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Record of versions

Version number	Date of revision	Topics
1.0	02/12/2015	Initial version
1.1	01/10/2016	Additional requirements for performance-based navigation

When to use this report?

- a. In case of reporting a skill test for:
a single-pilot class or type rating excepting single-pilot high performance complex type rating,
- b. In case of reporting a proficiency check for:
a single-pilot class or type rating excepting single-pilot high performance complex type rating.

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

Content of the report

- a. The following symbols mean:
 - P = Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.
 - X = Flight 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 aircraft inspection.
- b. 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
 - FTD = Flight Training Device (including FNPT II for ME class rating)
- c. The starred (*) items of section 3B and, for multi-engine, section 6, shall be own 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 own 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. 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.
- e. Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.
- f. 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 qualification of the FFS or FNPT II;
 - (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.
- g. When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.
- h. 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.

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 licence holders – 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 August 2020; after that date, PBN privileges shall be required for every IR.

APPLICANT'S NAME: Type/Class rating:

SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES Manoeuvres/Procedures	PRACTICAL TRAINING				TYPE/CLASS RATING SKILL TEST/ PROF CHECK	
	FTD	FFS	A	Instructors initials when training completed	Checked in	Examiner's initials when test/check completed
					FFS/A	

SECTION 1						
1	Departure					
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM					
1.2	Pre-start checks					
1.2.1	External	P#		P		
1.2.2	Internal			P	M	
1.3	Engine starting: Normal Malfunctions	P→	→	→	M	
1.4	Taxiing		P→	→	M	
1.5	Pre-departure checks: Engine run-up (if applicable)	P→	→	→	M	
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		P→	→		
1.7	Climbing: Vx/Vy Turns onto headings Level off		P→	→	M	
1.8	ATC liaison – Compliance, R/T procedure					
SECTION 2						
2	Airwork (VMC)					
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{MCA} when applicable)		P→	→		
2.2	Steep turns (360° left and right at 45° bank)		P→	→	M	

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		FTD	FFS	A	Instructors initials when training completed	Checked in	Examiner's initials when test/check completed
						FFS/A	
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→	→		M	
2.4	Handling using autopilot and flight director (may be conducted in Section 3) if applicable		P→	→		M	
2.5	ATC liaison – Compliance, R/T procedure						
SECTION 3A							
3A	En route procedures VFR (see B.5(c) and (d))						
3A.1	Flight plan, dead reckoning and map reading						
3A.2	Maintenance of altitude, heading and speed						
3A.3	Orientation, timing and revision of ETAs						
3A.4	Use of radio navigation aids (if applicable)						
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)						
3A.6	ATC liaison – Compliance, R/T procedure						
SECTION 3B							
3B	Instrument flight		P→	→		M	
3B.1*	Departure IFR		P→	→		M	
3B.2*	En route IFR		P→	→		M	
3B.3*	Holding procedures		P→	→		M	
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→	→		M	
3B.5*	2D operations to 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*	Failure of localiser or glideslope	P→	→	→			
3B.8*	ATC liaison – Compliance, R/T procedure						
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	FTD	FFS	A	Instructors initials when training completed	Checked in	Examiner's initials when test/check completed
					FFS/A	

SECTION 4

4	Arrival and landings		P→	→		M	
4.1	Aerodrome arrival procedure		P→	→		M	
4.2	Normal landing		P→	→		M	
4.3	Flapless landing		P→	→		M	
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→	→		M	
4.7	Night go-around and landing (if applicable)	P→	→	→			
4.8	ATC liaison – Compliance, R/T procedure						

SECTION 5

5	Abnormal and emergency procedures (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 (single engine aeroplanes only)			P		M	
5.3	Simulated forced landing without power (single engine aeroplanes only)			P		M	
5.4	Simulated emergencies: (i) Fire or smoke in flight (ii) Systems malfunctions as appropriate	P→	→	→			
5.5	Engine shutdown and restart (ME skill test only) (At a safe altitude if performed in the aircraft)	P→	→	→			
5.6	ATC liaison – Compliance, R/T procedure						

SECTION 6

6	Simulated asymmetric flight 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)	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 – Compliance, R/T procedure						