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TRAFICOM
Finnish Transport and Communications Agency

REPORT FORM

Single-pilot aeroplanes, exept high-performance complex aeroplanes, training, skill test and proficiency check and instrument rating proficiency check

Applicant´s information	Applicant's last name(s)	☐ Skill test ☐ Proficiency check for renewal	☐ Proficiency check for revalidation ☐ Proficiency check for instrument rating
	Applicant's first name(s)	☐ Single-pilot operations ☐ PIC	☐ Multi-pilot operations ☐ Co-pilot
	Type of licence held	☐ Type rating. Including variants _____ ☐ Type specific IR	
	Licence number	☐ Class rating _____ ☐ Class specific IR	
	State of licence issue		

Theoretical training for the issue of a type or class rating performed during period	From	To	At
	Mark obtained	% (Pass mark 75 %)	Type and number of licence
	Signature of HT	Name(s) in capital letters	

FSTD	FSTD (aircraft type)	Three or more axes ☐ Yes ☐ No	Ready for service and used
	FSTD manufacturer	Motion or system	Visual aid ☐ Yes ☐ No
	FSTD operator	FSTD ID code	
	Total training time at the controls	Instrument approaches at aerodromes to a decision altitude or height of	
	Location, date and time	Type and number of licence	
	☐ Type rating instructor ☐ Class rating instructor ☐ instructor _____		
	Signature of instructor	Name(s) in capital letters	

Flight training	☐ in the aircraft ☐ in the FSTD (for ZFTT)		
	Type of aircraft	Registration	Flight time at the controls:
	Take-offs	Landings	Training aerodromes or sites (take-offs, approaches and landings)
	Take-off time	Landing time	
	Location and date	Type and number of licence held	
	☐ Type rating instructor ☐ Class rating instructor		
	Signature of instructor	Name(s) in capital letters	

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Details of the flight / result of the test

Aircraft type/class (including variants)		Aircraft registration/FSTD identification number	
Date of test/check		Aerodrome or site	
Off block time	Take-off time	Landing time	On block time
Flight time		Total flight time	

☐ Skill test ☐ Proficiency check

Skill test and proficiency check details

Result of skill test or proficiency check

☐ Pass ☐ Fail ☐ Partial pass

Reason(s) why, if failed

Remarks

License holder full fills part FCL experience and training requirements:

☐ Full fills requirements for rating issue

☐ Full fills requirements for rating revalidation

☐ Full fills refresher training requirements for rating renewal (certificate of refresher training at an ATO shall be attached)

☐ PBN (Performance based navigaton) requirements checked

☐ All required maneuvers and exercises have been completed

☐ Applicant's theoretical knowledge has been confirmed by verbal examination

Revalidated/ renewed ratings

Rating	Valid until

☐ I have ☐ I have not endorsed ratings in the applicant's license

Temporary rating: issued until (dd/mm/vvvv) (8 weeks)

Signature

Location	Date
Examiner's certificate number (if applicable)	Type and number of licence

Signature of examiner

Name(s) in capital letters

Attachments

☐ Foreign examiner: copy of licence, medical and examiner certificate

☐ Foreign FSTD: copy of approval certificate

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SINGLE-PILOT AEROPLANES, EXCEPT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
SECTION 1						
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—>	—>			
1.7 Climbing: Vx/Vy Turns onto headings Level off		P—>	—>		M	
1.8 ATC liaison — Compliance, R/T procedure						
SECTION 2						
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	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
SECTION 3A						
3A En-route procedures VFR (see B.5(c) and (d))						
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						
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	
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: rate 1 turns, recoveries from unusual attitudes	P—>	—>	—>		M	
3B.7* Failure of localiser or glideslope	P—>	—>	—>			
3B.8* ATC liaison — Compliance, R/T procedure						
Intentionally left blank						
SECTION 4						
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—>	—>			

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Manoeuvres/Procedures	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
SECTION 4						
4.5 Approach and landing with idle power from up to 2 000' 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						
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 a safe altitude if performed in the aircraft)	P—–>	—–>	—–>			
5.6 ATC liaison — Compliance, R/T procedure						
SECTION 6						
6 Simulated asymmetric flight 6.1* (This section may be combined with sections 1 through 5) 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						

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Part-FCL
Appendix 9

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

1. An applicant for a skill test shall have received instruction on the same class or type of aircraft to be used in the test.

2. Failure to achieve a pass in all sections of the test in two attempts will require further training.

3. There is no limit to the number of skill tests that may be attempted.

CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK

4. Unless otherwise determined in the operational suitability data established in accordance with Part-21, the syllabus of flight instruction shall comply with this Appendix. The syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with Part-21.

5. Except in the case of skill tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part-21 for the specific type, credit may be given for skill test items common to other types or variants where the pilot is qualified.

CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used, as established in this Part.

7. During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.

8. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

9. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

10. An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed and to carry out the test as if there is no other crew member if taking the test/check under single-pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.

11. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the check-list for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.

12. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

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SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR MULTI-PILOT AIRCRAFT TYPE RATINGS, FOR SINGLE-PILOT AEROPLANE TYPE RATINGS, WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.

14. The applicant shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PNF. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.

15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PNF:

    a) management of crew cooperation;

    b) maintaining a general survey of the aircraft operation by appropriate supervision; and

    c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

16. The test/check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.

17. When the type rating course has included less than 2 hours flight training on the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training on the aircraft. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicant's licence.

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Specific requirements for the aeroplane category

PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of for single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test or check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test or check again. For single-pilot multi-engine aeroplanes, section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.

2. In the case of multi-pilot and single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. Failure of more than five items will require the applicant to take the entire test or check again. Any applicant failing five or less items shall take the failed items again. Failure in any item on the re-test or re-check including those items that have been passed at a previous attempt will require the applicant to take the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does not take section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, the applicant shall pass the section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to:

- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge;
- maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is always assured;
- understand and apply crew coordination and incapacitation procedures, if applicable; and
- communicate effectively with the other crew members, if applicable.

4. The following limits shall apply corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height	
- Generally	± 100 feet
- Starting a go-around at decision height	+ 50 feet/– 0 feet
- Minimum descent height/altitude	+ 50 feet/– 0 feet
Tracking	
- on radio aids	± 5°
- For "angular" deviations	half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS).
- 2D (LNAV) and 3D (LNAV/VNAV) "linear" deviations	Cross track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
- 3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1 000 feet above aerodrome level.
Heading	
- all engines operating	± 5°
- with simulated engine failure	± 10°
Speed	
- all engines operating	± 5 knots
- with simulated engine failure	+ 10 knots/– 5 knots

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CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

5. Single-pilot aeroplanes, except for high performance complex aeroplanes

a) 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

b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (––>)

The following abbreviations are used to indicate the training equipment used:

A =Aeroplane

FFS =Full Flight Simulator

FTD = Flight Training Device (including FNPT II for ME class rating)

c) 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.

d) 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.

e) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

f) An FFS or an FNPT II shall be used for practical training for type or multi-engine class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:

i) the qualification of the FFS or FNPT II as set out in Part-OR;

ii) the qualifications of the instructors;

iii) the amount of FFS or FNPT II training provided on the course; and

iv)) the qualifications and previous experience on similar types of the pilot under training.

g) When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.

h) 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.