

Flight crew training and test/check form
for Single-pilot aeroplanes except for high performance complex aeroplanes

A – TYPE OF TEST / CHECK

- | | | | |
|--|---|---------------------------------|---|
| <input type="checkbox"/> Skill test | <input type="checkbox"/> SEP | <input type="checkbox"/> MEP | <input type="checkbox"/> Type |
| <input type="checkbox"/> Proficiency check | <input type="checkbox"/> SEP/IR | <input type="checkbox"/> MEP/IR | <input type="checkbox"/> Type/IR |
| | <input type="checkbox"/> Initial MEP/IR (for holders of SEP/IR) | | <input type="checkbox"/> IR only revalidation (in FNPTII/FFS) |

Complete for tests/checks related to flight operations:

- Proficiency check for class/type (LPC)
 Operators Proficiency Check (OPC)

B – APPLICANT'S DETAILS

TO BE COMPLETED BY THE APPLICANT – IN BLOCK CAPITALS

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

C – THEORETICAL TRAINING (If applicable – To be completed in case of skill tests/initial ratings)

TO BE COMPLETED BY ATO – IN BLOCK CAPITALS

<input type="checkbox"/> Type rating theoretical course, minimum pass mark (75%) obtained in every subject		
Name of ATO	Study period	Hours
ATO: Signature HT:	Name in capital letters	Date

D – FLIGHT TRAINING (If applicable)

TO BE COMPLETED BY THE INSTRUCTOR – IN BLOCK CAPITALS

Aeroplane / Simulator	Total time of flight	Completion date	Type and registration / Qualification no., location and level	Instructor's name, licence number and sign.
<input type="checkbox"/> Aeroplane				
<input type="checkbox"/> FTD / FS				

E – FLIGHT TEST / CHECK

TO BE COMPLETED BY THE EXAMINER – IN BLOCK CAPITALS

Aeroplane / Simulator	Total time of flight	Completion date	Type and registration / Qualification no., location and level	Examiner's name, exam. authorization and sign.
<input type="checkbox"/> Aeroplane				
<input type="checkbox"/> FTD / FS				

F – RESULTS

PASSED <input type="checkbox"/>	FAILED* <input type="checkbox"/>
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* If failed indicate reasons in Section H – REMARKS

FOR REVALIDATION OF RATING – IF PASSED, COMPLETE AS ENTERED IN THE LICENCE (XII)**

Rating Certificate endorsement	Date of rating test	Date of IR test	Valid until	Exam. Certif. No.	Examiners signature

** Not applicable for new ratings or renewal of lapsed ratings not entered in licence or expired for more than 3 years (In that case the licence/rating is re-issued by the competent authority)

Symbology**The following symbols mean:**

P = Trained as PIC or Co-pilot and as Pilot Flying (PF) and Pilot Not flying (PNF)

X = Flight simulators shall be used for this exercise, if available; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure

P# = The training shall be complemented by supervised aeroplane inspection

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 (→)

M = indicates a mandatory exercise or a choice where more than one exercise appears

A = Aeroplane, FFS = Full Flight Simulator, FTD = Flight Training Device (Including FNPT II for ME class rating)

The starred (*) items of section 3B and, for multi-engine, section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.

SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					CLASS OR TYPE RATING SKILL TEST / PROF. CHECK	
	FTD	FFS	A	Instructor initials when training completed	Remarks	Chkd in FFS A	Examiner initials when test completed
Manoeuvres/Procedures							

SECTION 1 - Departure

1.1	Pre-flight including: Documentation Mass and balance Weather briefing NOTAM						
1.2	Pre-start checks						
1.2.1	External	P#		P			
1.2.2	Internal			P		M	
1.3	Engine starting: Normal Malfunctions	P→	→	→		M	
1.4	Taxiing		P→	→		M	
1.5	Pre-departure checks: Engine run-up (if applicable)	P→	→	→		M	
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		P→	→		M	
1.7	Climbing: Vx/Vy Turns onto headings Level off		P→	→		M	
1.8	ATC liaison – Compliance, R/T procedure						

SECTION 2 – Airwork (VMC)

2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)		P→	→			
2.2	Steep turns (360° left and right at 45° bank)		P→	→		M	
2.3	Stalls and recovery: i. Clean stall ii. Approach to stall in descending turn with bank with approach configuration and power iii. Approach to stall in landing configuration and power iv. Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)		P→	→		M	
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable		P→	→		M	
2.5	ATC liaison – Compliance, R/T procedure						

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Manoeuvres/Procedures							

SECTION 3A – En-route procedures VFR

Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if section 3B is completed.

3A.1	Flight plan, dead reckoning and map reading						
3A.2	Maintenance of altitude, heading and speed						
3A.3	Orientation, timing and revision of ETAs						
3A.4	Use of radio navigation aids (if applicable)						
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)						
3A.6	ATC liaison – Compliance, R/T procedure						

SECTION 3B – Instrument flight

3B.1*	Departure IFR		P→	→			M
3B.2*	En-route IFR		P→	→			M
3B.3*	Holding procedures		P→	→			M
3B.4*	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)		P→	→			M
3B.5*	2D operations to 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.

3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns, recoveries from unusual altitudes	P→	→	→			M
3B.7*	Failure of localiser or glideslope	P→	→	→			
3B.8*	ATC liaison – Compliance, R/T procedure						
	Intentionally left blank						

SECTION 4 – Arrival and landings

4.1	Aerodrome arrival procedure		P→	→			M
4.2	Normal landing		P→	→			M
4.3	Flapless landing		P→	→			M
4.4	Crosswind landing (if suitable conditions)		P→	→			
4.5	Approach and landing with idle power from up to 2000' above the runway (single-engine aeroplane only)		P→	→			
4.6	Go-around from minimum height		P→	→			M
4.7	Night go-around and landing (if applicable)	P→	→	→			
4.8	ATC liaison – Compliance, R/T procedure						

SECTION 5 – Abnormal and emergency procedures (This Section may be combined with Sections 1 through 4)

5.1	Rejected take-off at a reasonable speed		P→	→			M
5.2	Simulated engine failure after take-off (single engine aeroplanes only)			P			M
5.3	Simulated forced landing without power (single engine aeroplanes only)			P			M
5.4	Simulated emergencies: I. Fire or smoke in flight II. Systems' malfunctions as appropriate	P→	→	→			

5.5	Engine shutdown and restart (ME skill test only) (at safe altitude if performed in the aircraft)	P→	→	→				
5.6	ATC liaison – Compliance, R/T procedure							

SECTION 6 – Simulated asymmetric flight (This section may be combined with sections 1 through 5)

6.1*	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)	P→	→	→x			M	
6.2*	Asymmetric approach and go-around	P→	→	→			M	
6.3*	Asymmetric approach and full stop landing	P→	→	→			M	
6.4	ATC liaison – Compliance, R/T procedure							

H – REMARKS

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, an aircraft might be used in exceptional cases.

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 fcl@icetra.is with the following forms LF.1.240, LF-310 and LF-210.