







 Ente Nazionale per l'Aviazione Civile  	<b>ATPL - MPL - TR MP - SP HP COMPLEX A</b>		<input type="checkbox"/> ATPL <input type="checkbox"/> MPL	<input type="checkbox"/> SE <input type="checkbox"/> ME	<input type="checkbox"/> IR
	<b>ISSUE - REVAL. - RENEWAL SKILL TEST - PROF. CHECK</b>		Type rating	<input type="checkbox"/> MP	<input type="checkbox"/> SPHPC
	<b>CHECKLIST</b> Ref: Appendix 9 Part FCL Reg. 1178/2011		<input type="checkbox"/> TRNG <input type="checkbox"/> RCRD	<input type="checkbox"/> SKILL <input type="checkbox"/> TEST	<input type="checkbox"/> PROF <input type="checkbox"/> CHECK

<b>A APPLICANT DETAILS</b>					
Applicant last name(s)		Licence type		Licence number	
Applicant first name(s)		ID card nr.		Signature	



MULTI-PILOT AEROPLANES and SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES				PRACTICAL TRAINING				ATPL, MPL, TR SKILL TEST or PROFICIENCY CHECK					
MANOEUVRES / PROCEDURES				FSTD	A	<input checked="" type="checkbox"/>	N/A	FSTD	A	M	PASS	FAIL	N/A
<b>0 SECTION 0 - THEORETICAL KNOWLEDGE</b>													
0.1	Theoretical knowledge			N/A	N/A	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 								Examiner initials 					



<b>1 SECTION 1 - FLIGHT PREPARATION</b>													
1.1	Performance calculation			OTD P		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Aeroplane ext. visual inspection; location of each item and purpose of inspection			OTD P#	P	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.3	Cockpit inspection			P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.5	Taxiing in compliance with ATC instructions or instructions of instructor			P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.6	Before take-off checks			P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 								Examiner initials 					

<b>2 SECTION 2 - TAKEOFFS</b>													
2.1	Normal take-offs with different flap settings, including expedited take-off			P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2	Instrument take-off: transition to instrument flight is required during rotation or immediately after becoming airborne  >>> Note 1: Item shall be flown solely by reference to instruments			P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.3	Cross wind take-off			P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.4	Take-off at maximum take off mass (actual or simulated maximum take-off mass)			P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 								Examiner initials 					



Applicant name \_\_\_\_\_



MULTI-PILOT AEROPLANES and SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL, MPL, TR SKILL TEST or PROFICIENCY CHECK					
MANOEUVRES / PROCEDURES		FSTD	A	✓	N/A	FSTD	A	M	PASS	FAIL	N/A
<b>2</b>	<b>SECTION 2 - TAKEOFFS (cont.)</b>										
2.5	<b>Take-offs with simulated engine failure</b>	P→	→								
2.5.1	Shortly after reaching V2 >>>> Note 2: Item shall be flown solely by reference to instruments	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
>>> Note 3: 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											
2.5.2	Between V1 and V2 >>>> Note 4: Item shall be flown solely by reference to instruments	P→	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M FFS only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.6	Rejected take-off at a reasonable speed before reaching V1	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 						Examiner initials 					



<b>3</b>	<b>SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES</b>										
3.1	Manual flight with and without flight directors (no autopilot, no autothrust / autothrottle, and at different control laws, where applicable)	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.1.3	Turns with and without spoilers	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2	Tuck under and Mach buffets (if applicable) and other specific flight characteristics of the aeroplane (e.g. Dutch Roll) >>>> Note 5: An aeroplane shall not be used	P→	→ X Note 5	<input type="checkbox"/>	<input type="checkbox"/>	FFS only	N/A		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4	<b>Normal and abnormal operations of following systems</b> >>>> Note 6: A mandatory minimum of 3 abnormal items shall be selected from 3.4 to 3.4.14 inclusive							M			
3.4.0	Engine (if necessary propeller)	OTD P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.1	Pressurization and air conditioning	OTD P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.2	Pitot / static system	OTD P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.3	Fuel system	OTD P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 						Examiner initials 					



MULTI-PILOT AEROPLANES and SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL, MPL, TR SKILL TEST or PROFICIENCY CHECK					
MANOEUVRES / PROCEDURES		FSTD	A	✓	N/A	FSTD	A	M	PASS	FAIL	N/A
<b>3</b>	<b>SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES (cont.)</b>										
3.4.4	Electrical system	OTD P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.5	Hydraulic system	OTD P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.6	Flight control and trim system	OTD P→	→	<input type="checkbox"/>	<input type="checkbox"/>	FFS only	N/A	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.7	Anti-icing / de-icing system, glare shield heating	OTD P→		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.8	Autopilot / Flight Director >>> Note 7: Single pilot only	OTD P→		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M Note 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P→		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P→		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P→		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.12	Landing gear and brake	OTD P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.13	Slat and Flap system	OTD	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.14	Auxiliary Power Unit (APU)	OTD P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5	Intentionally left blank	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3.6	<b>Abnormal and emergency procedures</b> >>> Note 8: A mandatory minimum of 3 abnormal items shall be selected from 3.6.1 to 3.6.9 inclusive							M Note 8			
3.6.1	Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.2	Smoke control and removal	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.3	Engine failures, shutdown and restart at a safe height	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.4	Fuel dumping (simulated)	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.5	Wind shear at take-off / landing	P	X	<input type="checkbox"/>	<input type="checkbox"/>	FFS only	N/A		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.6	Simulated cabin pressure failure / emergency descent	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.7	Incapacitation of flight crew member	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 					Examiner initials 						







Applicant name \_\_\_\_\_



MULTI-PILOT AEROPLANES and SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL, MPL, TR SKILL TEST or PROFICIENCY CHECK					
MANOEUVRES / PROCEDURES		FSTD	A	✓	N/A	FSTD	A	M	PASS	FAIL	N/A
<b>3 SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES (cont.)</b>											
3.6.9	TCAS event >>> Note 9: An airplane shall not be used	OTD P →	Note 9	<input type="checkbox"/>	<input type="checkbox"/>	FFS only	N/A		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.7	<b>Upset recovery training</b>										
3.7.1	Recovery from stall events in: <ul style="list-style-type: none"> <li>Take-off configuration</li> <li>Clean configuration at low altitude</li> <li>Clean configuration near max operat altitude</li> <li>Landing configuration</li> </ul> >>> Note 10: FFS qualified for the training task >>> Note 11: An aeroplane shall not be used	P Note 10	X Note 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.7.2	The following upset exercises: <ul style="list-style-type: none"> <li>Recovery from nose-high at various bank angles</li> <li>Recovery from nose-low at various bank angles</li> </ul> >>> Note 12: FFS qualified for the training task >>> Note 13: An aeroplane shall not be used	P Note 12	X Note 13	<input type="checkbox"/>	<input type="checkbox"/>	FFS only	N/A		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8	<b>Instrument flight procedures</b>										
3.8.1	Adherence to departure and arrival routes and ATC instructions	P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.2	Holding procedures	P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.3	<b>3D operations to DH / DA of 200 ft (60 m) or to higher minima if required by the approach procedure</b>										
>>> Note 14: 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 the case of such AFM limitation)											
3.8.3.1	Manually, without flight director >>> Note 15: Skill test only	P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M Note 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.3.2	Manually, with flight director	P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.3.3	With autopilot	P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 1000ft above aerodrome level; and (ii) after passing 1000ft 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 3.8.3.4	P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 						Examiner initials 					



Applicant name \_\_\_\_\_



MULTI-PILOT AEROPLANES and SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL, MPL, TR SKILL TEST or PROFICIENCY CHECK					
MANOEUVRES / PROCEDURES		FSTD	A	✓	N/A	FSTD	A	M	PASS	FAIL	N/A
<b>3</b>	<b>SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES (cont.)</b>										
3.8.4	<b>2D operations down to the MDH /MDA</b>	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 ATC reasons, a simulated low visibility pattern may be performed	P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.6	Visual approaches	P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 						Examiner initials 					
<b>4</b>	<b>SECTION 4 - MISSED APPROACH PROCEDURES</b>										
4.1	Go-around with all engines operating* during a 3D operation on reaching DH	P* →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.2	Go-around with all engines operating* from various stages during an instrument approach	P* →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.3	Other missed approach procedures	P* →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.4	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt >>> Note 16: Item shall be flown solely by reference to instruments	P* →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.5	Rejected landing with all engines operating: • From various heights below DH/MDH; • After touchdown (balked landing) >>> Note 17: In aeroplanes which are not certificated as transport category aeroplane (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 →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 						Examiner initials 					
<b>5</b>	<b>SECTION 5 - LANDINGS</b>										
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position >>> Note 18: An aeroplane shall not be used	P →	Note 18	<input type="checkbox"/>	<input type="checkbox"/>	FFS only	N/A		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.3	Crosswind landings (aircraft, if practicable)	P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P →	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 						Examiner initials 					

Applicant name \_\_\_\_\_



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MANOEUVRES / PROCEDURES		FSTD	A	✓	N/A	FSTD	A	M	PASS	FAIL	N/A
<b>5</b>	<b>SECTION 5 - LANDINGS (cont.)</b>										
5.5	Landing with critical engine simulated inoperative	P→	→	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	FFS only	N/A	M Skill test only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instructor initials 						Examiner initials 					

<b>B TYPE RATING INSTRUCTOR</b>			
Instructor details (as applicable)	Name		License number
	Signature		Location and date

<b>C TYPE RATING EXAMINER</b>			
Examiner details	Name		License number
	Signature		Location and date


**END**


>>>>> **STANDARDIZATION REFERENCE GUIDE - NOT TO BE REPORTED TO NAA** <<<<<<

A1 APPENDIX 1 - GLOSSARY, CROSS-REFERENCE, DETAILED INSTRUCTIONS		
(a)	Symbols meaning	<i>P</i> Trained as PIC or Co-pilot and as PF and PM for the issue of 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 aircraft shall be used if appropriate for the manoeuvre or procedure.
		P# The training shall be complemented by supervised aeroplane inspection.
(b)	Practical training	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 simulator training device
(c)	Starred items	The starred items (*) shall be flown solely by reference to instruments.
(d)	Mandatory exercise or choice	M Where 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)	Testing in an FFS	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
		(iii) The qualifications and previous experience on similar types of the pilots under training
(f)	MCC operations	Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high-performance complex aeroplanes in multi-pilot operations.
(g)	Single pilot role	Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single pilot operations.
(h)	Multi-pilot operations	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)	Restricted type rating	In the case of a restricted type rating issued in accordance with FCL.720.A(e), applicants shall fulfill the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.
(j)	PBN privileges	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.

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A2	APPENDIX 2 - FLIGHT TEST TOLERANCE		
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		
(g)	Communicate effectively with the other crew members, if applicable		
The following limits shall apply, corrected to make allowance for turbulent conditions and handling qualities and performance of the aeroplane used:			
HEIGHT	Generally	± 100 ft	
	Starting a go-around at DH / DA	+ 50 ft / -0 ft	
	Minimum descent height/MAPt/altitude	+ 50 ft / -0 ft	
TRACKING	On radio aids	± 5°	
	Angular deviations	± 1/2 scale deviation	Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
	2D (LNAV) 3D (LNAV / VNAV) linear lateral deviations	± 1/2 RNP procedure value	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 (LNAV / VNAV) linear vertical deviations	± 75 ft	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°	
	Simulated engine failure	± 10°	
SPEED	All engine operating	± 5 knots	
	Simulated engine failure	+ 10 knots / - 5 knots	

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