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Record of versions

Version number	Date of revision	Topics
2.0	20/12/2019	Report in accordance with IR (EU) 2019/1747
2.1	24/07/2020	Report in accordance with IR (EU) 2020/359

When to use this report?

- In case of reporting a skill test for an ATPL or MPL, a multi-pilot type rating or a single-pilot high performance complex type rating,
- In case of reporting a proficiency check for a multi-pilot type rating or a single-pilot high performance complex type rating.

Conduct of the test

It should be noted that the aircraft, if 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 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 or co-pilot 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

Content of the report

9. The following symbols mean:

P = Trained as PIC or co-pilot and as PF and PM for the issue of a 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 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 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

11. The starred items (*) shall be flown solely by reference to instruments.

12. 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.

13. 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; and

(iii) the qualifications and previous experience on similar types of the pilots under training.

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

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

16. 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 manoeuvre/procedure from Section 3.4 have to be completed in addition as single-pilot.

17. In the case of a restricted type rating issued in accordance with FCL.720.A(e), 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.

18. 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.

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.

DISCLAIMER This report is destined for being used by Approved Training Organisations, instructors and examiners. It has been prepared by putting together the officially published regulations with the related acceptable means of compliance and guidance material (including the amendments) adopted so far. However, to keep this document as compact as possible, the essential references only have been included, please refer to the official publication⁽¹⁾ for the complete text.

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES Manoeuvres/Procedures	PRACTICAL TRAINING			ATPL/MPL/TYPE-RATING/SKILLTEST or PROF. CHECK	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECTION 1: Flight preparation					
1.1 Performance calculation	OTD P				
1.2 Aeroplane external 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 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 ⁽¹⁾	P→	→			
2.2* Instrument take-off ⁽¹⁾	P→	→			
2.3 Cross wind take-off	P→	→			
2.4 Take-off at max take-off mass ⁽¹⁾	P→	→			
2.5 Take-offs with simulated engine failure					
2.5.1* Shortly after reaching V2 ⁽¹⁾	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	
SECTION 3: Flight manoeuvres and procedures					
3.1 Manual flight with and without flight directors ⁽¹⁾	P→	→			
3.1.1 At different speeds and altitudes ⁽¹⁾	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 ⁽¹⁾	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→	→			
3.4 Normal and abnormal operations of following systems:	A mandatory minimum of 3 items shall be selected from 3.4.0 to 3.4.14 inclusive				
3.4.0 Engine (if necessary propeller)	OTD P→	→			
3.4.1 Pressurisation and air conditioning	OTD P→	→			
3.4.2 Pitot/static system	OTD P→	→			
3.4.3 Fuel system	OTD P→	→			
3.4.4 Electrical system	OTD P→	→			

⁽¹⁾ Please refer to Regulation (EU) No 1178/2011, at its latest version, for complete text.

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	Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.4.5 Hydraulic system	OTD P→	→				
3.4.6 Flight control and trim-system	OTD P→	→				
3.4.7 Anti-icing/de-icing system, glare shield heating	OTD P→	→				
3.4.8 Autopilot/Flight director	OTD P→	→			M (single pilot only)	
3.4.9 Stall warning 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→	→				
Intentionally left blank						
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 ⁽¹⁾	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 TCAS event	OTD P→	An aeroplane shall not be used			FFS only	
3.7 Upset recovery training						
3.7.1 Recovery from stall events in: <ul style="list-style-type: none"> take-off configuration; clean configuration at low altitude; clean configuration near maximum operating altitude; and landing configuration. 	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise				
3.7.2 The following upset exercises: <ul style="list-style-type: none"> 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	
3.8 Instrument flight procedure						
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/A of 200 feet (60 m) or to higher minima if required by the approach procedure	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.					

⁽¹⁾ Please refer to Regulation (EU) No 1178/2011, at its latest version, for complete text.

APPLICANT'S NAME: Type rating:

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES Manoeuvres/Procedures	PRACTICAL TRAINING			ATPL/MPL/TYPE-RATING/SKILLTEST or PROF. CHECK	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.8.3.1* Manually, without flight director	P→	→		M (Skill Test only)	
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: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level. ⁽¹⁾	P→	→		M	
3.8.4* 2D operations down to the MDH/A	P*→	→		M	
3.8.5 Circling approach ⁽¹⁾	P*→	→			
3.8.6 Visual approaches	P→	→			
SECTION 4: Missed Approach procedures					
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	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	P*→	→		M	
4.5 Rejected landing with all engines operating ⁽¹⁾ : • from various heights below DH/MDH; • after touchdown (balked landing)	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 aeroplane shall not be used for this exercise			
5.3 Cross wind landings ⁽¹⁾	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 Aeroplanes with 3 or 4 engines: landing with two engines inoperative ⁽¹⁾	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) (CAT II/III)					
6.1* Rejected take-off at minimum authorized runway visual range	P*→	→X An aeroplane shall not be used for this exercise		M*	
6.2* CAT II/III approaches ⁽¹⁾	P→	→		M	
6.3* Go-around ⁽¹⁾	P→	→		M*	
6.4* Landing(s) ⁽¹⁾	P→	→		M	
<i>Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.</i>					

⁽¹⁾ Please refer to Regulation (EU) No 1178/2011, at its latest version, for complete text.