



Flight Operations Standards Department

**Air Transport Pilot License (ATPL) / Multi Pilot License (MPL) / Type Rating / Training  
Multi Pilot Airplane Skill Test & Proficiency Check Report**  
Airplane or Flight Simulator/Appendix 2 to JCAR-FCL 1.240 & 1.295

•Applicant Name		•Examiner Name	
•TRTO/AOC Name		•Date of Test	
•Skill Test & Proficiency Check Report	<input type="checkbox"/> Type Rating	<input type="checkbox"/> MPL	<input type="checkbox"/> ATPL
<input type="checkbox"/> Flight Simulator Type & Number		<input type="checkbox"/> Airplane Type & Number	
•Skill Test Attempt Number		•Flight Time	
•Skill Test Result	<input type="checkbox"/> Passed	<input type="checkbox"/> Partially Passed	<input type="checkbox"/> Failed
•Examiner Remarks			

Section 1-Flight preparation				
Manoeuvres/Procedures (Including MCC)				
1	Flight preparation	Pass	Fail	Remarks
1.1	Performance calculation			OTD
1.2	Airplane ext. visual inspection; location of each item & purpose of inspection			A P#
1.3	Cockpit inspection			FTD
1.4	Use of checklist prior to starting engines, starting procedures, radio & navigation equipment check, selection & setting of navigation & communication frequencies			OTD M
1.5	Taxiing in compliance with air traffic control or instructions of instructor			FS
1.6	Before take-off checks			FTD M
➤Examiner Signature		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	

Section 2 -Take-offs				
Manoeuvres/Procedures (Including MCC)				
2	Take-offs	Pass	Fail	Remarks
2.1	Normal take off with different flap settings, including expedited take-off			FS
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			FS
2.3	Cross wind take-off (A, if practicable)			FS
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)			FS
2.5	Take-offs with simulated engine failure			
2.5.1*	•Shortly after reaching V <sub>2</sub> , or in airplanes which are not certified as transport category airplanes (JCAR/FAR 25) or as commuter category airplanes (JCAR/FAR 23), the engine failure shall not be simulated until reaching a minimum height of 500ft above runway end. In airplanes having the same performance as a transport category aeroplane regarding take-off mass & density altitude, the instructor may simulate the engine failure shortly after reaching V <sub>2</sub> .			FS
2.5.2 *	•Between V <sub>1</sub> & V <sub>2</sub> , or			FS only M
2.6	Rejected take-off at a reasonable speed before reaching V <sub>1</sub>			FS M
➤Examiner Signature		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	



<b>Section 3-Flight Manoeuvres &amp; Procedures</b>				
Manoeuvres/Procedures (Including MCC)				
<b>3</b>	<b>Flight Manoeuvres &amp; Procedures</b>	<b>Pass</b>	<b>Fail</b>	<b>Remarks</b>
3.1	Turns with & without spoilers			<b>FS</b>
3.2	Tuck under & Mach buffets after reaching the critical Mach number, & other specific flight characteristics of the aeroplane (e.g. Dutch Roll) An aircraft may not be used for this exercise			<b>FS/X</b>
3.3	Normal operation of systems & controls engineer's panel			<b>OTD</b>
3.4	Normal & abnormal operations of following systems: a mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14			
3.4.0	•Engine (if necessary propeller)			<b>OTD</b>
3.4.1	•Pressurization & air-conditioning			<b>OTD</b>
3.4.2	•Pitot / static system			<b>OTD</b>
3.4.3	•Fuel system			<b>OTD</b>
3.4.4	•Electrical system			<b>OTD</b>
3.4.5	•Hydraulic system			<b>OTD</b>
3.4.6	•Flight control Trim-system			<b>OTD</b>
3.4.7	•Anti- & de-icing system, Glare shield heating			<b>OTD</b>
3.4.8	•Autopilot / Flight director			<b>OTD</b>
3.4.9	•Stall warning devices or stall avoidance devices, & stability augmentation devices			<b>OTD</b>
3.4.10	•Ground proximity warning system, Weather radar, radio altimeter, transponder			<b>FTD</b>
3.4.11	•Radios, navigation equipment, instruments, flight management system			<b>OTD</b>
3.4.12	•Landing gear & brake			<b>OTD</b>
3.4.13	•Slat & flap system			<b>OTD</b>
3.4.14	•Auxiliary power unit			<b>OTD</b>
3.5	Intentionally left blank			
3.6	<b>Abnormal &amp; emergency procedures:</b> a mandatory minimum of 3 abnormal shall be selected from 3.6.1 to 3.6.9			<b>M</b>
3.6.1	•Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing & electrical fires including evacuation.			<b>FTD</b>
3.6.2	•Smoke control & removal			<b>FTD</b>
3.6.3	•Engine failures, shut-down & restart at a safe height			<b>FTD</b>
3.6.4	•Fuel dumping (simulated)			<b>FTD</b>
3.6.5	•Wind shear at Take off / landing			<b>FS only</b>
3.6.6	•Simulated cabin pressure failure / Emergency descent			<b>FS</b>
3.6.7	•Incapacitation of flight crew member			<b>FTD</b>
3.6.8	•Other emergency procedures as outlined in the appropriate Flight Manual			<b>FTD</b>
3.6.9	•ACAS event			<b>OTD-FS</b>
3.7	Steep turns with 45° bank, 180° to 360° left & right			<b>FTD</b>
3.8	Early recognition & 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 & in landing configuration (flaps in landing position, gear extended)			<b>FS</b>
3.8.1	•Recovery from full stall or after activation of stall warning device in climb, cruise & approach configuration			<b>FS/X</b>



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Section 3-Flight Manoeuvres & Procedures				
Manoeuvres/Procedures (Including MCC)				
3	Flight Manoeuvres & Procedures	Pass	Fail	Remarks
3.9	Instrument flight procedures			
3.9.1*	•Adherence to departure & arrival routes & ATC instructions			FTD M
3.9.2*	•Holding procedures			FTD
3.9.3*	•Precision approaches down to a decision height (DH) not less than 60 m (200ft)			
3.9.3.1*	▪Manually, without flight director (skill test only)			FS M (skill test only)
3.9.3.2*	▪Manually, with flight director			FS
3.9.3.3*	▪With autopilot			FS
3.9.3.4*	<ul style="list-style-type: none"> <li>▪Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure               <ul style="list-style-type: none"> <li>▪ In aeroplanes which are not certificated as transport category aeroplanes (JCAR/FAR 25) or as commuter category aeroplanes (JCAR/FAR 23), the approach with simulated engine failure &amp; the ensuing go-around shall be initiated in conjunction with the NDB or VOR approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (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 &amp; density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4</li> </ul> </li> </ul>			FS M
3.9.4*	•NDB or VOR/LOC-approach down to the MDH/A			FS* M
3.9.5	<ul style="list-style-type: none"> <li>•Circling approach under following conditions:               <ul style="list-style-type: none"> <li>(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; <b>followed by:</b></li> <li>(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;</li> </ul> </li> <li><b>Remark:</b> if a) &amp; b) are not possible due to ATC reasons a simulated low visibility pattern may be performed</li> </ul>			FS*
✓	<b>Examiner Signature</b>	<input type="checkbox"/> Passed <input type="checkbox"/> Failed		

Section 4-Missed Approach Procedures				
Manoeuvres/Procedures (Including MCC)				
4	Missed Approach Procedures	Pass	Fail	Remarks
4.1	Go-around with all engines operating* after an ILS approach on reaching decision height.			FS*
4.2	Other missed approach procedures			FS*
4.3*	Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAP			FS* M
4.4	Rejected landing at 15 m (50ft) above runway threshold & go-around			FS
➤	<b>Examiner's Signature</b>	<input type="checkbox"/> Passed <input type="checkbox"/> Failed		



Section 5-Landings				
Manoeuvres/Procedures (Including MCC)				
5	Landings	Pass	Fail	Remarks
5.1	Normal landings* also after an ILS approach with transition to visual flight on reaching DH.			FS
5.2	Landing with simulated jammed horizontal stabiliser in any out-of trim position. An aircraft may not be used for this exercise			FS / X
5.3	Cross wind landings (a/c, if practicable).			FS
5.4	Traffic pattern & landing without extended or with partly extended flaps & slats.			FS
5.5	Landing with critical engine simulated inoperative			FS M
5.6	Landing with two engines inoperative •Aeroplanes with three engines: the centre engine & one outboard engine as far as practicable according to data of the AF • Aeroplanes with four engines, two engines on one side			FS only M (skill test only)
➤Examiner Signature		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	

Section 6-Additional authorisation on TR/ Inst. Appr. to DH less than 60 m (200 ft) (CAT II/III)				
Manoeuvres/Procedures (Including MCC)				
6	Additional authorisation on a type rating (Section 6 is not part of the ATPL or MPL skill test)	Pass	Fail	Remarks
The following manoeuvres & 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 & 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 authorised RVR			FS* / X M*
6.2*	ILS 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 & support) shall be observed			FS M
6.3*	Go-around. After approaches as indicated in 6.2 on reaching DH. The training shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, & ground/airborne equipment failure prior to reaching DH & go-around with simulated airborne equipment failure			FS M*
6.4*	Landing(s). With visual reference established at DH following an instrument approach. Depending on specific flight guidance system, an automatic landing shall be performed.			FS M
➤Examiner Signature		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	

**Skill Test/Proficiency Check Guide**

- Skill test flight time (120) minutes minimum.**
- If an airplane, rather than a simulator, is used for the test/check, the second pilot shall be an instructor
- CAT II/III operations shall be accomplished in accordance with Operational Rules.
- The following abbreviations are used to indicate the training equipment used:
  - A = Airplane
  - FS = Flight Simulator
  - FTD = Flight Training Device (FNPT II)
  - OTD = Other Training Devices
- X = Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used if appropriate for the maneuver or procedure
- (\*) = 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
- "M" = Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise
- P# = the training shall be complemented by supervised airplane inspection
- Failure of more than five items will require the applicant to take the entire test/check again.**
- Any applicant failing 5 or less items shall take the failed items again.**
- Failure in any item on the re-test/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again**