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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 multi-pilot type rating or a single-pilot high performance complex type rating,
b. In case of reporting a proficiency check for:
a multi-pilot type rating or a single-pilot high performance complex type rating or an instrument 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 = 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 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.

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 FCL.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.

j. 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 rating: .....

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES **Manoeuvres/Procedures** (Including Multi-crew Cooperation)	PRACTICAL TRAINING					TYPE-RATING/SKILLTEST/PROFCHECK	
	OTD	**FTD**	**FS**	**A**	Instructor's initials when training completed	Checked in **FFS/A**	Examiner's initials when test/check completed
SECTION 1: Flight preparation							
1.1 Performance calculation	P						
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	[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 air traffic control or instructions of instructor			P→	→			
1.6 Before take-off checks		P→	→	→		**M**	
SECTION 2: Take-offs							
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			P→	→			
2.3 Cross wind take-off (A, if practicable)			P→	→			
2.4 Take-off at max take-off mass (actual or simulated maximum take-off mass)			P→	→			
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→	→			
2.5.2* Between V1 and V2			P	X		**M** **FFS Only**	
2.6 Rejected take-off at a reasonable speed before reaching V1			P→	→X		**M**	

APPLICANT'S NAME: ..... Type rating: .....

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES **Manoeuvres/Procedures** (Including Multi-crew Cooperation)		PRACTICAL TRAINING					TYPE-RATING/SKILLTEST/PROFCHECK	
		OTD	FTD	FS	A	Instructor's initials when training completed	Checked in FFS/A	Examiner's initials when test/check completed
3.1	Turns with and without spoilers			P⟶	⟶			
3.2	Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P⟶	X an aircraft may not be used for this exercise			
3.3	Normal operation of systems and controls engineer's panel	P⟶	⟶	⟶	⟶			
3.4	Normal and abnormal operations of following systems:	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive						
3.4.0	Engine (if necessary propeller)	P⟶	⟶	⟶	⟶			
3.4.1	Pressurisation and air conditioning	P⟶	⟶	⟶	⟶			
3.4.2	Pitot-static system	P⟶	⟶	⟶	⟶			
3.4.3	Fuel system	P⟶	⟶	⟶	⟶			
3.4.4	Electrical system	P⟶	⟶	⟶	⟶			
3.4.5	Hydraulic system	P⟶	⟶	⟶	⟶			
3.4.6	Flight control and Trim-system	P⟶	⟶	⟶	⟶			
3.4.7	Anti- and de-icing system, Glare shield heating	P⟶	⟶	⟶	⟶			
3.4.8	Autopilot/Flight director	P⟶	⟶	⟶	⟶		**M** (single pilot only)	
3.4.9	Stall warning or stall avoidance devices, and stability augmentation devices	P⟶	⟶	⟶	⟶			
3.4.10	Ground proximity warning system Weather radar, radio altimeter, transponder		P⟶	⟶	⟶			
3.4.11	Radios, navigation equipment, instruments, flight management system	P⟶	⟶	⟶	⟶			
3.4.12	Landing gear and brakes	P⟶	⟶	⟶	⟶			
3.4.13	Slat and flap system	P⟶	⟶	⟶	⟶			
3.4.14	Auxiliary power unit	P⟶	⟶	⟶	⟶			
3.6	Abnormal and emergency procedures:	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive						
3.6.1	Fire drills including evacuation.		P⟶	⟶	⟶			
3.6.2	Smoke control and removal		P⟶	⟶	⟶			
3.6.3	Engine failures, shut-down and/or 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)	
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 Flight Manual		P⟶	⟶	⟶			
3.6.9	ACAS event	P⟶	⟶	⟶	an aircraft may not be used for this exercise		(FFS only)	

APPLICANT'S NAME: ..... Type rating: .....

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES **Manoeuvres/Procedures** (Including Multi-crew Cooperation)		PRACTICAL TRAINING					TYPE-RATING/SKILLTEST/PROFCHECK	
		OTD	**FTD**	**FS**	**A**	Instructor's initials when training completed	Checked in **FFS/A**	Examiner's initials when test/check completed
3.7	Steep turns with 45° bank, 180 ° to 360° left and right		P→	→	→			
3.8	Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P→	→			
3.8.1	Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P→	X			
3.9	Instrument flight procedure							
3.9.1*	Adherence to departure and arrival routes and ATC instructions		P→	→	→		**M**	
3.9.2*	Holding procedures		P→	→	→			
3.9.3*	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure							
3.9.3.1*	Manually, without flight director			P→	→		**M** (Skill Test only)	
3.9.3.2*	Manually, with flight director			P→	→			
3.9.3.3*	With autopilot			P→	→			
3.9.3.4*	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 feet above aerodrome level until touchdown or through the complete missed approach procedure. 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 non-precision approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A), however not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above 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 3.9.3.4			P→	→		**M**	
3.9.4*	2D operations down to the MDH/A			P*→	→		**M**	
3.9.5	Circling approach under 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 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 visible pattern may be performed			P→	→			

APPLICANT'S NAME: ..... Type rating: .....

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES **Manoeuvres/Procedures** (Including Multi-crew Cooperation)		PRACTICAL TRAINING					TYPE-RATING/SKILLTEST/PROFCHECK	
		OTD	FTD	FS	A	Instructor's initials when training completed	Checked in FFS/A	Examiner's initials when test/check completed
SECTION 4: Missed Approach procedures								
4.1	Go-around with all engines operating* during a 3D operation on reaching decision height			P*⟶	⟶			
4.2	Other missed approach procedures			P*⟶	⟶			
4.3*	Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*⟶	⟶		**M**	
4.4	Rejected landing at 15 m (50ft) above runway threshold and go-around			P⟶	⟶			
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			P⟶	an aircraft may not be used for this exercise			
5.3	Cross wind landings (a/c, if practicable).			P⟶	⟶			
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats.			P⟶	⟶			
5.5	Landing with critical engine simulated inoperative.			P⟶	⟶		**M**	
5.6	Landing with two engines inoperative: - Aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM - Aeroplanes with 4 engines: 2 engines at one side			P	X		**M** FFS only (Skill Test only)	
General remarks: **Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.**								
SECTION 6: Additional authorisation on a type rating for instrument approaches down to a DH of less than 60m (200ft) (CATII/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.								
6.1*	Rejected take-off at minimum authorized RVR			P*⟶	⟶X an aircraft may not be used for this exercise		**M***	
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**	
6.3*	Go-around :after approaches as indicated in 6.2 on reaching DH. 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 and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure			P⟶	⟶		**M***	
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**	
Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.								