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TRAFICOM
Finnish Transport and Communications Agency

APPLICATION AND REPORT FORM

TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR MPL, ATPL, TYPE AND CLASS RATINGS, AND PROFICIENCY CHECK FOR IRs AEROPLANES (A) AND HELICOPTERS (H)

Applicant´s information	Applicant's last name(s)	Aircraft	SE-SP ☐ A ☐ H	ME-SP ☐ A ☐ H
	Applicant's first name(s)		SE-MP ☐ A ☐ H	ME-MP ☐ A ☐ H
	Signature of applicant	Operations	☐ SP ☐ MP	☐ PIC ☐ Co-pilot
	Type of licence held	Checklist	☐ Initial issue ☐ Revalidation by proficiency check ☐ Revalidation by experience ☐ Renewal	
	Licence number		☐ Type rating. Including variants _____ ☐ Including type specific IR	
	State of licence issue		☐ Class rating _____ ☐ Including class specific IR	
			☐ Training record	☐ MPL ☐ ATPL

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		
	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

Identification number of FSTD

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

☐ Applicant`s experience and instruction comply with Annex 1 Part-FC

☐ All the required manoeuvres and exercises have been completed

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

Revalidation by experience of class or type ratings — ☐ Applicant has met the requirements of Part-FCL.740.A / H for revalidation by experience

Expiry of new class or type rating, (dd/mm/yyyy) — ☐ I have ☐ I have not endorsed the certificate of revalidation in the applicant`s licence

Expiry of new IR/SPA, (dd/mm/yyyy) ☐ SE ☐ ME — ☐ I have ☐ I have not endorsed the certificate of revalidation in the applicant`s licence

Temporary rating: type/IR issued until (dd/mm/yyyy) (8 weeks)

Signature

Location and 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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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 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. TIn 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; andd
- 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°

Precision approach half scale deflection, azimuth and glide path

Heading
- all engines operating ± 5°
- with simulated engine failure ± 10°

Speed
- all engines operating ± 5 knots
- with simulated engine failure + 10 knots/– 5 knots

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

7. Class ratings – sea.

Section 6 shall be completed to revalidate a multi-engine class rating sea, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed.

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CLASS RATING SEA	PRACTICAL TRAINING	
Manoeuvres/Procedures	Instructor's initials when training completed	Examiner's 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 External/internal		
1.3 Engine start-up and shutdown Normal malfunctions		
1.4 Taxiing		
1.5 Step taxiing		
1.6 Mooring: Beach Jetty pier Buoy		
1.7 Engine-off sailing		
1.8 Pre-departure checks: Engine run-up (if applicable)		
1.9 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		
1.10 Climbing Turns onto headings Level off		
1.11 ATC liaison — Compliance, R/T procedure		
SECTION 2		
2. Airwork (VFR) 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)		
2.2 Steep turns (360° left and right at 45° bank)		
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)		
2.4 ATC liaison — Compliance, R/T procedure		

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CLASS RATING SEA	PRACTICAL TRAINING	
Manoeuvres/Procedures	Instructor's initials when training completed	Examiner's initials when test completed
SECTION 3		
3. En-route procedures VFR 3.1 Flight plan, dead reckoning and map reading		
3.2 Maintenance of altitude, heading and speed		
3.3 Orientation, timing and revision of ETAs		
3.4 Use of radio navigation aids (if applicable)		
3.5 Flight management (flight log, routine checks including fuel, systems and icing)		
3.6 ATC liaison — Compliance, R/T procedure		
SECTION 4		
4. Arrivals and landings 4.1 Aerodrome arrival procedure (amphibians only)		
4.2 Normal landing		
4.3 Flapless landing		
4.4 Crosswind landing (if suitable conditions)		
4.5 Approach and landing with idle power from up to 2 000' above the water (single-engine aeroplane only)		
4.6 Go-around from minimum height		
4.7 Glassy water landing Rough water landing		
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		
5.2 Simulated engine failure after take-off (single-engine aeroplane only)		
5.3 Simulated forced landing without power (single-engine aeroplane only)		
5.4 Simulated emergencies: (i) fire or smoke in flight; (ii) systems' malfunctions as appropriate		
5.5 ATC liaison — Compliance, R/T procedure		

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	CLASS RATING SEA	PRACTICAL TRAINING	
	Manoeuvres/Procedures	Instructor's initials when training completed	Examiner's initials when test completed
	SECTION 6		
	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 and FNPT II)		
	6.2 Engine shutdown and restart (ME skill test only)		
	6.3 Asymmetric approach and go-around		
	6.4 Asymmetric approach and full stop landing		
	6.5 ATC liaison — Compliance, R/T procedure		

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