enac
Ente Nazionale per l'Aviazione Civile

TR - CR - SP - LAND
(except for HP COMPLEX)
A

INIT. ISSUE - REVAL. - RENEWAL
SKILL TEST, PROF CHECK

CHECK LIST
Ref: Appendix 9 Part FCL Reg. 1178/2011

☐ TYPE RATING
☐ CLASS RATING

☐ SKILL TEST
☐ PROFICIENCY CHECK

☐ REVALIDATION
☐ RENEWAL
☐ IR
☐ SE
☐ ME

A	APPLICANT DETAILS				
Applicant last name(s)		*Licence type*		*Licence number*	
Applicant first name(s)		*ID card nr.*		*Signature*	

SINGLE-PILOT AEROPLANES except for HIGH-PERF. COMPLEX AEROPLANES	PRACTICAL TRAINING					CLASS / TYPE RATING SKILL TEST or PROFICIENCY CHECK					
MANOEUVRES / PROCEDURES	*FSTD*	*FFS*	*A*	✓	*N/A*	*FSTD*	*A*	*M*	*PASS*	*FAIL*	*N/A*
0 SECTION 0 - THEORETICAL KNOWLEDGE											
0.1 Theoretical knowledge	*N/A*	*N/A*	*N/A*	☐	*N/A*	☐	☐	*M*	☐	☐	☐
				Instructor initials					***Examiner initials***		
1 SECTION 1 - DEPARTURE											
1.1 Pre-flight operations including: • *Documentation* • *Mass & Balance* • *Weather briefing* • *NOTAM*				☐	☐	☐	☐		☐	☐	☐
1.2 ***Pre-start checks***				☐	☐	☐	☐		☐	☐	☐
1.2.1 External checks	*P#*		*P*								
1.2.2 Internal checks			*P*	☐	☐	☐	☐	*M*	☐	☐	☐
1.3 Engine starting: • *Normal start* • *Abnormal start*	*P —>*	*—>*	*—>*	☐	☐	☐	☐	*M*	☐	☐	☐
1.4 Taxiing		*P —>*	*—>*	☐	☐	☐	☐	*M*	☐	☐	☐
1.5 Pre-departure checks and engine run up (if applicable)	*P —>*	*—>*	*—>*	☐	☐	☐	☐	*M*	☐	☐	☐
1.6 Take-off procedure: • *Normal takeoff* • *Flap setting according to FM / POH* • *Crosswind takeoff (weather conditions available)*		*P —>*	*—>*	☐	☐	☐	☐		☐	☐	☐
1.7 Climbing procedure: • *Vx / Vy* • *Turns onto headings* • *Level off*		*P —>*	*—>*	☐	☐	☐	☐	*M*	☐	☐	☐
1.8 ATC liaison and R/T procedure compliance				☐	☐	☐	☐		☐	☐	☐
				Instructor initials					***Examiner initials***		

Applicant name _____

SINGLE-PILOT AEROPLANES except for HIGH-PERF. COMPLEX AEROPLANES		PRACTICAL TRAINING					CLASS / TYPE RATING SKILL TEST or PROFICIENCY CHECK					
	MANOEUVRES / PROCEDURES	*FSTD*	*FFS*	*A*	✔	*N / A*	*FSTD*	*A*	*M*	*PASS*	*FAIL*	*N / A*
2	**SECTION 2 - VMC AIRWORK**											
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)*		*P —>*	*—>*	☐	☐	☐	☐		☐	☐	☐
2.2	*Steep turns:* • *360°* • *Left and right* • *Bank 45°*		*P —>*	*—>*	☐	☐	☐	☐	*M*	☐	☐	☐
2.3	*Stalls and recovery:* *i. Clean stall* *ii. Approach to stall in descending turn with approach configuration and power* *iii. Approach to stall in landing configuration and power* *iv. Approach to stall in climbing turn with take-off flap and climb power (SE aeroplane only)*		*P —>*	*—>*	☐	☐	☐	☐	*M*	☐	☐	☐
2.4	*Handling using autopilot and flight director* *>>> Note 1: May be conducted in section 3, if applicable*		*P —>*	*—>*	☐	☐	☐	☐	*M*	☐	☐	☐
2.5	*ATC liaison and R/T procedure compliance*				☐	☐	☐	☐		☐	☐	☐
					Instructor initials					***Examiner initials***		

3a	**SECTION 3a - ENROUTE VFR PROCEDURES** ***>>> Note 2: 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.***											
3a.1	*Enroute procedures including:* • *Flight plan* • *Dead reckoning* • *Map reading*	*P —>*	*—>*		☐	☐	☐	☐		☐	☐	☐
3a.2	*Maintaining:* • *Altitude* • *Heading* • *Speed*	*P —>*	*—>*		☐	☐	☐	☐		☐	☐	☐
3a.3	*Orientation, timing, ETA revision*	*P —>*	*—>*		☐	☐	☐	☐		☐	☐	☐
3a.4	*Use of radio navigation aids, if applicable*	*P —>*	*—>*		☐	☐	☐	☐		☐	☐	☐
3a.5	*Flight management:* • *Flight log* • *Routine checks including fuel, systems and icing condition*	*P —>*	*—>*		☐	☐	☐	☐		☐	☐	☐
3a.6	*ATC liaison and R/T procedure compliance*	*P —>*	*—>*		☐	☐	☐	☐		☐	☐	☐
					Instructor initials					***Examiner initials***		

SINGLE-PILOT AEROPLANES except for HIGH-PERF. COMPLEX AEROPLANES		PRACTICAL TRAINING					CLASS / TYPE RATING SKILL TEST or PROFICIENCY CHECK					
MANOEUVRES / PROCEDURES		*FSTD*	*FFS*	*A*	✓	*N / A*	*FSTD*	*A*	*M*	*PASS*	*FAIL*	*N / A*
3b	**SECTION 3b - INSTRUMENT FLIGHT** ***>>> Note 3: 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.***											
3b.1	*IFR departure*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
3b.2	*IFR enroute*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
3b.3	*Holding procedures*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
3b.4	*3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure* *Note 4: Autopilot may be used to the final approach segment vertical path intercept*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
3b.5	*2D operations to minimum descent height/altitude (MDH/A)*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
3b.6	*Flight exercises including simulated failure of the compass and attitude indicator:* • *Rate 1 turns* • *Recoveries from unusual attitudes*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
3b.7	*Localizer or glide slope failure*	*P —>*	*—>*		☐	☐	☐	☐		☐	☐	☐
3b.8	*ATC liaison and R/T procedure compliance*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
					Instructor initials ➡					***Examiner initials*** ➡		
4	**SECTION 4 - ARRIVALS**											
4.1	*Aerodrome arrival procedure*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
4.2	*Normal landing*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
4.3	*No flaps landing*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
4.4	*Crosswind landing (weather permitting)*	*P —>*	*—>*		☐	☐	☐	☐		☐	☐	☐
4.5	*Approach and landing with idle power from up to 2.000 ft above the runway* *Note 5: Single-engine aeroplanes only*	*P —>*	*—>*		☐	☐	☐	☐		☐	☐	☐
4.6	*Go around from minimum height*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
4.7	*Night go-around and landing (if applicable)*	*P —>*	*—>*		☐	☐	☐	☐		☐	☐	☐
4.8	*ATC liaison and R/T procedure compliance*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
					Instructor initials ➡					***Examiner initials*** ➡		
5	**SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES** ***>>> Note 6: This section may be combined with Sections 1 through 4***											
5.1	*Rejected take-off at a reasonable speed*	*P —>*	*—>*		☐	☐	☐	☐	*M*	☐	☐	☐
5.2	*Simulated engine failure after take-off* *Note 7: Single-engine aeroplanes only*		*P*		☐	☐	☐	☐	*M*	☐	☐	☐
					Instructor initials ➡					***Examiner initials*** ➡		

SINGLE-PILOT AEROPLANES except for HIGH-PERF. COMPLEX AEROPLANES		PRACTICAL TRAINING					CLASS / TYPE RATING SKILL TEST or PROFICIENCY CHECK					
	MANOEUVRES / PROCEDURES	FSTD	FFS	A	✔	N/A	FSTD	A	M	PASS	FAIL	N / A
5	**SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES (cont.)** ***>>> Note 6: This section may be combined with Sections 1 through 4***											
5.3	*Simulated forced landing without power* *Note 8: Single-engine aeroplanes only*		P		☐	☐	☐	☐	M	☐	☐	☐
5.4	*Simulated emergencies:* *(i) Fire or smoke in flight* *(ii) Systems' malfunctions as appropriate*	P —>	—>		☐	☐	☐	☐		☐	☐	☐
5.6	*ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)*	P —>	—>		☐	☐	☐	☐		☐	☐	☐
5.6	*ATC liaison and R/T procedure compliance*				☐	☐	☐	☐		☐	☐	☐
	Instructor initials						***Examiner initials***					
6	**SECTION 6 - SIMULATED ASYMMETRIC FLIGHT** ***>>> Note 9: This section may be combined with Sections 1 through 5*** ***>>> Note 10: Starred items shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.***											
6.1	*Simulated engine failure during take-off at a safe altitude unless carried out in an FFS or an FNPT II*	P —>	—> X		☐	☐	☐	☐	M	☐	☐	☐
6.2	*Asymmetric approach and go-around*	P —>	—>		☐	☐	☐	☐	M	☐	☐	☐
6.3	*Asymmetric approach and full stop landing*	P —>	—>		☐	☐	☐	☐	M	☐	☐	☐
6.4	*ATC liaison and R/T procedure compliance*	P —>	—>		☐	☐	☐	☐		☐	☐	☐
	Instructor initials						***Examiner initials***					

B	CLASS RATING INSTRUCTOR			
Instructor details (as applicable)	*Name*		*License number*	
	Signature		*Location and date*	

C	CLASS RATING EXAMINER			
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*	*P*	*Trained as PIC or Co-pilot and as PF and PNF*
		X	A flight simulator 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*
		FTD	*Flight training device (including FNPT II for ME class rating)*
(c)	*Starred items*	*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 instrument rating 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)	*VFR navigation*	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 completed.	
(e)	*Mandatory items*	M	When letter ' M' appears in the skill test/proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.
(f)	*Testing in an FFS*	*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 qualifications of the FFS or FNPT II as set out in Parto OR*
		(ii)	*The qualifications of the instructors*
		(iii)	*the amount of FFS or FNPT II training provided on the course*
		(iv)	*the qualifications and previous experience on similar types of the pilot under training*
(g)	*MP operations*	*When skill test or proficiency check is performed in multi-pilot operation, the type rating shall be restricted to multi-pilot operations*	
(h)	*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*	

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

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

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*	

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

END