ATPL - MPL - TR
MP - SP HP COMPLEX
A

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

**CHECKLIST**

*Ref: Appendix 9 Part FCL Reg. 1178/2011*

| | | |
|---|---|---|
| ☐ ATPL ☐ MPL | ☐ SE ☐ ME | ☐ IR |
| *Type rating* | ☐ MP | ☐ SPHPC |
| *Test / check* | ☐ SKILL TEST | ☐ PROF CHECK |

## A APPLICANT DETAILS

| | | | | | |
|---|---|---|---|---|---|
| *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, TYPE RATING SKILL TEST or PROFICIENCY CHECK | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MANOEUVRES / PROCEDURES | | *FSTD* | *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 - FLIGHT PREPARATION** | | | | | | | | | | |
| *1.1* | *Performance calculation* | *OTD P* | | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *1.2* | *Aeroplane ext. visual inspection; location of each item and purpose of inspection* | *OTD 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 ATC instructions or instructions of instructor* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *1.6* | *Before take-off checks* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | *M* | ☐ | ☐ | ☐ |
| | | | ***Instructor initials*** | ➡ | | | | ***Examiner initials*** | ➡ | | |
| **2** | **SECTION 2 - TAKEOFFS** | | | | | | | | | | |
| *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*<br>*>>> Note 1: Item shall be flown solely by reference to instruments* | *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 —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| | | | ***Instructor initials*** | ➡ | | | | ***Examiner initials*** | ➡ | | |

*Applicant name* _____

| MULTI-PILOT AEROPLANES and SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | | PRACTICAL TRAINING | | | | ATPL, MPL, TYPE RATING SKILL TEST or PROFICIENCY CHECK | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MANOEUVRES / PROCEDURES | | *FSTD* | *A* | ✓ | *N / A* | *FSTD* | *A* | *M* | *PASS* | *FAIL* | *N / A* |
| **2** | **SECTION 2 - TAKEOFFS (cont.)** | | | | | | | | | | |
| *2.5* | ***Take-offs with simulated engine failure*** | *P —>* | *—>* | | | | | | | | |
| *2.5.1* | *Shortly after reaching V2*<br>*>>> Note 2: Item shall be flown solely by reference to instruments* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *>>> 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*<br>*>>> Note 4: Item shall be flown solely by reference to instruments* | *P —>* | *X* | ☐ | ☐ | ☐ | ☐ | *M FFS only* | ☐ | ☐ | ☐ |
| *2.6* | *Rejected take-off at a reasonable speed before reaching V1* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | *M* | ☐ | ☐ | ☐ |
| | | ***Instructor initials*** | | | | ***Examiner initials*** | | | | | |
| **3** | **SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES** | | | | | | | | | | |
| *3.1* | *Manual flight with and without flight directors (no autopilot, no autothrust / autothrottle, and at different control laws, where applicable)* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.1.1* | *At different speeds (including slow flight) and altitudes within the FSTD training envelope* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.1.2* | *Steep turns using 45° bank, 180° to 360° left and right* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.1.3* | *Turns with and without spoilers* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.1.4* | *Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.2* | *Tuck under and Mach buffets (if applicable) and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)*<br>*>>> Note 5: An aeroplane shall not be used* | *P —>* | *—>*<br>*X*<br>*Note 5* | ☐ | ☐ | *FFS only* | *N / A* | | ☐ | ☐ | ☐ |
| *3.3* | *Normal operation of systems and controls engineer's panel (if applicable)* | *OTD*<br>*P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.4* | ***Normal and abnormal operations of following systems***<br>***>>> Note 6: A mandatory minimum of 3 abnormal items shall be selected from 3.4 to 3.4.14 inclusive*** | | | | | | | *M Note 6* | | | |
| *3.4.0* | *Engine (if necessary propeller)* | *OTD*<br>*P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.4.1* | *Pressurization and air conditioning* | *OTD*<br>*P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.4.2* | *Pitot / static system* | *OTD*<br>*P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.4.3* | *Fuel system* | *OTD*<br>*P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| | | ***Instructor initials*** | | | | ***Examiner initials*** | | | | | |

| MULTI-PILOT AEROPLANES and SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | | PRACTICAL TRAINING | | | | ATPL, MPL, TYPE RATING SKILL TEST or PROFICIENCY CHECK | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MANOEUVRES / PROCEDURES | | FSTD | A | ✔ | N/A | FSTD | A | M | PASS | FAIL | N/A |
| 3 | SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES (cont.) | | | | | | | | | | |
| 3.4.4 | Electrical system | OTD P —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.4.5 | Hydraulic system | OTD P —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.4.6 | Flight control and trim system | OTD P —> | —> | ☐ | ☐ | FFS only | N/A | | ☐ | ☐ | ☐ |
| 3.4.7 | Anti-icing / de-icing system, glare shield heating | OTD P —> | | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.4.8 | Autopilot / Flight Director<br>>>> Note 7: Single pilot only | OTD P —> | | ☐ | ☐ | ☐ | ☐ | Note 7 | ☐ | ☐ | ☐ |
| 3.4.9 | Stall warning devices or stall avoidance devices, and stability augmentation devices | OTD P —> | | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.4.10 | Ground proximity warning system, weather radar, radio altimeter, transponder | P —> | | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.4.11 | Radios, navigation equipment, instruments, FMS | OTD P —> | | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.4.12 | Landing gear and brake | OTD P —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.4.13 | Slat and Flap system | OTD | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.4.14 | Auxiliary Power Unit (APU) | OTD P —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 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 | **Abnormal and emergency procedures**<br>**>>> 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 —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.6.2 | Smoke control and removal | P —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.6.3 | Engine failures, shutdown and restart at a safe height | P —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.6.4 | Fuel dumping (simulated) | P —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.6.5 | Wind shear at take-off / landing | P | X | ☐ | ☐ | FFS only | N/A | | ☐ | ☐ | ☐ |
| 3.6.6 | Simulated cabin pressure failure / emergency descent | P —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.6.7 | Incapacitation of flight crew member | P —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| 3.6.8 | Other emergency procedures as outlined in the appropriate aeroplane fight manual (AFM) | P —> | —> | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| | | | **Instructor initials** | | | | | | **Examiner initials** | | |

| MULTI-PILOT AEROPLANES and SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | | PRACTICAL TRAINING | | | | ATPL, MPL, TYPE RATING SKILL TEST or PROFICIENCY CHECK | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MANOEUVRES / PROCEDURES | | *FSTD* | *A* | ✓ | *N / A* | *FSTD* | *A* | *M* | *PASS* | *FAIL* | *N / A* |
| **3** | **SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES (cont.)** | | | | | | | | | | |
| *3.6.9* | *TCAS event*<br><br>*>>> Note 9: An airplane shall not be used* | *OTD*<br>*P —>* | *Note 9* | ☐ | ☐ | *FFS only* | *N / A* | | ☐ | ☐ | ☐ |
| *3.7* | ***Upset recovery training*** | | | | | | | | | | |
| *3.7.1* | *Recovery from stall events in:*<br><br>• *Take-off configuration*<br>• *Clean configuration at low altitude*<br>• *Clean configuration near max operat altitude*<br>• *Landing configuration*<br><br>*>>> Note 10: FFS qualified for the training task*<br>*>>> Note 11: An aeroplane shall not be used* | *P*<br>*Note 10* | *X*<br>*Note 11* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.7.2* | *The following upset exercises:*<br><br>• *Recovery from nose-high at various bank angles*<br>• *Recovery from nose-low at various bank angles*<br><br>*>>> Note 12: FFS qualified for the training task*<br>*>>> Note 13: An aeroplane shall not be used* | *P*<br>*Note 12* | *X*<br>*Note 13* | ☐ | ☐ | *FFS only* | *N / A* | | ☐ | ☐ | ☐ |
| *3.8* | ***Instrument flight procedures*** | | | | | | | | | | |
| *3.8.1* | *Adherence to departure and arrival routes and ATC instructions* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | *M* | ☐ | ☐ | ☐ |
| *3.8.2* | *Holding procedures* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.8.3* | ***3D operations to DH / DA of 200 ft (60 m) or to higher minima if required by the approach procedure*** | | | | | | | | | | |
| *>>> 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*<br><br>*>>> Note 15: Skill test only* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | *M*<br>*Note 15* | ☐ | ☐ | ☐ |
| *3.8.3.2* | *Manually, with flight director* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.8.3.3* | *With autopilot* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *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:*<br><br>*(i) before passing 1000ft above aerodrome level; and*<br>*(ii) after passing 1000ft above aerodrome level*<br><br>*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 —>* | *—>* | ☐ | ☐ | ☐ | ☐ | *M* | ☐ | ☐ | ☐ |
| | | ***Instructor initials*** | | | | ***Examiner initials*** | | | | | |

| MULTI-PILOT AEROPLANES and SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | | PRACTICAL TRAINING | | | | ATPL, MPL, TYPE RATING SKILL TEST or PROFICIENCY CHECK | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MANOEUVRES / PROCEDURES | | *FSTD* | *A* | ✓ | *N / A* | *FSTD* | *A* | *M* | *PASS* | *FAIL* | *N / A* |
| **3** | **SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES (cont.)** | | | | | | | | | | |
| *3.8.4* | *2D operations down to the MDH /MDA* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | *M* | ☐ | ☐ | ☐ |
| *3.8.5* | *Circling approach under the following conditions:*<br><br>*(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*<br><br>*(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.*<br><br>*Remark: if (a) and (b) are not possible due ATC reasons, a simulated low visibility pattern may be performed* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *3.8.6* | *Visual approaches* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| | | | ***Instructor initials*** | ➡ | | | | ***Examiner initials*** | ➡ | | |
| **4** | **SECTION 4 - MISSED APPROACH PROCEDURES** | | | | | | | | | | |
| *4.1* | *Go-around with all engines operating* during a 3D operation on reaching DH* | *P* —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *4.2* | *Go-around with all engines operating* from various stages during an instrument approach* | *P* —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *4.3* | *Other missed approach procedures* | *P* —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *4.4* | *Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt*<br><br>*>>> Note 16: Item shall be flown solely by reference to instruments* | *P* —>* | *—>* | ☐ | ☐ | ☐ | ☐ | *M* | ☐ | ☐ | ☐ |
| *4.5* | *Rejected landing with all engines operating:*<br><br>• *From various heights below DH/MDH;*<br>• *After touchdown (balked landing)*<br><br>*>>> 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 —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| | | | ***Instructor initials*** | ➡ | | | | ***Examiner initials*** | ➡ | | |
| **5** | **SECTION 5 - LANDINGS** | | | | | | | | | | |
| *5.1* | *Normal landings* with visual reference established when reaching DA/H following an instrument approach operation* | *P* | | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *5.2* | *Landing with simulated jammed horizontal stabiliser in any out-of-trim position*<br><br>*>>> Note 18: An aeroplane shall not be used* | *P —>* | *Note 18* | ☐ | ☐ | *FFS only* | *N / A* | | ☐ | ☐ | ☐ |
| *5.3* | *Crosswind landings (aircraft, if practicable)* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| *5.4* | *Traffic pattern and landing without extended or with partly extended flaps and slats* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | | ☐ | ☐ | ☐ |
| | | | ***Instructor initials*** | ➡ | | | | ***Examiner initials*** | ➡ | | |

| MULTI-PILOT AEROPLANES and SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | | PRACTICAL TRAINING | | | | ATPL, MPL, TYPE RATING SKILL TEST or PROFICIENCY CHECK | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MANOEUVRES / PROCEDURES | | *FSTD* | *A* | ✔ | *N / A* | *FSTD* | *A* | *M* | *PASS* | *FAIL* | *N / A* |
| **5** | **SECTION 5 - LANDINGS (cont.)** | | | | | | | | | | |
| *5.5* | *Landing with critical engine simulated inoperative* | *P —>* | *—>* | ☐ | ☐ | ☐ | ☐ | *M* | ☐ | ☐ | ☐ |
| *5.6* | *Landing with two engines inoperative:*<br>• *Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM ; and*<br>• *Aeroplanes with four engines: two engines at one side.* | *P* | *X* | ☐ | ☐ | *FFS only* | *N / A* | *M Skill test only* | ☐ | ☐ | ☐ |
| | | | | ***Instructor initials*** | | | | | ***Examiner initials*** | | |

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

| C | TYPE 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 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 manoeuver/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)<br>3D (LNAV / VNAV)<br>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)<br>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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**END**