

	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 <input type="checkbox"/> Base Training <input type="checkbox"/> CAT II/III Operations <input type="checkbox"/> Upgrading to ATPL License
	MP AEROPLANES & SP 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"/> MPL <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 High Performance <input type="checkbox"/> MP		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"/> Differences <input type="checkbox"/> Renewal <input type="checkbox"/> ATPL License Upgrade			
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 and stamp:				Date: (dd/mm/yy)

C – FLIGHT TRAINING	<i>To be completed by the ATO / Training Department (based on the training course(s) ticked in table B above)</i>			
Name of ATO / Organisation:				
Aircraft type / Variant:		Aircraft Registration:		FSTD ID Code:
Type Conversion Training:	Aeroplane Hours		Simulator Hours	
As PF:				
As PNF (PM):				
PI under supervision:				
Other Flight Hours by Type:	1.	4.	Course Completion: (dd/mm/yy)	
	2.	5.		
	3.	6.		
HOT / CFI / CPTS:	Name in capital letters:			Licence No:
Signature and stamp:				Date: (dd/mm/yy)

D – FLIGHT TEST / CHECK ITEMS		To be completed by Authorised Examiner and Instructor									
Applicant's name:		PRACTICAL TRAINING Instructor's initial and date when training completed				SKILL TEST/ PROFICIENCY CHECK					
Manoeuvres/Procedures		OTD	FTD	FS	A	Checked in	Examiner's initial when test/check completed				
Note: Shall include MCC for each item						FS <input type="checkbox"/>	Attempt 1		Attempt 2		
						A <input type="checkbox"/>	Pass	Fail	Pass	Fail	
SECTION 1 Pre-flight Preparation and checks											
1.1	Performance calculation										
1.2	Aeroplane external visual inspection; location of each item and purpose of each inspection										
1.3	Cockpit inspection										
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies					M					
1.5	Taxiing in compliance with air traffic control or instructions of instructor										
1.6	Before take-off checks					M					
SECTION 2 Take-Offs											
2.1	Normal take-off with different flap settings, including expedited take-off										
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after airborne										
2.3	Crosswind take-off (aeroplane if practicable)										
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)										
2.5	Take-off with simulated engine failure:	(In aeroplane which are not certificated as CAT category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 feet above runway end. In aeroplanes having the same performance as a CAT category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V ₂)									
2.5.1*	Where simulator not available shortly after reaching V ₂					M (A/C)					
2.5.2*	OR Between V ₁ and V ₂				X	M (FS Only)					
2.5.3*	OR as close as possible after V ₁ , when V ₁ and V ₂ or V ₁ and V _R are identical										
2.6	Rejected take-off at a reasonable speed before reaching V ₁				X	M					
SECTION 3 Flight Manoeuvres and Procedures											
3.1	Turns with and without spoilers										
3.2	Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)				X						
3.3	Normal operation of the systems and controls engineer's panel										
3.4	Normal and abnormal operations of following system	A mandatory minimum of 3 items (in abnormal) shall be selected from 3.4.1 to 3.4.15 inclusive for skill test/proficiency check (M)									
3.4.1	Engine (if necessary propeller)										
3.4.2	Pressurisation and air-conditioning										

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		OTD	FTD	FS	A		FS <input type="checkbox"/> A <input type="checkbox"/>	Attempt 1		Attempt 2
Note: Shall include MCC for each item						Pass		Fail	Pass	Fail
3.4.3	Pitot / static system									
3.4.4	Fuel system									
3.4.5	Electrical system									
3.4.6	Hydraulic system									
3.4.7	Flight control and Trim system									
3.4.8	Anti-icing/de-icing system, Glare shield heating									
3.4.9	Autopilot / Flight Director					M (single pilot only)				
3.4.10	Stall warning devices or stall avoidance devices, and stability augmentation devices									
3.4.11	Ground proximity warning system, weather radar, radio altimeter, transponder									
3.4.12	Radios, navigation equipment, instruments, flight management system									
3.4.13	Landing gear and brake									
3.4.14	Slat and flap system									
3.4.15	Auxiliary power unit									
3.5	Abnormal and emergency procedure	A mandatory minimum of 3 items shall be selected from 3.5.1 to 3.5.9 inclusive for skill test/proficiency check (M)								
3.5.1	Fire Drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation									
3.5.2	Smoke control and removal									
3.5.3	Engine failures, shutdown and restart at a safe height									
3.5.4	Fuel Dumping (simulated)									
3.5.5	Wind shear at take-off / landing				X	FS only				
3.5.6	Simulated cabin pressure failure / emergency descent									
3.5.7	Incapacitation of flight crew member (Multi Pilot Operations only)									
3.5.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual									
3.5.9	ACAS/TCAS/EGPWS event				X	FS only				

Applicant's name:		PRACTICAL TRAINING Instructor's Initial and date when training completed				SKILL TEST/ PROFICIENCY CHECK				
Manoeuvres/Procedures		OTD	FTD	FS	A	Checked in	Examiner's initial when test/check completed			
Note: Shall include MCC for each item						FS <input type="checkbox"/>	Attempt 1		Attempt 2	
						A <input type="checkbox"/>	Pass	Fail	Pass	Fail
3.6	Pilot General Skill Flying									
3.6.1	Steep turns with 45° bank, 180° to 360 ° left and right									
3.6.2	Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)									
3.6.3	Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration				X					
3.6.4	Recovery from UPSET situation with aircraft nose high attitude and aircraft nose low attitude below 25,000 feet				X					
3.6.5	Recovery from UPSET situation with aircraft nose high attitude and aircraft nose low attitude above 25,000 feet				X					
3.7	Instrument Flight Procedures									
3.7.1*	Adherence to departure and arrival routes and ATC instructions					M				
3.7.2*	Holding Procedures									
3.7.3	3D operations down to a decision height (DH) not less than 200 feet (60 m)									
3.7.3.1*	Manually, without flight director					M (skill test only)				
3.7.3.2*	Manually, with flight director									
3.7.3.3*	With autopilot									
3.7.3.4*	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the Outer Marker (OM) / 1000 feet AAL until touchdown or through the complete missed approach procedure In aeroplanes which are not certificated as CAT aeroplanes, the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D operations as described in 3.7.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however not later than reaching a minimum descent height/altitude (MDH/A) of 500 feet above runway threshold elevation. In aeroplanes having the same performance as a CAT category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.7.3.4.					M				
3.7.4*	2D operations down to the MDH/A					M				
3.7.5*	Circling approach under following conditions: (a) * approach to the authorised minimum circling approach altitude/ height at the aerodrome 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 final approach used in item									

Applicant's name:		PRACTICAL TRAINING Instructor's Initial and date when training completed				SKILL TEST/ PROFICIENCY CHECK				
Manoeuvres/Procedures		OTD	FTD	FS	A	Checked in	Examiner's initial when test/check completed			
Note: Shall include MCC for each item						FS <input type="checkbox"/>	Attempt 1		Attempt 2	
		A <input type="checkbox"/>	Pass	Fail	Pass	Fail				
	(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.									
SECTION 4 Missed Approach Procedure										
4.1*	Go-around with all engines operating during a 3D operation on reaching decision height									
4.2	Other missed approach procedure									
4.3*	Manually go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt					M				
4.4	Rejected landing at 50 feet (15 m) above runway threshold and go-around									
SECTION 5 Landings										
5.1	Normal landing* with visual reference establish when reaching DA/H following an instrument approach operation									
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position				X					
5.3	Crosswind landing (aeroplane if practicable)									
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats									
5.5	Landing with critical engine simulated inoperative					M				
5.6	Landing with two engines inoperative: - aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM; - aeroplanes with 4 engines: 2 engines at one side					M FS only (skill test only)				
SECTION 6 Special requirement for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60m), i.e. CAT II/III operations										
Additional authorisation on a type rating for instrument approaches down to a decision height of less than 200 feet (60m) (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 200 feet (60m). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 200 feet (60m) shall be used.										
6.1*	Rejected take-off at minimum authorised RVR				X	M				
6.2*	CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed					M				
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure. Special attention shall be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance.					M				
6.4*	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.					M				
Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements										

Applicant's name:	PRACTICAL TRAINING Instructor's Initial and date when training completed				SKILL TEST/ PROFICIENCY CHECK				
<i>Manoeuvres/Procedures</i>	OTD	FTD	FS	A	Checked in	Examiner's initial when test/check completed			
Note: Shall include MCC for each item					FS <input type="checkbox"/>	Attempt 1		Attempt 2	
					A <input type="checkbox"/>	Pass	Fail	Pass	Fail

SECTION 7A Base Training – By Day in Aeroplane in Flight

7A.1	Normal take-off and climb to circuit height									
7A.2	Visual circuit, approach without visual or radio glideslope guidance, auto-thrust system disengage, and go-around not below 100 feet AGL.									
7A.3	Visual circuit, approach with visual or radio glideslope guidance, auto-thrust system in operation, and full stop landing using reverse thrust and wheel brakes									

SECTION 7B Base Training – In Simulator (ZFTT)

7B.1	Visual circuit, approach with visual or radio glideslope guidance, auto-thrust system in operation, and full stop landing using reverse thrust and wheel brakes in overweight condition.									
7B.2	Visual circuit, approach with visual or radio glideslope guidance, auto-thrust system in operation, and full stop landing using reverse thrust and wheel brakes in normal condition.									
7B.3	Visual circuit, approach with visual or radio glideslope guidance, auto-thrust system in operation, and full stop landing using reverse thrust and wheel brakes with crosswind.									
7B.4	Visual circuit, approach with visual or radio glideslope guidance, auto-thrust system in operation, and full stop landing using reverse thrust and wheel brakes at night.									
7B.5	Visual circuit, approach with visual or radio glideslope guidance, auto-thrust system in operation, and full stop landing using reverse thrust and wheel brakes on short runway.									
7B.6	Visual circuit, approach with visual or radio glideslope guidance, auto-thrust system in operation, and full stop landing using reverse thrust and wheel brakes on wet / contaminated runway.									

E – REMARKS ATTEMPT 1 *To be completed by Authorised Examiner or Instructor (upon completion of Practical Training/Skill Test/IR Test)*

Aircraft Registration No./FSTD ID:	<input type="checkbox"/> P1 <input type="checkbox"/> P2 <input type="checkbox"/> Type Rating <input type="checkbox"/> IR
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Ground Time:	Take-off:	Landing:	Flight time:
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Location:	Total Sim. Training Time at Control:	Results: <input type="checkbox"/> Pass <input type="checkbox"/> Fail
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Name of FI / TRI / FSI / FE / TRE / FSE:	<i>Name in capital letters:</i>	FI/TRI/FSI/FE/TRE/FSE No:
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Signature & Stamp:	Date: (dd/mm/yy)
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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"/> P1	<input type="checkbox"/> P2	<input type="checkbox"/> Type Rating	<input type="checkbox"/> IR
Ground Time:		Take-off:		Landing:	
Location:		Total Sim. Training Time at Control:			Results: <input type="checkbox"/> Pass <input type="checkbox"/> Fail
Name of FI / TRI / FSI / FE / TRE / FSE:	<i>Name in capital letters:</i>				FI/TRI/FSI/FE/TRE/FSE No:
Signature & Stamp:					Date: (dd/mm/yy)

F – REMARKS		<i>To be completed by Authorised Examiner (upon completion of Base Training with Aircraft or in Simulator for ZFTT)</i>			
Aircraft Registration No./FSTD ID:		<input type="checkbox"/> P1	<input type="checkbox"/> P2	<input type="checkbox"/> Aeroplane	<input type="checkbox"/> Simulator ZFTT
Ground Time:		Take-off:		Landing:	
Location:		Total Take-offs and Landings:			Results: <input type="checkbox"/> Pass <input type="checkbox"/> Fail
Name of TRE:	<i>Name in capital letters:</i>				TRE No:
Signature & Stamp:					Date: (dd/mm/yy)

NOTE:

Endorsement of the licence will date from the completion of these tests under sections 2.5, 3.7, 4.3 and 5.5. The initial Certificate of Test must be completed in the aeroplane except when a flight simulator is specifically authorised for this purpose.

FOR CAAM OFFICIAL USE ONLY

Examiner Authority Checked _____
 ACCEPT: P1 P2
 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/Training Department shall complete this section. This section shall be signed by the Head of Training (HOT) or Chief Theoretical Knowledge Instructor (CTKI) or Chief Pilot Training and Standard (CPTS) or equivalent.
 - (C) The ATO/Training Department shall complete this section. This section shall be signed by the Head of Training (HOT) or Chief Flying/Flight Instructor (CFI) or Chief Pilot Training & Standard (CPTS) or equivalent.
 - (D) To be completed by the instructor and/or authorised examiner. The instructor shall enter the practical training columns with his initial and date when training is completed and the authorised examiner would enter in row with his initial when test/check is passed or failed.
 - (E) The authorised examiner or instructor (when applicable) shall tick the appropriate box(s) and enter general remarks concerning the practical training or examination 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. Lastly the authorised examiner shall tick the result in box pass or fail and sign the form.
 - (F) The authorised examiner shall tick the appropriate box(s) and enter general remarks concerning the Base Training on aircraft or in simulator in this section. If the applicant fails the Base Training, 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. Lastly the authorised examiner shall tick the result in box pass or fail and sign the form. The Base Training on aircraft shall be conducted within 21 days from the date of the Skill Test.
2. The following abbreviations are used to indicate the training equipment used:
 - OTD – Other Training Device
 - FTD – Flight Training Device
 - FS – Flight Simulator
 - A – Aeroplane
3. The starred item (*), 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.
4. Instrument flight procedures (Section 3.7) shall be performed only by applicants wishing to renew or revalidate an IR or extend the privileges of that rating to another type.
5. Where letter 'M' appears in the skill test or proficiency checked column this will indicate mandatory exercise.
6. For the IR Skill Test performed on the FS and not combined with VFR Skill Test, the examiner shall:
 - a. compile the item (*) of the Check List;
 - b. compile the Application and Report Form for the only sections performed; and
 - c. writing a note, in the "Remark" space of the document reporting the date of the skill test and the phrase: "The Skill Test is to be considered effective after the achievement of the VFR Skill Test on the aeroplane".
7. The term used and the definition on licensing matter:
 - a. Revalidation: before rating expiry.
 - b. Renewal: rating has lapsed and to be renewed at the ATO.
 - c. Recurrent: training to regain validity and to be recurrent at the ATO.
 - d. Recency: to stay current, 3 take-offs and landings within 90 days.
8. Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high performance complex aeroplanes in multi-pilot operations.
9. Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high performance complex aeroplanes in single-pilot operations.
10. In 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 and procedures in 2.5, 3.7.3.4, 4.3, 5.5 and at least one manoeuvres and procedures from section 3.4 have to be completed in addition as single-pilot.
11. 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 FS.

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. Failure of more than 5 items will require the applicant to take the entire test or check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test or re-check including those items that have been passed at a previous attempt will require the applicant to take the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does 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, the applicant shall pass the section 6 on the appropriate type of aircraft.

CONDUCT OF THE TEST/CHECK

4. The examiner may choose between different skill test of proficiency check or scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available and approved, 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 PF and/or PNF 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.																														
11. The skill test for a multi-pilot aeroplane or single pilot aeroplane when operated in multi pilot operations shall be performed in multi crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.																														
12. The applicant shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft rating or ATPL shall also demonstrate the ability to act as PNF. For TRI, the applicant 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.																														
13. 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 applicant acts as PF and/or PNF: <ol style="list-style-type: none"> Management of crew cooperation; Maintaining a general survey of the aircraft operation by appropriate supervision; and Setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies. 																														
14. The test/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.																														
FLIGHT TEST/CHECK TOLERANCE																														
15. The applicant shall demonstrate the ability to: <ol style="list-style-type: none"> operate the aeroplane within its limitations; complete all manoeuvres with smoothness and accuracy; exercise good judgement and airmanship; apply aeronautical knowledge; 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; understand and apply crew coordination and incapacitation procedures, if applicable; and communicate effectively with the other crew members if applicable. 																														
16. 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: <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="vertical-align: top;">a. Height:</td> <td></td> </tr> <tr> <td style="padding-left: 20px;">Generally</td> <td style="text-align: right;">±100 feet</td> </tr> <tr> <td style="padding-left: 20px;">Starting a go-around at decision height/altitude</td> <td style="text-align: right;">+50 feet/– 0 feet</td> </tr> <tr> <td style="padding-left: 20px;">Minimum descend height/MAP/altitude</td> <td style="text-align: right;">+50 feet/– 0 feet</td> </tr> <tr> <td style="vertical-align: top;">b. Tracking:</td> <td></td> </tr> <tr> <td style="padding-left: 20px;">On Radio aids</td> <td style="text-align: right;">±5°</td> </tr> <tr> <td style="padding-left: 20px;">For “angular” deviations</td> <td style="text-align: right;">half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)</td> </tr> <tr> <td style="padding-left: 20px;">2D (LNAV) and 3D (LNAV/VNAV) “linear” lateral deviations</td> <td style="text-align: right;">cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedures. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.</td> </tr> <tr> <td style="padding-left: 20px;">3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)</td> <td style="text-align: right;">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.</td> </tr> <tr> <td style="vertical-align: top;">c. Heading:</td> <td></td> </tr> <tr> <td style="padding-left: 20px;">All engines operating</td> <td style="text-align: right;">±5°</td> </tr> <tr> <td style="padding-left: 20px;">With simulated engine failure</td> <td style="text-align: right;">±10°</td> </tr> <tr> <td style="vertical-align: top;">d. Speed:</td> <td></td> </tr> <tr> <td style="padding-left: 20px;">All engines operating</td> <td style="text-align: right;">±5 knots</td> </tr> <tr> <td style="padding-left: 20px;">With simulated engine failure</td> <td style="text-align: right;">+10 knots / – 5 knots</td> </tr> </table>	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 ± ½ 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
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