



**Examiner Report on Skill Test / Proficiency Check for Multi-Pilot Aeroplanes and High-Performance Complex Aeroplanes with one pilot in Single or Multi-Pilot Operation – TR MPA, SP Complex HPA MP/SP-OPS**

This report comprises the pages 1 through 8, and its original has to be kept by the examiner for at least 5 years. A copy of the complete report has to be delivered to the applicant. The explanations on pages 9 through 12 are copies of Part-FCL and for information only.

**Applicant's Personal Details**

Applicant's Surname, First Name:	Date of Birth:
Address:	Licence Type & Number:
Ratings held:	Issuing Authority / Date of Issue:

**Result of Skill Test / Proficiency Check**

* PIC							* Skill Test acc.		FCL.725 c) (TR)	FCL.415.A b) (MPL)	FCL.520.A (ATPL)
* Copilot							* Prof. Check acc.		FCL.740.A a) (Revalidation)	FCL.740 b) (Renewal)	FCL.625.A (IR)
* PIC SP-OPS: The manoeuvres/procedures in 2.5, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have been completed <b>in addition as single-pilot</b> .											
<b>Section</b>		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>				
<b>Amount of failed items in the respective section:</b>											
<b>Result:</b>											
As a result of the proficiency check the following rating(s) has / have been revalidated /renewed (acc. licence entry)						valid until:					
Revalidation of further ratings:*			Rating / valid until:			Rating / valid until:					
At least 10 route sectors within the last 12 months as a pilot of the relevant type of aeroplane* (or one route sector accompanied by an examiner):											
Manual revalidation entry in licence:											
<b>Remarks / Documentation of failed items:</b>											
I have been informed about the right of written complaint and herewith register the result of the Skill Test / Proficiency Check::											
						Date	Applicant's Signature				

**Specifications of practical performance**

Examiner's Surname, First Name:				Authorisation No. Licence No.:			
Simulator/FNPT/FTD:				FSTD ID:			
Aeroplane Type:	Registration:			Departure AD	Time	Departure AD	Time
Number of Approaches:	Number of Landings:			Destination AD	Time	Destination AD	Time
Aerodrome(s)	Aerodrome(s)			1 <sup>st</sup> flight		2 <sup>nd</sup> flight	
				Flight Time		Flight Time	
<b>The examiner confirms the adherence to FCL.1030 a) through d)</b>							
Location:			Date:		Examiner's Signature:		

\* tick applicable item

Applicant's Name:

Date:

Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes	Practical Training					ATPL / MPL / Type Rating Skill Test or Prof. Check	
	OTD	FTD	FFS	A	Instructor initials when training completed	Checked in FFS A	Examiner initials when test completed
<b>Manoeuvres / Procedures</b>							
<b>SECTION 1 Flight preparation</b>							
1.1 Performance calculation	P						
1.2 Aeroplane ext. visual inspection; location of each item and purpose of inspection	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 setting of navigation and communication frequencies.	P----->	----->	----->	----->		M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor.			P----->	----->			
1.6 Before take-off checks		P----->	----->	----->		M	
<b>SECTION 2 – Take-offs</b>							
2.1 Normal take offs with different flap settings, including expedited take off.			P----->	----->			
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne.			P----->	----->			
2.3 Cross wind 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			P----->	----->			
2.5.1* shortly after reaching V <sub>2</sub>			P----->	----->			
(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 V <sub>2</sub> ).							

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2.5.2* between $V_1$ and $V_2$ .			P	X		M FFS only	
2.6 Rejected take-off at a reasonable speed before reaching $V_{1..}$ .			P----->	----->X		M	
<b>SECTION 3 – Flight Manoeuvres and Procedures</b>							
3.1 Turns with and without spoilers.			P----->	----->			
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)			P----->	----->X An aircraft may not be used for this exercise			
3.3 Normal operation of systems and controls engineer's panel.	P----->	----->	----->	----->			
3.4 Normal and abnormal operations of following systems: A mandatory <b>minimum of 3 abnormals</b> shall be selected from 3.4.0 to 3.4.14 inclusive.						M	
3.4.0 Engine (if necessary propeller)	P----->	----->	----->	----->			
3.4.1 Pressurisation and air-conditioning	P----->	----->	----->	----->			
3.4.2 Pitot/static system	P----->	----->	----->	----->			
3.4.3 Fuel system	P----->	----->	----->	----->			
3.4.4 Electrical system	P----->	----->	----->	----->			
3.4.5 Hydraulic system	P----->	----->	----->	----->			
3.4.6 Flight control and Trim-system	P----->	----->	----->	----->			
3.4.7 Anti- and de-icing system, Glare shield heating	P----->	----->	----->	----->			

Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes	Practical Training					ATPL / MPL / Type Rating Skill Test or Prof. Check	
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3.4.8 Autopilot/Flight director	P----->	----->	----->	----->		M (single pilot only)	
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices.	P----->	----->	----->	----->			
3.4.10 Ground proximity warning system Weather radar, radio altimeter, transponder.		P----->	----->	----->			
3.4.11 Radios, navigation equipment, instruments, flight management system.	P----->	----->	----->	----->			
3.4.12 Landing gear and brake system.	P----->	----->	----->	----->			
3.4.13 Slat and flap system.	P----->	----->	----->	----->			
3.4.14 Auxiliary power unit.	P----->	----->	----->	----->			
Intentionally left blank							
3.6 Abnormal and emergency procedures: A mandatory <b>minimum of 3 items</b> shall be selected from 3.6.1 to 3.6.9 inclusive						M	
3.6.1 Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.		P----->	----->	----->			
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----->	----->			

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3.6.7 Incapacitation of flight crew member.		P----->	----->	----->			
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual.		P----->	----->	----->			
3.6.9 ACAS event	P----->	----->	----->	An aircraft may not be used		FFS only	
3.7 Steep turns with 45° bank, 180° to 360° left and right.		P----->	----->	----->			
3.8 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) 3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P----->	----->			
3.9 Instrument flight procedures.							
3.9.1* Adherence to departure and arrival routes and ATC instructions.		P----->	----->	----->		M	
3.9.2* Holding procedures.		P----->	----->	----->			
3.9.3* Precision approaches down to a decision height (DH) not less than 60 m (200 ft).							
3.9.3.1* manually, without flight director.			P----->	----->		M (skill test only)	
3.9.3.2* manually, with flight director			P----->	----->			
3.9.3.3* with autopilot			P----->	----->			
3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or through the complete missed approach procedure.			P----->	----->		M	

Applicant's Name:

Date:

Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes	Practical Training					ATPL / MPL / Type Rating Skill Test or Prof. Check	
Manoeuvres / Procedures					Instructor initials when training completed	Checked in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
<p>3.9.3.4 (continued):</p> <p>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 non-precision approach as described in 3.9.4. 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 ft above 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 3.9.3.4.</p>							
3.9.4* Non-precision approach down to the MDH/A			P*--->	---->		M	
3.9.5 Circling approach under following conditions:			P*--->	---->			
<p>3.9.5 (continued):</p> <p>(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; <u>followed by:</u></p> <p>(b) circling approach to another runway at least 90° off centreline from final approach used in item a), at the authorised minimum circling approach altitude;</p> <p>Remark: if a) and b) are not possible due to ATC reasons a simulated low visibility pattern may be performed</p>							
<p><b>SECTION 4 - Missed Approach Procedures</b></p>							
4.1 Go-around with all engines operating* after an ILS approach on reaching decision height.			P*--->	---->			
4.2 Other missed approach procedures			P*--->	---->			
4.3* Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*--->	---->		M	
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around.			P---->	---->			
<p><b>SECTION 5 - Landings</b></p>							
5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH.			P				

Applicant's Name:

Date:

Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes	Practical Training					ATPL / MPL / Type Rating Skill Test or Prof. Check	
	OTD	FTD	FFS	A	Instructor initials when training completed	Checked in FFS A	Examiner initials when test completed
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position.			P----->	an aircraft may not be used for this exercise			
5.3 Cross wind landings (a/c, 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 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			P	X		M FFS only  (skill test only)	

**General Remark:**

Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations (see next page)

Applicant's Name:

Date:

Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes	Practical Training					ATPL / MPL / Type Rating Skill Test or Prof. Check	
	OTD	FTD	FFS	A	Instructor initials when training completed	Checked in FFS A	Examiner initials when test completed
<p><b>SECTION 6</b> – Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III).</p> <p>The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). 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 60 m (200 ft) shall be used.</p>							
6.1* Rejected take-off at minimum authorised RVR.			P*----->	----->X an aircraft must not be used for this exercise		M*	
6.2* ILS Approaches: In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.			P----->	----->		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.			P----->	----->		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.



## **Extract of Part-FCL:**

### **Appendix 9**

Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IR

#### **A. General**

1. An applicant for a skill test shall have received instruction on the same class or type of aircraft 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. 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 Part-21, the syllabus of flight instruction shall comply with this Appendix. The syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with Part-21.
5. Except in the case of skill tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part-21 for the specific type, credit may be given for skill test items common to other types or variants where the pilot is qualified.

#### **CONDUCT OF THE TEST/CHECK**

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used, as established in this Part.
7. During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.
8. 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.
9. 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 skill requires a complete re-test.
10. An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, 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 national regulations.
11. 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 check-list 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 the applicant in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitude, 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 second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.

14. 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 type rating or ATPL shall also demonstrate the ability to act as PNF. 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.

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 applicant acts as PF or PNF:

- (a) management of 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/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 flight training on the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training on the aircraft. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicant's licence.

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

### **PASS MARKS**

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2. In the case of multi-pilot and single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. Failure of more than five items will require the applicant to take the entire test or check again. Any applicant failing five 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.

### **FLIGHT TEST TOLERANCE**

3. 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 always assured;
- (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  $\pm 100$  feet

Starting a go-around at decision height + 50 feet/- 0 feet

Minimum descent height/altitude + 50 feet/- 0 feet

#### **Tracking**

on radio aids  $\pm 5^\circ$

Precision approach half scale deflection, azimuth and glide path

## Heading

all engines operating  $\pm 5^\circ$   
with simulated engine failure  $\pm 10^\circ$

## Speed

all engines operating  $\pm 5$  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 Pilot Flying (PF) and Pilot Not Flying (PNF)

X = Flight simulators shall be used for this exercise, if available, 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

FTD = Flight Training Device (including FNPT II for ME class rating)

(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 FFS or an FNPT II shall be used for practical training for type or multi-engine 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 FFS or FNPT II as set out in Part-OR;

(ii) the qualifications of the instructors;

(iii) the amount of FFS or FNPT II training provided on the course; and

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

(g) When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.

Definition of "**Complex motor-powered aircraft**" (see Regulation (EC) No. 216/2008, Chapter 1, Article 3 – Definitions):

*"An aeroplane with a maximum certificated take-off mass exceeding 5 700 kg or certificated for a maximum passenger seating configuration of more than nineteen or certificated for operation with a minimum crew of at least two pilots or equipped with (a) turbojet engine(s) or more than one turboprop engine"*

**Appendix 8**  
**Cross-crediting of the IR part of a class or type rating proficiency check**  
**A - Aeroplanes**

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine aeroplanes, as appropriate.

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine aeroplanes, as appropriate.	Credit is valid towards the IR part in a proficiency check for:
MP type rating; High performance complex aeroplane type rating	SE class (*) and SE type rating (*), and SP ME class, and SP ME non-high performance complex aeroplane type rating, only credits for section 3B of the skill test for single pilot non-high performance complex aeroplane of Appendix 9 (*)
SP ME non-high performance complex aeroplane type rating, operated as single-pilot	SP ME class (*), and SP ME non-high performance complex aeroplane type rating, and SE class and type rating (*)
SP ME non-high performance complex aeroplane type rating, restricted to MP operation	a. SP ME class (*), and b. SP ME non-high performance complex aeroplane type rating (*), and c. SE class and type rating (*)
SP ME class rating, operated as single-pilot	SE class and type rating, and SP ME class, and SP ME non-high performance complex aeroplane type rating
SP ME class rating, restricted to MP operation	SE class and type rating (*), and SP ME class (*), and SP ME non-high performance complex aeroplane type rating (*)
SP SE class rating	SE class and type rating
S SE type rating	SE class and type rating

(\*) Provided that within the preceding 12 months the applicant has flown at least three IFR departures and approaches on an SP class or type of aeroplane in single pilot operations, or, for multi-engine non-high performance non-complex aeroplanes, the applicant has passed section 6 of the skill test for single-pilot non-high performance non-complex aeroplanes flown solely by reference to instruments in single-pilot operation.