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Record of versions

Version number	Date of revision	Topics
2.1	06/08/2020	PBN updates

**When to use this report?**

- In case of reporting a skill test for a single-pilot class or type rating, except single-pilot high performance complex aeroplanes,
- In case of reporting a proficiency check for a single-pilot class or type rating, except single-pilot high performance complex aeroplanes, or an instrument rating.

**Conduct of the test**

It should be noted that the aircraft used in the test shall be appropriately equipped for the training and testing purposes.

1. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used, as established in this Part.
2. Use of the aeroplane checklists, airmanship, anti-icing/de-icing procedures and principles of threat and error management apply in all sections of the test.
3. During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.
4. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
5. An applicant shall fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member if taking the test/check under single-pilot conditions. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.
6. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PNF:
  - (a) management of crew cooperation;
  - (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
  - (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

**Flight test tolerances**

7. The applicant shall demonstrate the ability to:
  - (a) operate the aeroplane within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgement and airmanship;
  - (d) apply aeronautical knowledge;
  - (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is always assured;
  - (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
  - (g) communicate effectively with the other crew members, if applicable.
8. 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/altitude	+ 50 feet/- 0 feet
	Minimum descent height/MAP/altitude	+ 50 feet/- 0 feet
Tracking	On radio aids	± 5°
	For 'angular' deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
	2D (LNAV) and 3D (LNAV/VNAV) 'linear' lateral deviations	cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
	3D linear vertical deviations 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 1 000 feet above aerodrome level.
Heading	all engines operating	± 5°
	with simulated engine failure	± 10°
Speed	all engines operating	± 5 knots
	with simulated engine failure	+ 10 knots/- 5 knots

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**Content of the training/skill test/proficiency check**

9. The following symbols mean:

P = Trained as PIC or co-pilot and as PF and PM

OTD = Other training devices may be used for this exercise

X = An FFS shall be used for this exercise; otherwise, an aeroplane shall be used if appropriate for the manoeuvre or procedure

P# = The training shall be complemented by supervised aeroplane inspection

10. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (→). The following abbreviations are used to indicate the training equipment used:

A = aeroplane

FFS = full-flight simulator

FSTD = flight simulation training device

11. 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.

12. 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.

13. Where the 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.

14. To establish or maintain PBN privileges, please consult the information notice "[PBN Instruction for examiners – BCAA requirements](#)" for the training and testing requirements.

**Important note concerning Performance-based navigation**

No license holder may perform PBN-approaches in European airspace, without being granted additional PBN privileges to their Instrument Rating. Please consult the information notice "[PBN Instruction for examiners – BCAA requirements](#)" for the training and testing requirements and how to obtain this particular endorsement.

IR pilots without PBN privileges may only fly on routes and approaches that do not require PBN privileges and no PBN items shall be required for the renewal of their IR, until 25 April 2021; after that date, PBN privileges shall be required for every IR.

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES  Manoeuvres/Procedures	PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
	FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Examiner's initials when test or check completed
<b>SECTION 1</b>					
Departure	OTD				
1.1 Pre-flight including: - Documentation; - Mass and Balance; - Weather briefing; and - NOTAM.					
1.2 Pre-start checks					
1.2.1 External	OTD P#	P		<b>M</b>	
1.2.2 Internal	OTD P#	P		<b>M</b>	
1.3 Engine starting: - Normal - Malfunctions	P→	→		<b>M</b>	
1.4 Taxiing	P→	→		<b>M</b>	
1.5 Pre-departure checks: Engine run-up (if applicable)	P→	→		<b>M</b>	
1.6 Take-off procedure: - Normal with Flight Manual flap settings - Crosswind (if conditions available).	P→	→		<b>M</b>	
1.7 Climbing: - Vx/Vy; - Turns onto headings ; and - Level off.	P→	→		<b>M</b>	
1.8 ATC liaison – Compliance, R/T procedures	P→			<b>M</b>	
<b>SECTION 2</b>					
2 Airwork (visual meteorological conditions (VMC))	P→	→			
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V <sub>MCA</sub> when applicable)					
2.2 Steep turns (360° left and right at 45° bank)	P→	→		<b>M</b>	
2.3 Stalls and recovery: (i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power; (iii) Approach to stall in landing configuration and power (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)	P→	→		<b>M</b>	
2.4 Handling using autopilot and flight director (may be conducted in Section 3), if applicable	P→	→		<b>M</b>	
2.5 ATC liaison – Compliance, R/T procedures	P→	→		<b>M</b>	
<b>SECTION 3A</b>					
3A En route procedures VFR	P→	→			
3A.1 (see B.5(c) and (d)) Flight plan, dead reckoning and map reading					
3A.2 Maintenance of altitude, heading and speed	P→	→			

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3A.3 Orientation, timing and revision of ETAs	P→	→			
3A.4 Use of radio navigation aids (if applicable)	P→	→			
3A.5 Flight management (flight log, routine checks including fuel, systems and icing )	P→	→			
3A.6 ATC liaison – Compliance, R/T procedures	P→	→			
<b>SECTION 3B</b>					
3B Instrument flight	P→	→		<b>M</b>	
3B.1* Departure IFR					
3B.2* En route IFR	P→	→		<b>M</b>	
3B.3* Holding procedures	P→	→		<b>M</b>	
3B.4* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P→	→		<b>M</b>	
3B.5* 2D operations to MDH/A	P→	→		<b>M</b>	
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: - Rate 1 turns; and - recoveries from unusual attitudes.	P→	→		<b>M</b>	
3B.7* Failure of localiser or glideslope	P→	→			
3B.8* ATC liaison – Compliance, R/T procedures	P→	→		<b>M</b>	
Intentionally left blank					
<b>SECTION 4</b>					
4 Arrival and landings	P→	→		<b>M</b>	
4.1 Aerodrome arrival procedure					
4.2 Normal landing	P→	→		<b>M</b>	
4.3 Flapless landing	P→	→		<b>M</b>	
4.4 Crosswind landing (if suitable conditions)	P→	→			
4.5 Approach and landing with idle power from up to 2000 above the runway (single engine aeroplane only)	P→	→			
4.6 Go-around from minimum height	P→	→		<b>M</b>	
4.7 Night go-around and landing (if applicable)	P→	→			
4.8 ATC liaison – Compliance, R/T procedures	P→	→		<b>M</b>	
<b>SECTION 5</b>					
5 Abnormal and emergency procedures (This Section may be combined with Sections 1 through 4)	P→	→		<b>M</b>	
5.1 Rejected take-off at a reasonable speed					
5.2 Simulated engine failure after take-off (single engine aeroplanes only)		P		<b>M</b>	
5.3 Simulated forced landing without power (single engine aeroplanes only)		P		<b>M</b>	
5.4 Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate	P→	→			

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	FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Examiner's initials when test or check completed
5.5 ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P→	→			
5.6 ATC liaison – Compliance, R/T procedures					
<b>SECTION 6</b>					
6 Simulated asymmetric flight	P→	→X			
6.1* (This Section may be combined with Sections 1 through 5) Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)				<b>M</b>	
6.2* Asymmetric approach and go-around	P→	→		<b>M</b>	
6.3* Asymmetric approach and full-stop landing	P→	→		<b>M</b>	
6.4 ATC liaison – Compliance, R/T procedures	P→	→		<b>M</b>	
<b>SECTION 7</b>					
7 UPRT					
7.1 Flight manoeuvres and procedures					
7.1.1 Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→			
7.1.1.1 At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P→	→			
7.1.1.2 Steep turns using 45° bank, 180° to 360° left and right	P→	→			
7.1.1.3 Turns with and without spoilers	P→	→			
7.1.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→			
7.2 Upset recovery training	P→	→			
7.2.1 Recovery from stall events in: - take-off configuration; - clean configuration at low altitude; - clean configuration near maximum operating altitude; and - landing configuration					
7.2.2 The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles.	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise'		FFS Only	
7.3 Go-around with all engines operating* from various stages during an instrument approach	P→	→			
7.4 Rejected landing with all engines operating: - from various heights below DH/MDH 15 m (50 ft) above the runway threshold - after touchdown (balked landing) - In aeroplanes which are not certificated as transport category aeroplanes (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→	→			