

## Skill Test / Proficiency Check Form for Single Pilot Aeroplanes

This form comprises pages 1 through 4.  
The explanations on pages 5 through 7 are copies / translations of JAR-FCL 1 (German).

### Applicant`s Personal Particulars (Block Capitals)

|                               |                                    |
|-------------------------------|------------------------------------|
| Applicant`s Name, First Name: | Birthdate:                         |
| Address:                      | Licence Type & Number:             |
| Ratings held:                 | Issuing Authority / Date of Issue: |

### Assessment of Skill Test / Proficiency Check

|  |   |                       |  |  |                                |   |
|--|---|-----------------------|--|--|--------------------------------|---|
| <input type="checkbox"/> Skill Test* <input type="checkbox"/> Proficiency Check*   |   |                       |  |  |                                |   |
| <input type="checkbox"/> *PIC  | <input type="checkbox"/> *Class Rating / Type Rating Skill Test acc. App. 3 to JAR-FCL 1.240 (German) |                       |  |  |                                |   |
|  | <input type="checkbox"/> *Prof. Check acc. JAR-FCL 1.245 (German)                                     |                       |  | <input type="checkbox"/> in conjunction with JAR-FCL 1.246 (German) (IR) |                                |   |
| Section  | 1   | 2                     | 3                                      | 4  | 5                              | 6 |
| Result of section<br>"P": "pass"<br>"F": "fail"  |   |                       |  |  |                                |   |
| Result of Skill Test / Proficiency Check   | <input type="checkbox"/> pass*  |                       | <input type="checkbox"/> partial pass* |  | <input type="checkbox"/> fail* |   |
| As a result of the proficiency check the following rating(s) has been revalidated (acc. licence entry)   |   |                       |  | valid until:   |                                |   |
| Revalidation of further ratings:*  |   | Rating / valid until: |  | Rating / valid until:  |                                |   |
| <input type="checkbox"/> Yes <input type="checkbox"/> No   |   |                       |  |  |                                |   |
| At least 10 route sectors within the last 12 months as a pilot of the relevant type or class of aeroplane* (or one route sector accompanied by an examiner): |   |                       |  | <input type="checkbox"/> Yes <input type="checkbox"/> No                 |                                |   |
| Manual revalidation entry in section XII of licence:*  |   |                       |  | <input type="checkbox"/> Yes <input type="checkbox"/> No                 |                                |   |
| Remarks:   |   |                       |  |  |                                |   |

### Specifications of practical performance

|  |                     |  |                                |
|--|---------------------|--|--------------------------------|
| Examiner's Name, First Name:   |                     | Authorisation No./ Licence No.:  |                                |
|  |                     | Examiner's Seat:* <input type="checkbox"/> rear <input type="checkbox"/> left <input type="checkbox"/> right |                                |
| Simulator/FNPT/FTD:  |                     | JAR-STD ID (or FAA ID):  |                                |
| FSTD Operator:   |                     |  |                                |
| Aeroplane Type/ Class:   | Registration:       | Departure AD, Time:  |                                |
| Number of Approaches:  | Number of Landings: | Destination AD, Time:  |                                |
| Aerodrome(s):  | Aerodrome(s):       | Flight Time:   |                                |
| Prior to commencing the <b>practical skill test</b> I have made sure that the theoretical and practical training has been performed by the training organisation according to the rules. |                     | No. of Training Organisation:  | Name of Training Organisation: |
| Location:  | Date:               | Examiner's Signature:  |                                |

\*Cross applicable item

Applicant's Name, Date: \_\_\_\_\_

|                       |   | PRACTICAL TRAINING |       |       |   | TYPE/CLASS RATING<br>SKILL TEST/ PROF CHECK |  |
|-----------------------|---|--------------------|-------|-------|---|---|--|
| Manoeuvres/Procedures |   |                    |       |       | Instructor's<br>initials after<br>completion of<br>training | Chkd in                                     | Examiner's<br>initials after<br>completion of<br>check |
|                       |   | FTD                | FS    | A     |   | FS<br>A                                     |  |
| <b>SECTION 1</b>      |   |                    |       |       |   |   |  |
| <b>1</b>              | <b>Departure</b>  |                    |       |       |   |   |  |
| 1.1                   | Pre-flight including: Documentation<br>Mass and Balance<br>Weather briefing   |                    |       |       |   |   |  |
| 1.2                   | Pre-start checks: External/internal   |                    |       | P     |   | M   |  |
| 1.3                   | Engine starting: Normal<br>Malfunctions   | P---->             | ----> | ----> |   | M   |  |
| 1.4                   | Taxiing   |                    | P---> | ----> |   | M   |  |
| 1.5                   | Pre-departure checks:<br>Engine run-up (if applicable)  | P---->             | ----> | ----> |   | M   |  |
| 1.6                   | Take-off procedure:<br>Normal with Flight Manual flap settings<br>Crosswind (if conditions available)   |                    | P---> | ----> |   |   |  |
| 1.7                   | Climbing: Vx/Vy<br>Turns onto headings<br>Level off   |                    | P---> | ----> |   | M   |  |
| 1.8                   | ATC liaison – Compliance, R/T procedure   |                    |       |       |   |   |  |
| <b>SECTION 2</b>      |   |                    |       |       |   |   |  |
| <b>2</b>              | <b>Airwork (VFR)</b>  |                    |       |       |   |   |  |
| 2.1                   | Straight and level flight at various airspeeds<br>including flight at critically low airspeed with<br>and without flaps (including approach to<br>VMCA when applicable)   |                    | P---> | ----> |   |   |  |
| 2.2                   | Steep turns (360° left and right at 45° bank)   |                    | P---> | ----> |   | M   |  |
| 2.3                   | Stalls and recovery:<br>i. clean stall<br>ii. Approach to stall in descending turn<br>with approach configuration and power<br>iii. Approach to stall in landing<br>configuration and power<br>iv. Approach to stall, climbing turn with<br>take-off flap and climb power (single<br>engine aeroplane only) |                    | P---> | ----> |   | M   |  |
| 2.4                   | Handling using autopilot and flight director<br>(may be conducted in Section 3) if<br>applicable  |                    | P---> | ----> |   | M   |  |
| 2.5                   | ATC liaison – Compliance, R/T procedure   |                    |       |       |   |   |  |

Applicant's Name, Date: \_\_\_\_\_

| Manoeuvres/Procedures |  | PRACTICAL TRAINING |           |       | TYPE/CLASS RATING<br>SKILL TEST/ PROF CHECK                 |                    |
|-----------------------|--|--------------------|-----------|-------|---|--------------------|
|                       |  | FTD                | FS        | A     | Instructor's<br>initials after<br>completion of<br>training | Chkd in<br>FS<br>A |
| <b>SECTION 3A</b>     |  |                    |           |       |   |                    |
| 3A                    | En route procedures VFR (see Appendix 3 to JAR-FCL 1.240 note 3 and 4)   |                    |           |       |   |                    |
| 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  |                    |           |       |   |                    |
| <b>SECTION 3B</b>     |  |                    |           |       |   |                    |
| <b>3B</b>             | <b>Instrument flight</b>   |                    |           |       |   |                    |
| 3B.1*                 | Departure IFR  |                    | P--->     | ----> |   | M                  |
| 3B.2*                 | En route IFR   |                    | P--->     | ----> |   | M                  |
| 3B.3*                 | Holding procedures   |                    | P---<br>→ | ---→  |   | M                  |
| 3B.4*                 | ILS to DH/A of 200' (60 m) or to procedure minima (autopilot may be used to glideslope intercept)  |                    | P--->     | ----> |   | M                  |
| 3B.5*                 | Non-precision approach to MDH/A and MAP  |                    | P--->     | ----> |   | M                  |
| 3B.6*                 | Flight exercises including simulated failure of the compass and attitude indicator:<br>Rate 1 turns<br>Recoveries from unusual attitudes | P---->             | ---->     | ----> |   | M                  |
| 3B.7*                 | Failure of localiser or glideslope   | P---->             | ---->     | --->  |   |                    |
| 3B.8                  | ATC liaison – Compliance, R/T procedure  |                    |           |       |   |                    |

Applicant's Name, Date: \_\_\_\_\_

| Manoeuvres/Procedures |   | PRACTICAL TRAINING |       |       | TYPE/CLASS RATING<br>SKILL TEST/ PROF CHECK                 |                    |
|-----------------------|---|--------------------|-------|-------|---|--------------------|
|                       |   | FTD                | FS    | A     | Instructor's<br>initials after<br>completion of<br>training | Chkd in<br>FS<br>A |
| <b>SECTION 4</b>      |   |                    |       |       |   |                    |
| <b>4</b>              | <b>Arrival and landings</b>   |                    |       |       |   |                    |
| 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   |                    |       |       |   |                    |
| <b>SECTION 5</b>      |   |                    |       |       |   |                    |
| <b>5</b>              | <b>Abnormal and emergency procedures</b><br>(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:<br>i. Fire or smoke in flight<br>ii. Systems malfunctions as appropriate   | P---->             | ----> | ----> |   |                    |
| 5.5                   | Engine shutdown and restart (ME skill test only)  | P---->             | ----> | ----> |   |                    |
| 5.6                   | ATC liaison – Compliance, R/T procedure   |                    |       |       |   |                    |
| <b>SECTION 6</b>      |   |                    |       |       |   |                    |
| <b>6</b>              | <b>Simulated asymmetric flight</b>  |                    |       |       |   |                    |
| 6.1*                  | (This Section may be combined with Sections 1 through 5)<br><br>Simulated engine failure during take-off (at a safe altitude unless carried out in FS 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   |                    |       |       |   |                    |

### **Extract of appendix 1 to JAR-FCL 1.240 & 1.295 (German)**

#### **Skill test and proficiency check for aeroplane type/class ratings and ATPL**

(See JAR-FCL 1.240 through 1.262 and 1.295 German)

(See Appendix 1 to JAR-FCL 1.261(a) German)

(See Appendix 1 to JAR-FCL 1.520 & 1.525 German)

3 (a) For SPA: The applicant shall pass all sections of the skill test / 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 / check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test / re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test/check again.

### **Appendix 3 to JAR-FCL 1.240 (German)**

#### **Contents of the class / type rating / training / skill test and proficiency check on single-engine and multi-engine single-pilot aeroplanes**

(See JAR-FCL (German) 1.240 through 1.262 and 1.295)

1 The following symbols mean:

P = Trained as Pilot-in-Command for the issue of the class/type rating as applicable.

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

2 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

FS = Flight Simulator

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

3 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 instrument rating 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, the type/class rating will be restricted to VFR only.

4 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.

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

6 When a proficiency check on a single-pilot aeroplane is performed in a multi-pilot operation in accordance with EU-OPS, the type/class rating will be restricted to multi-pilot.

7 A flight simulator or FNPT II shall be used for practical training for type or multi-engine class ratings if the simulator or FNPT II forms part of an approved type or class rating course. The following considerations will apply to the approval of the course:

a) the qualification of the flight simulator or FNPT II as set out in JAR-STD

b) the qualifications of the instructors and examiner

c) the amount of flight simulator or FNPT II training provided on the course and

d) the qualifications and previous experience of the pilot under training.

## **JAR-FCL 1.246 Instrument Rating, revalidation and renewal**

(See JAR-FCL (German) 1.185)

(See Appendix 1 to JAR-FCL (German) 1.246)

### *(a) Revalidation*

An IR(A) shall be revalidated within the three months immediately preceding the expiry date of the rating. Whenever possible, revalidation of an IR(A) shall be combined with the proficiency check for revalidation of a type or class rating.

(1) An applicant for the revalidation of an IR (A) when combined with a class rating or a type rating shall complete a proficiency check in accordance with Appendix 1 and 2 to JAR-FCL 1.240 & 1.295 or Appendix 3 to JAR-FCL 1.240. In this case the instrument rating will be valid for the same period as the class or type rating, except in the case of a single-engine aeroplane class rating revalidation where the validity period of the instrument rating will be 12 months.

(2) An applicant for the revalidation of an IR(A) when not combined with the revalidation of a class or type rating shall :

(i) complete section 3b of Appendix 3 to JAR-FCL 1.240;

(ii) and those parts of Section 1 relevant to the intended flight;

(iii) and, for multi-engine aeroplane, section 6 of Appendix 3 to JAR-FCL 1.240 as a proficiency check by sole reference to instruments.

A flight simulator of the appropriate aircraft type or aircraft class may be used but at least each alternate proficiency check for the revalidation of an IR(A) in these circumstances shall be performed in an aeroplane.

**(3) Cross-credit shall be given in accordance with the Appendix 1 to JAR-FCL 1.246.**

(4) An applicant who fails to achieve a pass in the relevant section of an IR(A) proficiency check in accordance with JAR-FCL 1.246 (a)(1) or (a)(2), before the expiry date of an instrument rating shall not exercise the IR(A) privileges until the proficiency check has successfully been completed.

### *(b) Renewal*

(1) If an instrument rating, has expired, the applicant shall

(i) meet refresher training and additional requirements as determined by the Authority, and

(ii) complete section 3b of Appendix 3 to JAR-FCL 1.240 including the flight preparation as a skill test.

The rating will be valid from the date of completion of the renewal requirements.

**Appendix 1 to JAR-FCL 1.246**

**Cross-crediting of the IR part of a type or class rating proficiency check**

(See JAR-FCL (German) 1.246)

Credits shall be granted only when the holder is revalidating IR privileges for single engine and single pilot multi engine aeroplanes as appropriate

| When a proficiency check including IR is performed, and the holder has a valid: | Credit is valid towards the IR part in a proficiency check for:                |     |
|---|--|-----|
| (1)   | (2)  |     |
| MP type rating  | a. SE class * and<br>b. SE type rating * and<br>c. SP ME class and type rating | (a) |
| SP ME type rating, operated as single pilot                                     | a. SP ME class and<br>b. SE class and type rating                              | (b) |
| SP ME type rating, restricted to MP operation                                   | a. SP ME class * and<br>b. SE class and type rating *                          | (c) |
| SP ME class rating, operated as single pilot                                    | a. SE class and type rating and<br>b. SP ME type rating                        | (d) |
| SP ME class rating, restricted to MP operation                                  | a. SE class and type rating * and<br>b. SP ME type rating *                    | (e) |
| SP SE class rating  | SE class and type rating   | (f) |
| SP SE type rating   | SE class and type rating   | (g) |

\* Provided within the previous 12 months at least 3 IFR departures and approaches have been performed on a SP class or type of aeroplane in a single pilot operation.