and signature: <hr/>								
NON-FRENCH EXAMINER ONLY								
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 :			

* *In capital letters*

** *Give in page 07 reasons and details of any further training required*

= **Tick the appropriate box(es)**

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TRAINING AND REPORT FORM HPA COMPLEX TYPE RATING, SKILL TEST AND PROFICIENCY CHECK AEROPLANES

SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			TYPE RATING SKILL TEST OR 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 1				<i>Examiner initials when test or check completed</i>			
1. Flight preparation				<i>FSTD</i>		<i>Aircraft</i>	
1.1 Performance calculation	OTD P						
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	OTD 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 settings of navigation and communication frequencies	P →	→		M			
1.5 Taxiing in compliance with ATC instructions or instructions of instructor	P →	→					
1.6 Before take-off checks	P →	→		M			
SECTION 2				<i>FSTD</i>		<i>Aircraft</i>	
2. Take-offs				<i>FSTD</i>		<i>Aircraft</i>	
2.1 Normal take-offs with different flap settings, included expedited take-offs	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 →	→		M			
SECTION 3				<i>FSTD</i>		<i>Aircraft</i>	
3. Flight manoeuvres and procedures				<i>FSTD</i>		<i>Aircraft</i>	
3.1 Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P →	→					
3.1.1 At different speeds (including slow flight) and altitudes within the FSTD training envelope	P →	→					
3.1.2 Steep turns using 45° bank, 180° to 360° left and right	P →	→					
3.1.3 Turns with and without spoilers	P →	→					
3.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P →	→					
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 →	→					

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				Tested or checked in FSTD or A	1 attempt		2 attempt
	Manoeuvres/Procedures	FSTD	A		Instructor initials when training completed	Pass	Fail
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 FSTD Aircraft			
3.4.0 Engine (if necessary propeller)	P ^{OTD} →	→					
3.4.1 Pressurisation and air-conditioning	P ^{OTD} →	→					
3.4.2 Pitot/static system	P ^{OTD} →	→					
3.4.3 Fuel system	P ^{OTD} →	→					
3.4.4 Electrical system	P ^{OTD} →	→					
3.4.5 Hydraulic system	P ^{OTD} →	→					
3.4.6 Flight control and Trim-system	P ^{OTD} →	→					
3.4.7 Anti-icing/de-icing system, Glare shield heating	P ^{OTD} →						
3.4.8 Autopilot/Flight director	P ^{OTD} →			M (single pilot only)			
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P ^{OTD} →						
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder	P →						
3.4.11 Radios, navigation equipment, instruments, flight management system	P ^{OTD} →						
3.4.12 Landing gear and brake	P ^{OTD} →	→					
3.4.13 Slat and flap system	OTD	→					
3.4.14 Auxiliary power unit (APU)	P ^{OTD} →	→					
3.6 Abnormal and emergency procedures				A mandatory minimum of 3 abnormal items shall be selected from 3.6.1 to 3.6.9 inclusive M FSTD Aircraft			
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, shut-down and restart at a safe height	P →	→					
3.6.4 Fuel dumping (simulated)	P →	→					
3.6.5 Windshear 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 (AFM)	P →	→					
3.6.9 TCAS event	P ^{OTD} →	An aeroplane shall not be used for this exercise		FFS only			
3.7 Upset recovery training				FSTD Aircraft			
3.7.1 Recovery from stall events in : - take-off configuration ; - clean configuration at low altitude ; - clean configuration near maximum operating altitude ; - landing configuration.	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise					
3.7.2 The following upset exercises : - recovery from nose-high at various bank angles; - 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			

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	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	1 attempt		2 attempt	
Manoeuvres/Procedures					Pass	Fail	Pass	Fail
3.8 Instrument flight procedures				<i>FSTD</i>	<i>Aircraft</i>			
3.8.1* Adherence to departure and arrival routes and ATC instructions	P →	→		M				
3.8.2* Holding procedures	P →	→						
3.8.3* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure								
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 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 →	→						
3.8.3.3* With autopilot	P →	→						
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 →	→		M				
3.8.4* 2D operations down to the MDH/A	P* →	→		M				
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* →	→						
3.8.6 Visual approaches	P →	→						
SECTION 4								
4. Missed Approach Procedures				<i>FSTD</i>	<i>Aircraft</i>			
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	P* →	→						
4.2 Go-around with all engines operating* from various stages during an instrument approach	P* →	→						
4.3 Other missed approach procedures	P* →	→						
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 (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 →	→						

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	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
Manoeuvres/Procedures								
SECTION 5								
5. Landings				FSTD	Aircraft			
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 aeroplane shall not be used for this exercise		FFS only				
5.3 Crosswind landings (aircraft, 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 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)				

In case of SPO privileges in addition with MPO, following exercises must be accomplished in SPO:

	FSTD	Aircraft					
2.5 Take-offs with simulated engine failure 2.5.1* Shortly after reaching V2 <small>(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)</small>	P →	→					
2.5.2* Between V1 and V2	P	X		M FFS only			
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. <small>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.</small>	P →	→		M			
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPT	P* →	→		M			
5.5 Landing with critical engine simulated inoperative	P →	→		M			

M in SPO At least 1 abnormal item shall be selected from 3.4.0 to 3.4.14 inclusive

3.4.0 Engine (if necessary propeller)	P OTD →	→					
3.4.1 Pressurisation and air-conditioning	P OTD →	→					
3.4.2 Pitot/static system	P OTD →	→					
3.4.3 Fuel system	P OTD →	→					
3.4.4 Electrical system	P OTD →	→					
3.4.5 Hydraulic system	P OTD →	→					
3.4.6 Flight control and Trim-system	P OTD →	→					
3.4.7 Anti-icing/de-icing system, Glare shield heating	P OTD →						
3.4.8 Autopilot/Flight director	P OTD →						
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P OTD →						

Applicant's licence number:

SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			TYPE RATING SKILL TEST OR PROF. CHECK				
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
Manoeuvres/Procedures								
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder	p →							
3.4.11 Radios, navigation equipment, instruments, flight management system	p ^{OTD} →							
3.4.12 Landing gear and brake	p ^{OTD} →	→						
3.4.13 Slat and flap system	OTD	→						
3.4.14 Auxiliary power unit (APU)	p ^{OTD} →	→						

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SPO section	Pass	Fail
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Result to be reported on page 02

Remarks <small>**Give reasons and details of any further training:</small>

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 TYPE RATINGS FOR MULTI-PILOT AIRCRAFT, FOR SINGLE-PILOT AIRCRAFT WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND FOR ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot aircraft 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 aircraft extending to the duties of a PIC, irrespective of whether the applicants act as PF or PM :
 - (a) managing 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 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 five 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.

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

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

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 PM for the issue of a type rating as applicable.

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

(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

FSTD = flight simulation training device

(c) The starred items (*) shall be flown solely by reference to instruments.

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

(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 qualifications of the instructors;

(ii) the qualification and the amount of training provided on the course in an FSTD; and

(iii) the qualifications and previous experience on similar types of the pilots 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, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 have to be completed in addition as single-pilot.

(i) In the case of a restricted type rating issued in accordance with FCL.720.A(e), 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.
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.