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This page has not to be sent to the Belgian CAA.**

Record of versions

Version	Date of revision	Topics	Regulations
3.0	27/10/2021	Conformity with the current regulation	IR(EU)2021/1310

When to use this report?

In case of reporting a skill test for:

an Airline Transport Pilot Licence (ATPL), a type rating, a class rating or a Multi-crew Pilot Licence (MPL),

In case of reporting a proficiency check for:

a type rating, a class rating, an instrument rating or a basic instrument rating

Which sections to fill in?

Section 1 – Details of the applicant – has to be filled in systematically.

The details concerning the applicant are self-explanatory.

It may occur that the applicant's licence number is not known at the time of the check. In this case, indicate "N/A".

Section 2 – Confirmation of the details of the training – has to be filled in systematically.

This section has to be filled in and signed by a person having the rights to engage the responsibility of the ATO.

- Theoretical training – If theoretical training has been performed during 1st issuance or Revalidation or Renewal, tick the corresponding box. If no theoretical training has been performed, tick the "Not applicable" box.
- FSTD training – If FSTD training has been performed during 1st issuance or Revalidation or Renewal, tick the corresponding box. If no FSTD training has been performed, tick the "Not applicable" box.
- Flight training – If flight training has been performed during 1st issuance or Revalidation or Renewal, tick the corresponding box. If no flight training has been performed, tick the "Not applicable" box.
- In case of ZFTT, indicate the name of the Air Operator which the ATO has given training for.

Section 3 – Details of the Skill test/Proficiency check – has to be filled in systematically by the examiner.

- Belgian CAA Skill test/Proficiency Check Registration Number: the number you get after registering the test on https://www.mobilit.fgov.be/applications/Internet/EasyWebForms.nsf/BCAA_SkillTest.xsp.
- Select the type of test/check undergone: ATPL, MPL, type or class rating, IR or BIR.
 - o Skill test is only applicable for first issuances.
 - o IR or BIR proficiency check may be taken as a standalone check. In this case, the type or class rating shall not be revalidated.
 - o IR or BIR proficiency check may be combined with a rating skill test or proficiency check.
- Fill in the type or class aircraft endorsement by using the EASA aircraft licence endorsements. Please don't use marketing, FAA or other common designations (e.g.: use C525 in place of CJ1, use CL65 in place of Regional Jet 200).
- Describe the type of aircraft and circumstances of the test/check.
 - o Specify the type of operations which the test has been performed in: single-pilot, multi-pilot or both.
 - o Specify if the IR has been taken as a standalone check or has been part of the rating test/check.
 - o Tick the Cat II/III box if the IR privileges have to be extended to lower decision heights.
- Fill in the date, location and duration (start – finish) of the test.
- Fill in the aircraft registration or FSTD reference used for the test.
- Tick the result of the test and ask the applicant to sign the report after acknowledging the result. The "Incomplete" box may be ticked when the test had to be interrupted (e.g.: FSTD unserviceable, bad weather, aircraft technical default).
- Reasons, in a case of failure or partial pass, are mandatory and shall be explained on page 2.
- Fill in your examiner's details.

Reasons for failure (backside) – has to be filled in when the test or check has been failed or partial passed.

- Describe clearly why the test has been failed or partial passed.
- If necessary, recommend or require further training.
- The reasons for failure have to be acknowledged and signed by the applicant.

Observations (backside) – If any.

- If the applicant is not happy with the result of the test/check, he/she will indicate the reasons of his/her dissatisfaction.
- The applicant and the examiner may describe here any subject of disagreement between them during the test/check.
- The observation section may serve to describe any unusual circumstances occurred during the test/check.



Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency checks for IRs and BIRs

Date of reception

1	Applicant's details			
Name(s)				
First name(s)				
Belgian CAA Licence Number (if available) BE.FCL.				
2	Confirmation of the details of the training (if any)			
Theoretical training performed and succeeded		1 st Issuance <input type="checkbox"/>	Revalidation/Renewal <input type="checkbox"/>	Not applicable <input type="checkbox"/>
		Start date:	Finish date:	
FSTD training performed and succeeded		1 st Issuance <input type="checkbox"/>	Revalidation/Renewal <input type="checkbox"/>	Not applicable <input type="checkbox"/>
		Start date:	Finish date:	
Flight training performed and succeeded		1 st Issuance <input type="checkbox"/>	Revalidation/Renewal <input type="checkbox"/>	Not applicable <input type="checkbox"/>
		Aircraft registration:	<input type="checkbox"/>	FSTD (ZFTT) <input type="checkbox"/>
		Start date:	Finish date:	
In case of ZFTT, specify the Air Operator which the ATO has given training for			
For the ATO (Name of Organisation)				
Name		Title		
Signature		Date		
3	Details of the Skill test/Proficiency check			
Belgian CAA Skill test/Proficiency Check Registration Number:				
ATPL skill test <input type="checkbox"/> MPL skill test <input type="checkbox"/> Type/Class skill test <input type="checkbox"/> Type/Class prof. check <input type="checkbox"/> IR or BIR prof. check <input type="checkbox"/>				
Type <input type="checkbox"/> /Class <input type="checkbox"/> rating endorsement				
Aeroplane <input type="checkbox"/>	Single engine – Single pilot <input type="checkbox"/>	Operated in: SP <input type="checkbox"/> MP <input type="checkbox"/> SP and MP <input type="checkbox"/>	Including IR <input type="checkbox"/> or including BIR <input type="checkbox"/>	
Helicopter <input type="checkbox"/>	Single engine – Multi pilot <input type="checkbox"/>		Including IR extended to Cat II/III <input type="checkbox"/>	
	Multi engine – Single pilot <input type="checkbox"/>		Excluding IR <input type="checkbox"/>	
	Multi engine – Multi pilot <input type="checkbox"/>		IR only <input type="checkbox"/> or BIR only <input type="checkbox"/>	
Date of test		Location of test		
Start (UTC)		Finish (UTC)		
Aircraft registration or FSTD reference used for test:				Applicant's signature acknowledging result of the test
Result of the test Pass <input type="checkbox"/> Partial Pass <input type="checkbox"/> Fail <input type="checkbox"/> Incomplete <input type="checkbox"/>				
I have <input type="checkbox"/> I have not <input type="checkbox"/> endorsed the revalidation or renewal in the applicant's licence.				
<i>I hereby declare that I, as examiner, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in the latest version of the Examiner Differences Document.</i>				
<i>In particular, I am not a postholder, a representative or an ultimate beneficial owner of the ATO or DTO where the applicant has completed training for the licence or rating for which this skill test is taken.</i>				
Examiner's Name		Examiner's number		
Examiner's Signature		Date		

Reasons for failure

Section	Sub-section	Reasons for failure

Further training required or recommended

Specific training required or recommended:

Examiner's Name Examiner's signature

I understand that I have failed the items notified above. I also understand that I may not exercise the privileges related to that rating.

Applicant's signature Date

Observations (if any)

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Examiner's signature and date Applicant's signature and date

Supporting documentation

1. Flight Test Schedule (in case of reporting a skill test or a proficiency check)
2. Copy of the certificate of recognition of the ATO (for non-Belgian certified ATO)
3. Copy of FSTD approval certificate (for non-Belgian certified FSTD)
4. Copy of the examiner's licence (for non-Belgian certified examiner)
5. Copy of the examiner's certificate (if applicable for non-Belgian certified examiner)
6. Copy of the examiner's medical certificate (if applicable for non-Belgian certified examiner)
7. Copy of endorsed licence (if entry on licence by examiner)