

TO BE COMPLETED BY: INSTRUCTORS (TRI/SFI) AND DCA AUTHORISED EXAMINERS (TRE/SFE)

OPERATOR		DCA File Reference <i>(for DCA use)</i>	
AIRCRAFT TYPE			

	RANK	NAME		LICENCE No.	
CANDIDATE					
OTHER CREW					
DATE(S) OF ASSESSMENT:	Click or tap to enter a date.	Click or tap to enter a date.	BLOCK TIME:HR.....MINHR.....MIN
LOCATION:		AIRCRAFT REG. / SIM CODE:			

1	Theoretical training for the issue of a type rating performed during period (if relevant)				
From:	To:	ATO:			
Mark obtained % (Pass mark 75%):		HT Type and number of licence:			
Signature of HT:		Name(s):			
2	FSTD training (if relevant)				
FSTD (aircraft type):	Three or more axes: <input type="checkbox"/> Yes <input type="checkbox"/> No		Ready for service and used:		
FSTD manufacturer:	Motion or system:		Visual aid: <input type="checkbox"/> Yes <input type="checkbox"/> No		
FSTD Operator:			FSTD ID code:		
Total training time at the controls:		Instrument approaches at aerodromes to a decision altitude or height of:			
Location, date and time:		Type and number of licence:			
Type rating instructor		Synthetic flight instructor			
Name(s):		Signature of instructor:			
3	Flight training : in the aircraft in the FSTD (for ZFTT) (if relevant)				
Type of aircraft:	Registration:	Flight time at the controls:			
Take-off:	Landings:	Training aerodromes or sites (take-offs, approaches and landings):			
Take-off time:		Landing time:			
Location and date:					
Type rating instructor	Type and number of licence held:				
Name(s):		Signature of instructor :			

4	ATO informations	Only in case of initial rating or renewal of expired rating:
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The ATO confirms that the candidate has been trained according to the approved syllabus and assures the level of proficiency required.

ATO name: Click or tap here to enter text.

Registration number: Click or tap here to enter text.

Name of head of training: Click or tap here to enter text.

Licence number: Click or tap here to enter text.

Location & date: Click or tap here to enter text.

Signature of head of training & ATO stamp:

COMPLETION INSTRUCTIONS

- *This form is to be used for skills tests where a full type rating course has been completed*
- *The instructor should date and sign first two columns when training is complete for each item*
- *Items marked **M** are mandatory for the Licence Skills Test.*
- *The examiner should initial one column (satisfactory at first attempt, satisfactory at second attempt or unsatisfactory) for each item checked.*
- *An unsatisfactory scoring for more FIVE items or an unsatisfactory score at the second attempt means that the entire check has been failed.*
- *Items not checked should be left blank.*
- *In the event of a partial pass or incomplete check the form should be retained until the check is completed.*

TRAINING AND REPORT FORM
ATPL, MPL, SKILL TEST AND PROFICIENCY CHECK AEROPLANES (A)

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL		TRAINING	Checked in FSTD A/C	ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK			
	FSTD	A			Instructor initials when training completed	1 attempt		2 attempt
Manoeuvres/Procedures					Pass	Fail	Pass	Fail
SECTION 1					<i>Insert examiner's initials only</i>			
1. Flight preparation								
1.1 Performance calculation	OTD P				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P		Skill test only	<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"/>
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and settings of navigation and communication frequencies	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.5 Taxiing in compliance with air traffic control or instructions of instructor	P	→			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.6 Before take-off checks	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 2								
2. Take-offs								
2.1 Normal take-offs with different flap settings, included expedited take-offs	P	→			<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	P	→			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.3 Crosswind take-off	P	→			<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"/>
2.5 Take-offs with simulated engine failure 2.5.1* Shortly after reaching V2 (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)	P	→			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.5.2* Between V1 and V2	P	X		M FFS only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.6 Rejected take-off at a reasonable speed before reaching V1	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 3								
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)	P	X	An aeroplane shall not be used for this exercise	FFS only				
3.3 Normal operation of systems and controls engineer's panel (if applicable)	OTD P	→						

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	Practical TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK				
	FSTD	A	Instructor initials when training completed	Checked in FSTD A/C	1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
Manoeuvres/Procedures								
3.4 Normal and abnormal operations of following systems				M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive			
3.4.0 Engine (if necessary propeller)	P	OTD			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.1 Pressurisation and air-conditioning	P	OTD			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.2 Pilot/static system	P	OTD			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.3 Fuel system	P	OTD			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.4 Electrical system	P	OTD			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.5 Hydraulic system	P	OTD			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.6 Flight control and Trim-system	P	OTD			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.7 Anti-icing/de-icing system, Glare shield heating	P	OTD			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.8 Autopilot/Flight director	P	OTD		M (single pilot only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P	OTD			<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"/>
3.4.11 Radios, navigation equipment, instruments, flight management system	P	OTD			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.12 Landing gear and brake	P	OTD			<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"/>
3.4.14 Auxiliary power unit (APU)	P	OTD			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6 Abnormal and emergency procedures				M	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive			
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"/>
3.6.2 Smoke control and removal		P			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.3 Engine failures, shut-down and restart at a safe height		P			<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"/>
3.6.5 Windshear at take-off/landing		P	X	FFS only	<input type="checkbox"/>	<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"/>
3.6.7 Incapacitation of flight crew member		P			<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"/>
3.6.9 TCAS event	P	OTD	An aeroplane shall not be used for this exercise		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.7 Upset recovery training								
3.7.1 Recovery from stall events in: - Take off configuration; - clean configuration at low altitude; - clean configuration near maximum operating altitude; - landing configuration.	P	X	FFS qualified for the training task only An aeroplane shall not be used for this exercise		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.7.2 The following upset exercises: - recovery from nose-high at various bank angles; - recovery from nose-low at various bank angles.	P	X	FFS qualified for the training task only An aeroplane shall not be used for this exercise	FFS only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK				
	FSTD	A	Instructor initials when training completed	Checked in FSTD AC	1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
Manoeuvres/Procedures								
3.8 Instrument flight procedures *								
3.8.1* Adherence to departure and arrival routes and ATC instructions	P			M	<input type="checkbox"/>	<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"/>
3.8.3* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Note: 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 case of such AFM limitation).</i>								
3.8.3.1* Manually, without flight director	P			M (skill test only)	<input type="checkbox"/>	<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"/>
3.8.3.3* With autopilot	P				<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 the outer marker (OM) within a distance of not more than 4NM				M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>In aeroplanes which are not certificated as transport category aeroplanes (FAR25) or as commuter category aeroplanes (SFAR23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.8.4. The go-around shall be initiated when reaching the published OCH/A; however, not later than reaching an MDH/A of 500ft above the runway threshold elevation. In an aeroplane 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.</i>								
3.8.4* 2D operations down to the MDH/A	P			M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 to ATC reasons, a simulated low visibility pattern may be performed.	P				<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"/>
SECTION 4								
4. Missed Approach Procedures								
4.1 Go-around with all engines operating during a 3D operation on reaching decision height	P				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.2 Go-around with all engines operative from various stages during an instrument approach	P				<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"/>
4.4* Manual go-around with the critical engines simulated inoperative after an instrument approach on reaching DH, MDH or MAPT	P			M	<input type="checkbox"/>	<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) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR25) or as commuter category aeroplanes (SFAR23), 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"/>

MULTI-PILOTAEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK				
	FSTD	A	Instructor initials when training completed	Checked in FSTD A/C	1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
SECTION 5								
5. Landings								
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"/>
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P	<i>An aeroplane shall not be used for this exercise</i>		FFS only	<input type="checkbox"/>	<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"/>
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"/>
5.5 Landing with critical engines simulated inoperative	P	→		M	<input type="checkbox"/>	<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		M FFS only (skill test only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>General remark : Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200ft. (60m), i.e. CAT II/III operations.</i>								
SECTION 6*								
<i>Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III) 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.</i>								
6.1* Rejected take-off at minimum authorised runway visual range (RVR)	P	X <i>An aeroplane shall not be used for this exercise</i>		M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.3* Go-around: after approaches as indicated in 6.2 on reaching DH.	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.</i>								
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.	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EXAMINER'S CERTIFICATION			
OVERALL RESULT: <input type="checkbox"/> PASS <input type="checkbox"/> FAIL	<input type="checkbox"/> I CONFIRM THAT THE ABOVE MENTIONED CANDIDATE HAS COMPLIED WITH THE REQUIREMENTS FOR COMPLETION OF A LICENCE SKILLS TEST.		
NAME (BLOCK CAPITALS)	LICENCE No.	SIGNATURE & STAMP	DATE

Guidance for Test

Multi-pilot aeroplanes and single pilot 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) for the issue of a type rating as applicable

X = Simulators shall be used for this exercise, if available; otherwise an aircraft 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 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

OTD = Other Training Devices

(c) The starred items (*) 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.

(d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

(e) 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 qualification of the FFS or a combination of FNPT II MCC and FTD 2 or FTD 2;

(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.

(f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high performance complex aeroplanes in multi-pilot operations.

(g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high performance complex aeroplanes in single-pilot operations.

(h) 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, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

(i) In case of a restricted type rating issued in accordance with MMFCL.720.A(e), the applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.

Pass marks

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 (5) items will require the applicant to take the entire test or check again.

- Any applicant failing five (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.

At the discretion of the Examiner, any manoeuvre or procedure of the Test may be repeated once by the applicant. In such case and if found as "PASS" the Examiner shall write the number "2" (indicating second attempt) next to the initials in the applicable item.

In accordance with MMFCL.1030(b)(3)(ii), if any item has been considered as failed, the examiner shall record the reasons for this assessment. Section D2 shall be used for that purpose. NOTE: When the Test is repeated (following a PARTIAL PASS or FAIL), a new FORM shall be used. FORM(S) of previous attempt(s) shall be passed to the new examiner and attached to the new FORM

Flight Test Tolerance

The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height:

Generally, ± 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 (e.g. LPV, ILS, MLS, GLS)

2D (LNAV) and 3D (LNAV/VNAV) "linear" deviations (Cross track error/deviation shall normally be limited to $\pm \frac{1}{2}$ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowed.)

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)

Heading:

All engines operating $\pm 5^\circ$

With simulated engine failure $\pm 10^\circ$

Speed:

All engines operating ± 5 knots

With simulated engine failure + 10 knots/- 5 knots

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.

Conduct of skill tests, proficiency checks and assessments of competence

a) When conducting skill tests, proficiency checks and assessments of competence, examiners shall:

- (i) ensure that communication with the applicant can be established without language barriers;
- (ii) verify that the applicant complies with all the qualification, training and experience requirements in Part-MMFCL for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test, proficiency check or assessment of competence is taken;

and (iii) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.

(b) After completion of the skill test or proficiency check, the examiner shall:

(1) inform the applicant of the result of the test. In the event of a partial pass or fail, the examiner shall inform the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained. The examiner shall detail any further training requirement and explain the applicant's right of appeal;

(2) in the event of a pass in a proficiency check or assessment of competence for revalidation or renewal, endorse the applicant's licence or certificate with the new expiry date of the rating or certificate, if specifically authorised for that purpose by the DCA;

(3) provide the applicant with a signed report of the skill test or proficiency check and submit without delay copies of the report to the DCA. The report shall include:

- (i) a declaration (certificate of completion for skill test) that the examiner has received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in Part-MFCL;
- (ii) confirmation that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, the examiner shall record the reasons for this assessment;
- (iii) the result of the test, check or assessment of competence;

(iv) a copy of the examiner certificate containing the scope of his/her privileges as examiner in the case of skill tests, proficiency checks or assessments of competence conducted by an examiner whose certificate is not issued by the DCA.

(c) Examiners shall maintain records for 5 years with details of all skill tests, proficiency checks and assessments of competence (AoC) performed and their results.