



Flight Operations Standards Department
Flight Crew Licensing & Training Section - Skill Test Reports
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 - PIC <input type="checkbox"/> ATPL – Co pilot only
<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"/> 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*	<ul style="list-style-type: none"> • Shortly after reaching V₂, 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 V₂. 			FS
2.5.2*	<ul style="list-style-type: none"> • Between V₁ & V₂, or 			FS only M
2.6	Rejected take-off at a reasonable speed before reaching V ₁			FS M
➤ Examiner Signature		<input type="checkbox"/> Passed <input type="checkbox"/> Failed		



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Section 3-Flight Manoeuvres & Procedures				
Manoeuvres/Procedures (Including MCC)				
3	Flight Manoeuvres & Procedures	Pass	Fail	Remarks
3.1	Turns with & without spoilers			FS
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			FS / X
3.3	Normal operation of systems & controls engineer's panel			OTD
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)			OTD
3.4.1	• Pressurization & air-conditioning			OTD
3.4.2	• Pitot / static system			OTD
3.4.3	• Fuel system			OTD
3.4.4	• Electrical system			OTD
3.4.5	• Hydraulic system			OTD
3.4.6	• Flight control Trim-system			OTD
3.4.7	• Anti- & de-icing system, Glare shield heating			OTD
3.4.8	• Autopilot / Flight director			OTD
3.4.9	• Stall warning devices or stall avoidance devices, & stability augmentation devices			OTD
3.4.10	• Ground proximity warning system, Weather radar, radio altimeter, transponder			FTD
3.4.11	• Radios, navigation equipment, instruments, flight management system			OTD
3.4.12	• Landing gear & brake			OTD
3.4.13	• Slat & flap system			OTD
3.4.14	• Auxiliary power unit			OTD
3.5	Intentionally left blank			
3.6	Abnormal & emergency procedures: a mandatory minimum of 3 abnormal shall be selected from 3.6.1 to 3.6.9			M
3.6.1	• Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing & electrical fires including evacuation.			FTD
3.6.2	• Smoke control & removal			FTD
3.6.3	• Engine failures, shut-down & restart at a safe height			FTD
3.6.4	• Fuel dumping (simulated)			FTD
3.6.5	• Wind shear at Take off / landing			FS only
3.6.6	• Simulated cabin pressure failure / Emergency descent			FS
3.6.7	• Incapacitation of flight crew member			FTD
3.6.8	• Other emergency procedures as outlined in the appropriate Flight Manual			FTD
3.6.9	• ACAS event			OTD-FS
3.7	Steep turns with 45° bank, 180° to 360° left & right			FTD
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)			FS
3.8.1	• Recovery from full stall or after activation of stall warning device in climb, cruise & approach configuration			FS/X



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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"> ▪ 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 ▪ 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 & 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 & density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4 			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"> • 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) & b) are not possible due to ATC reasons a simulated low visibility pattern may be performed 			FS*
✓	Examiner Signature	<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
➤	Examiner's Signature	<input type="checkbox"/> Passed <input type="checkbox"/> Failed		



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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



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- 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**