

	APPLICATION AND REPORT TRAINING / CHECK FORM	<input type="checkbox"/> Skill Test (Initial Type Rating) <input type="checkbox"/> Licence Proficiency Check <input type="checkbox"/> Operator Proficiency Check <input type="checkbox"/> Instrument Rating Test <input type="checkbox"/> Practical Training Only
	SP AEROPLANES EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	

A – APPLICANT'S DETAILS	<i>To be completed by the Applicant</i>			
Type of licence:	<input type="checkbox"/> ATPL <input type="checkbox"/> CPL <input type="checkbox"/> PPL <input type="checkbox"/> SPL		Licence No:	
Applicant's name:	Name in capital letters:		DOB: (dd/mm/yy)	
Address:			Phone No:	
Organisation:		Medical:	Class:	Due Date: (dd/mm/yy)
Aircraft / Simulator	<input type="checkbox"/> SP/SE <input type="checkbox"/> SP/ME		Pilot Night Total Hours:	
Aircraft type / Variant:			Pilot Grand Total Hours:	
Signature of applicant:			Date: (dd/mm/yy)	

B – THEORETICAL TRAINING	<i>To be completed by the ATO / Training Department (if applicable)</i>			
Training Course	<input type="checkbox"/> Type Rating <input type="checkbox"/> Class Rating <input type="checkbox"/> PPL <input type="checkbox"/> CPL <input type="checkbox"/> CPL/IR <input type="checkbox"/> Differences <input type="checkbox"/> Abridge <input type="checkbox"/> Refresh <input type="checkbox"/> Recurrent			
Name of ATO / Organisation:				
Course Details:	Ground Hours:	Mark Obtain %:	Course Completion: (dd/mm/yy)	to
HOT / CTKI / CPTS	Name in capital letters:		Licence No:	
Signature:			Date: (dd/mm/yy)	

C – FLIGHT TRAINING	<i>To be completed by the ATO / Training Department (if applicable)</i>			
Name of ATO / Organisation:				
Aircraft type / Variant	Aircraft Registration:	FSTD ID Code:		
Type Conversion Training	Aeroplane Hours		Simulator Hours	
As PI				
As Dual				
As PI under supervision				
Other Flight Hours by Type	1. 4.	2. 5.	3. 6.	Course Completion: (dd/mm/yy) to
HOT / CFI / CPTS	Name in capital letters:		Licence No:	
Signature:			Date: (dd/mm/yy)	

D – FLIGHT TEST / CHECK ITEMS		To be completed by Authorised Examiner & Instructor							
Applicant's name:		PRACTICAL TRAINING Instructor's initial and date when training completed			SKILL TEST/ PROFICIENCY CHECK				
Manoeuvres/Procedures		FTD	FS	A	Checked In	Examiner's initial when test/check completed			
					FS <input type="checkbox"/>	Attempt 1		Attempt 2	
					A <input type="checkbox"/>	Pass	Fail	Pass	Fail
SECTION 1 Departure									
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM								
1.2	Pre-start checks								
1.2.1	External								
1.2.2	Internal				M				
1.3	Engine starting: Normal Malfunctions				M				
1.4	Taxiing				M				
1.5	Pre-departure checks: Engine run-up (if applicable)				M				
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)				M				
1.7	Climbing: Vx/Vy Turns onto headings Level off				M				
1.8	ATC liaison – Compliance, R/T procedure								
SECTION 2 Airwork (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)								
2.2	Steep turns (360° left and right at 45° bank)				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 (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)				M				
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable				M				
2.5	UPSET recovery aircraft with high nose attitude and low nose attitude								
2.6	ATC liaison – Compliance, R/T procedure								
SECTION 3A En-route Procedures (VFR)									
3A.1	Flight plan, dead reckoning and map reading								
3A.2	Maintenance of altitude, heading and speed								
3A.3	Orientation, timing and revision of ETAs								

Applicant's name:		PRACTICAL TRAINING			SKILL TEST/ PROFICIENCY CHECK				
		Instructor's initial and date when training completed			Checked In	Examiner's initial when test/check completed			
Manoeuvres/Procedures		FTD	FS	A		FS <input type="checkbox"/>	Attempt 1		Attempt 2
					A <input type="checkbox"/>	Pass	Fail	Pass	Fail
3A.4	Use of radio navigation aids (if applicable)								
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)								
3A.6	ATC liaison – Compliance, R/T procedures								
SECTION 3B Instrument Flight (IFR)									
3B.1*	Departure IFR				M				
3B.2*	En-route IFR				M				
3B.3*	Holding procedures				M				
3B.4*	3D operations to DH/A of 200' (60 m) or to higher minima if required by the approach procedure (autopilot may be used to glideslope intercept)				M				
3B.5*	2D operations to MDH/A				M				
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: rate 1 turns, recoveries from unusual attitudes				M				
3B.7*	Failure of localiser or glideslope								
3B.8*	ATC liaison – Compliance, R/T procedure								
SECTION 4 Arrival and Landing									
4.1	Aerodrome arrival procedure				M				
4.2	Normal landing				M				
4.3	Flapless landing				M				
4.4	Crosswind landing (if suitable conditions)								
4.5	Approach and landing with idle power from up to 2000' above the runway (single-engine aeroplane only)								
4.6	Go-around from minimum height				M				
4.7	Night go-around and landing (if applicable)								
4.8	ATC liaison – Compliance, R/T procedure								
SECTION 5 Abnormal and Emergency Procedures (This section can be combined with sections 1 through 4)									
5.1	Rejected take-off at a reasonable speed				M				
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)				M				
5.3	Simulated forced landing without power (single-engine aeroplanes only)				M				
5.4	Simulated emergencies: (i) fire or smoke in flight, (ii) systems' malfunctions as appropriate								
5.5	Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft)								
5.6	ATC liaison – Compliance, R/T procedure								
SECTION 6 Simulated Asymmetric Flight (This section can 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)				M				

Applicant's name:		PRACTICAL TRAINING Instructor's initial and date when training completed			SKILL TEST/ PROFICIENCY CHECK				
Manoeuvres/Procedures		FTD	FS	A	Checked In	Examiner's initial when test/check completed			
					FS <input type="checkbox"/>	Attempt 1		Attempt 2	
				A <input type="checkbox"/>	Pass	Fail	Pass	Fail	
6.2*	Asymmetric approach and go-around				M				
6.3*	Asymmetric approach and full stop landing				M				
6.4	ATC liaison – Compliance, R/T procedure								

E – REMARKS ATTEMPT 1		<i>To be completed by Authorised Examiner and Instructor (when applicable)</i>							
Aircraft Registration No. / FSTD ID:								<input type="checkbox"/> SE <input type="checkbox"/> ME <input type="checkbox"/> Type Rating <input type="checkbox"/> IR <input type="checkbox"/> Endorsement	
Ground Time:		Take-off:		Landing:		Flight Time:			
Location:		Total Sim. Training Time at Control:				Results:		<input type="checkbox"/> Pass <input type="checkbox"/> Fail	
Name of FI / CRI / TRI / FE / TRE / FSE:		Name in capital letters:				FI/CRI/TRI/FE/TRE/FSE No:			
Signature & Stamp:						Date: (dd/mm/yy)			

E – REMARKS ATTEMPT 2		<i>To be completed by Authorised Examiner (upon completion of Attempt 2 when applicable)</i>							
Aircraft Registration No. / FSTD ID:								<input type="checkbox"/> SE <input type="checkbox"/> ME <input type="checkbox"/> Type Rating <input type="checkbox"/> IR <input type="checkbox"/> Endorsement	
Ground Time:		Take-off:		Landing:		Flight Time:			
Location:		Total Sim. Training Time at Control:				Results:		<input type="checkbox"/> Pass <input type="checkbox"/> Fail	
Name of FI / CRI / TRI / FE / TRE / FSE:		Name in capital letters:				FI/CRI/TRI/FE/TRE/FSE No:			
Signature & Stamp:						Date: (dd/mm/yy)			

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Examiner Authority Checked _____
 ACCEPT: SE ME _____
 REJECT: _____
 FOI Signature: _____
 Date: _____

Application Fee:	
Receipt No:	
Cheque/P.O:	
Initial:	
Date:	

NOTE:

1. The application is to be filled out by typing or writing clearly in capital letters.
 - (A) The applicant shall complete this section.
 - (B) The ATO shall complete this section. This section shall be signed by the Head of Training (HOT) or Chief Theoretical Knowledge Instructor (CTKI).
 - (C) The ATO shall complete this section. This section shall be signed by the Head of Training (HOT) or Chief Flight Instructor (CFI).
 - (D) To be completed by the authorised examiner and instructor. The instructor shall enter the practical training columns with his initial when training completed and the authorised examiner would enter in row with his initial when test/check completed as pass or fail.
 - (E) The authorised examiner or instructor (when applicable) shall enter general remarks concerning the examination or practical training in this section. If the applicant fails the test, the examiner shall indicate the reasons why (the narrative should be factual and succinct). In addition, the authorised examiner will note the amount of time spent on the ground oral examination and the flight time of the check.
2. The following abbreviations are used to indicate the training equipment used:

FTD = Flight Training Device
 FS = Flight Simulator
 A = Aeroplane
3. The starred item (*) 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
4. 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.
5. Where letter 'M' appears in the skill test or proficiency checked column this will indicate mandatory exercise.
6. An FFS or an FNPT II shall be used for practical training for type or multi-engine class rating if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:
 - a. The qualifications of instructors;
 - b. The amount of FFS or FNPT II training provided on the course; and
 - c. The qualifications and previous experience on similar types of the pilot under training.
7. When a skill test or proficiency check is performed in multi-engine operations, the type rating shall be restricted to multi-engine operations.
8. To establish or maintain PBN privileges one approach shall be an RNP APCH. Where an RNP APCH is not practical, it shall be performed in an appropriately equipped FSTD.

GENERAL REQUIREMENTS

1. An applicant for a skill test shall have received instruction on the same type of an aeroplane 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. 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.

CONDUCT OF THE TEST/CHECK

4. The examiner may choose between different skill test or proficiency check or scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used.
5. During the proficiency check, the examiner shall verify that the holder of the type rating maintains and adequate level of theoretical knowledge.
6. 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.
7. 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 skills requires a complete re-test.
8. An applicant can be required to fly the aeroplane from a position where a PIC or co-pilot function, 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 the regulations.
9. 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 checklist for the aeroplane 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 descend heights/altitudes and missed approach point shall be agreed upon with the examiner.
10. The examiner shall take no part in the operation of the aeroplane except where intervention is necessary in the interest of safety or to avoid unacceptable delay to other traffic.

FLIGHT TEST/CHECK TOLERANCE

11. The applicant 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.

12. The following limits are for general guidance. The examiner shall make allowance for turbulence conditions and the handling qualities and performance of the type of aeroplane used:

- | | | | |
|----|--|--|---|
| a. | Height: | | |
| | Generally | | ±100 feet |
| | Starting a go-around at decision height/altitude | | +50 feet/– 0 feet |
| | Minimum descend height/MAP/altitude | | +50 feet/– 0 feet |
| b. | 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 $\pm \frac{1}{2}$ the RNP value associated with the procedures. 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 1000 feet above aerodrome level. |
| c. | Heading: | | |
| | All engines operating | | ±5° |
| | With simulated engine failure | | ±10° |
| d. | Speed: | | |
| | All engines operating | | ±5 knots |
| | With simulated engine failure | | +10 knots / – 5 knots |

END