

**1. PURPOSE OF THE SKILL TEST / PROFICIENCY CHECK**

TO BE COMPLETED BY THE EXAMINER

<b>Skill Test:</b>	<b>Proficiency Check:</b>	Checked as: PIC <input type="checkbox"/> Co-pilot <input type="checkbox"/> CRP* <input type="checkbox"/>
Type rating issue <input type="checkbox"/>	Type rating revalidation <input type="checkbox"/>	Operator's Proficiency Check (OPC) <input type="checkbox"/>
ATPL issue <input type="checkbox"/>	Type rating renewal* <input type="checkbox"/>	
Validation (of third country licence) <input type="checkbox"/>	*Previous expiry date: <input type="text"/>	*According to OM-D

**2. APPLICANT'S DETAILS**

TO BE COMPLETED BY THE APPLICANT

Type of licence ATPL <input type="checkbox"/> CPL <input type="checkbox"/>	Licence number	State of issue
Name	Telephone	
Street or PO Box	Postal code and city	Country
Operator	Type / Variant of aircraft	
Signature of applicant (note #2)	Date	

**3. TYPE RATING THEORETICAL TRAINING**

TO BE COMPLETED BY ATO HEAD OF TRAINING

<input type="checkbox"/> Course Completion Certificate issued		
Name of ATO and Authorization No:	Study period	Hours

**4. FLIGHT TRAINING**

TO BE COMPLETED BY ATO / INSTRUCTOR

FTD / FFS (Qualification No.)	PF hrs	PM hrs	Completion date	Simulator operator location	Level	Instructor's name (capital letters), licence number / initials.
FFS						
FFS						
Approach minima _____ ft. / _____ m Take off in RVR: _____ m						

**5. FLIGHT TEST/CHECK**

TO BE COMPLETED BY EXAMINER

FFS (Qualification No.)	PF hrs	PM hrs	Completion date	Simulator operator location	Level	Examiner's name (capital letters), Examiner's certificate No. and signature

Total hrs.: (Flight training + test/check):	→	Total time (PF+ PM)	<input type="checkbox"/> Examiner's confirmation of R.H.S. check completed during test/check ref. ORO.FC.235
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**6. CONFIRMATION OF LANDINGS (TYPE RATING ISSUE)**

TO BE COMPLETED BY INSTRUCTOR / EXAMINER

Aircraft exterior check: <input type="checkbox"/> Performed	A/C Registration	Instructor's or examiner's name (capital letters), licence number and signature
6.1 - Landings a/c _____ #	A/C Registration	
6.2 - ZFTT Landings _____ #	FFS Qualif. No:	

**7. Result \***

<b>PASS</b>	<b>PARTIAL PASS*</b>	<b>FAIL*</b>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**For revalidation/renewal of rating – IF PASSED COMPLETE AS ENTERED IN THE LICENCE (XII)\*\***

Rating Certificate endorsement	Date of rating test	Date of IR test	Valid until	Examiner Cert. No	Examiners signature

\*For partial pass or fail, specify reasons in sections 8 & 9. Use new test/check form for further attempts.

\*\*Only to be completed for revalidation/renewal of rating according to ICETRA procedures and requirements, ref. EDD.

**Symbology**

A = Aeroplane; FFS = Full Flight Simulator; FSTD = Flight Simulator Training Device; OTD = Other training devices may be used for this exercise; M = indicates a mandatory exercise; MCC = Multi-Crew Cooperation.

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 (→). P = Trained as PIC or Co-pilot and as PF and PM for the issue of a type rating as applicable.

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. 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.

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL/MPL/TYPE-RATING SKILL TEST OR PROF.CHECK	
SECTION 1 - Flight preparation		FSTD	A	Instructor initials when training completed	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed
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	
<b>SECTION 2 -Take-offs</b>							
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	P→	→				
2.4	Take-off at maximum 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 $V_2$ . (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 the 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 $V_2$ )	P→	→				
2.5.2*	between $V_1$ and $V_2$	P	X			M FFS only	
2.6	Rejected take-off at a reasonable speed before reaching $V_1$	P→	→			M	
<b>SECTION 3 - Flight Maneuvers and Procedures</b>							
3.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→				
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	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 (e.g. Dutch Roll)	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 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive M	
3.4.0	Engine (if necessary propeller)	OTD P→	→				
3.4.1	Pressurization 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→	→				

Name of Applicant:

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL/MPL/TYPE-RATING SKILL TEST OR PROF.CHECK		
Manoeuvres/Procedures		FSTD	A	Instructors initials when training completed	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed	
SECTION 3 (Continued)								
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 devices 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 M	
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P→	→					
3.6.2	Smoke control and removal	P→	→					
3.6.3	Engine failures, shut-down and 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 (AFM)	P→	→					
3.6.9	TCAS event	OTD P→			An aeroplane shall not be used for this exercise	FFS only		
3.7	Upset recovery training	P	X					
3.7.1	Recovery from stall events in: – 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	FFS only		
3.7.2	The following upset exercises: – 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 procedures							
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 ft (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 (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).								
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→	→					

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MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL/MPL/TYPE-RATING SKILL TEST OR PROF.CHECK	
Manoeuvres/Procedures		FSTD	A	Instructors initials when training completed	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed
SECTION 3 (Continued)							
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 the outer marker (OM) within a distance of not more than 4 NM.  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 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the 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 exercise 3.8.3.4.	P→	→			M Choice of (i) or (ii)	
3.8.4*	2D operations down to the MDH/A	P*→	→			M	
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.							
3.8.5*	Circling approach under the 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 the 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 visibility pattern may be performed.	P*→	→				
3.8.6	Visual approaches	P→	→				
<b>SECTION 4 - Missed approach procedures</b>		FSTD	A	Instructors initials when training completed	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed
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: – from various heights below DH/MDH; – after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown	P→	→				
<b>SECTION 5 - Landings</b>		FSTD	A	Instructors initials when training completed	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed
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 stabilizer in any out-of-trim position	P→			An aeroplane shall not be used for this exercise	FFS only	
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 three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and – aeroplanes with four engines: two engines at one side	P	X			M FFS only (skill test only)	

Name of Applicant:

SECTION 6 ADDITIONAL AUTHORIZATION CAT II/III		FSTD	A	Instructors initials when training completed	Remarks	Tested or checked in FSTD or A	Examiners initials when test or check completed
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), (Cat II/III operations) 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 runway visual range (RVR).	P*→	→X		An aeroplane shall not be used for this exercise	M*	
6.2*	CAT II/III Approaches:	P→	→			M	
in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, callout procedures, mutual surveillance, information exchange and support) shall be observed.							
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH.	P→	→			M*	
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							
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**

#### 9 – EXAMINER'S REMARKS

#### 10 – INSTRUCTIONS

1. **Purpose of the skill test / proficiency check.** The applicable type of test/check shall be specified (tick relevant boxes). CRP = Cruise relief pilot.
2. **Applicant Details.** The applicant shall complete this section and sign the application.
3. **Theory training.** The Approved Training Organisation (ATO) Head of training (HT) shall complete this section in the case of a type rating issue.
4. **Flight Training.** The instructor(s) (TRI/SFI) or ATO HT shall complete this section. The first column is reserved for the qualification No. of the FSTD used for the training. The second column is reserved for pilot flying (PF) hours, the third column is reserved for pilot monitoring function (PM) hours. The sixth column is reserved for the level of the simulator or training device. The First and second row can be used for the applicable OTD/FTD/FFS used.
5. **Flight Test/Check.** To be completed by the examiner. Use new form in case of test/check partial pass or fail, Examiner must sign in this field.
6. **Confirmation of landings & R.H.S. check.** (6.1) 4 or 6 landings are required (If not ZFTT) for the issue of a type rating (6.2) Confirm landings in FFS in case of ZFTT. Special field is assigned for confirmation of Right Hand Seat check according to operational requirements.
8. **Training / Test / Check Items.** The instructor/examiner shall insert their initials for each item when completed. The Examiner shall insert his/her initials against each item tested and passed.
9. **Examiner's Remarks.** General remarks by instructor or examiner. Items failed during the test/check shall be specified in this field. This form complies with Appendix 9 EU 1178/2011.

Name of Applicant:

## Performance Based Navigation (PBN)

### Qualification Confirmation

To comply with EU Regulation 2016/539 pilots holding IR rating must complete PBN theoretical and practical training and one practical check flight under IFR performed according to PBN procedures. This will be normally performed in an FSTD, exceptionally an aircraft may be used and must be completed prior to 25.08.2020.

This is to confirm that (name) \_\_\_\_\_, holder of  
licence number \_\_\_\_\_ has demonstrated theoretical and practical PBN competencies  
Date / Time \_\_\_\_\_

A log-book endorsement by an approved Examiner, will confirm the compliance;

„PBN competency demonstrated“

A copy of this confirmation can be carried by the licence holder.

Performed by SFE/TRE/IRE; Name and Authorisation number \_\_\_\_\_

Examiner Signature; \_\_\_\_\_

**Note:** a copy of this statement shall be forwarded to Icelandic Transport Authority (Icetra) [fcl@icetra.is](mailto:fcl@icetra.is) with the following forms LF.1.240, LF-310 and LF-210.