



Applicant Pilot's Personal Details

Name, Surname : Commander Co-pilot Licence Type & Number :
Aircraft Type : Application Concerns : Initial Type Rating Revalidation Renewal Initial ATPL(A) Date :

MANOEUVRES / PROCEDURES (Including Multi-Crew Cooperation)	PRACTICAL TRAINING (applicable for TR training only)					ATPL / MPA TYPE RATING SKILL TEST / PROFICIENCY CHECK		
	OTD	FTD	FS	A	Instructor Initials	Checked in (FS or A/C)	Attempt (1 or 2)	Examiner Initials
- Refer to page 4 for guidance material -								
Section 1 - Flight Preparation								
1.1 Performance calculation.	P							
1.2 Aeroplane ext. visual inspect.; location of each item and purpose of inspection.	[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		
Section 2 - Take-offs								
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 (A, if practicable).			P →	→				
2.4 Take-off at maximum takeoff mass (actual or simulated maximum take-off mass).			P →	→				
2.5 Take-offs with simulated engine failure			P →	→				
2.5.1* Where simulator not available shortly after reaching V2 (see note below)			P →	→				
2.5.2* Between V1 and V2.			P	X		M FS Only		
Note : In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the engine failure shall not be simulated until reaching a minimum height of 500 ft above 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 V2 .								
2.6 Rejected take-off at a reasonable speed before reaching V1 .			P →	→ X		M		
Section 3 - Flight Manoeuvres & Procedures								
3.1 Turns with and without spoilers.			P →	→				
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll). (an A/C may not be used for this exercise).			P →	→ X		FS Only		
3.3 Normal operation of systems and controls engineer's panel	P →	→	→	→				
3.4 Normal and abnormal operations of following systems. - (a mandatory minimum of 3 items shall be selected from 3.4.0 to 3.4.14 inclusive) -								
3.4.0 Engine (if necessary propeller)	P →	→	→	→				
3.4.1 Pressurisation and air-conditioning	P →	→	→	→				
3.4.2 Pitot/static system	P →	→	→	→				
3.4.3 Fuel system	P →	→	→	→				
3.4.4 Electrical system	P →	→	→	→				
3.4.5 Hydraulic system	P →	→	→	→				
3.4.6 Flight control and Trim-system	P →	→	→	→				
3.4.7 Anti- and de-icing system, Glare shield heating	P →	→	→	→				
3.4.8 Autopilot / Flight director	P →	→	→	→				
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices.	P →	→	→	→				
3.4.10 Ground proximity warning system Weather radar, radio altimeter, transponder.		P →	→	→				
3.4.11 Radios, navigation equipment, instruments, flight management system.	P →	→	→	→				
3.4.12 Landing gear and brake.	P →	→	→	→				
3.4.13 Slat and flap system	P →	→	→	→				
3.4.14 Auxiliary power unit	P →	→	→	→				
3.6 Abnormal and emergency procedures. - (a mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive) -								
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 Windshear at Take off / landing.			P	X		FS 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.		P →	→	→				
3.6.9 ACAS event.	P →	→	→			FS Only		

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	OTD	FTD	FS	A	Instructor Initials	Checked in (FS or A/C)	Attempt (1 or 2)	Examiner Initial
- Refer to page 4 for guidance material -								
Section 3 - Flight Manoeuvres & Procedures (continued)								
3.7 Steep turns with 45° bank, 180° to 360° left and right.		P →	→	→				
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended).			P →	→				
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration.			P	X				
3.9 Instrument flight procedures.								
3.9.1* Adherence to departure and arrival routes and ATC instructions.		P →	→	→		M		
3.9.2* Holding procedures.		P →	→	→				
3.9.3* Precision approaches down to a decision height (DH) not less than 60 m (200 ft).								
3.9.3.1* Manually, without flight director.			P →	→		M, S		
3.9.3.2* Manually, with flight director.			P →	→				
3.9.3.3* With autopilot.			P →	→				
3.9.3.4* Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure. (see note 2 below)			P →	→		M		
Note : 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 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding takeoff mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.								
3.9.4* NDB or VOC/LOC-approach down to the MDH/A			P →	→		M		
3.9.5 Circling approach under 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 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 →	→				
Section 4 - Missed Approach Procedures								
4.1 Go-around with all engines operating* after an ILS approach on reaching decision height.			P →	→				
4.2 Other missed approach procedures.			P →	→				
4.3* Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt.			P →	→		M		
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around.			P →	→				
Section 5 - Landings								
5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH.			P					
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position. (an aircraft may not be used for this exercise).			P →			FS 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 simulated inoperative. (not required for two engined aircraft). - Aeroplanes with three engines, the centre engine and one outboard engine as far as practicable according to data of the AFM. - Aeroplanes with four engines, two engines at one side.			P	X		M, S FS Only		
Section 6 - Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III) - (refer to Subpart E JAR-FCL 1.180)								
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 authorised RVR. (an aircraft may not be used for this exercise)			P →	→ X		M FS Only		
6.2* ILS Approaches. In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.			P →	→ X		M		
6.3* Go-around. (after approaches as indicated in 6.2 on reaching DH) see also note below).			P →	→ X		M		
Note : The training shall 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 →	→ X		M		
Note : CAT II / III operations shall be accomplished in accordance with Operator's Approved Procedures and Rules.								

SKILL TEST / PROFICIENCY CHECK REPORT

Applicant Pilot (Name, Surname) :	<input type="checkbox"/> Commander <input type="checkbox"/> Co-pilot
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Attempt 1	Date :	Result : <input type="checkbox"/> PASS <input type="checkbox"/> PARTIAL PASS (refer to Attempt 2) <input type="checkbox"/> FAIL	Examiner's Signature :
Examiner (Name, Surname) :		Authorisation No. :	Initials :

Failed Items (if applicable)						
Section	1	2	3	4	5	6
Item(s)						

Details of Test / Check						
Sim. or A/C Registration :	Block-on :	Block-off :	Total Time :	As PNF :	As PF :	

Attempt 2 (only if attempt 1 is a "Partial Pass")	Date :	Result : <input type="checkbox"/> PASS <input type="checkbox"/> FAIL	Examiner's Signature :
Examiner (Name, Surname) :		Authorisation No. :	Initials :

Failed Items (if applicable)						
Section	1	2	3	4	5	6
Item(s)						

Details of Test / Check						
Sim. or A/C Registration :	Block-on :	Block-off :	Total Time :	As PNF :	As PF :	

Examiner's Notes/Remarks
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Practical Training Instructors (applicable for type rating training only)			
Name, Surname :	License No. :	Initials :	Signature :

(Training) Organization
Name Organisation :
Head of Training / Postholder Flight Crew Training
Name, Surname :
Signature : _____

Guidance

- The following symbols mean:
 - P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.
 - X = Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure.
 - P# = The training shall be completed 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 following abbreviations are used to indicate the training equipment used:
 - A = Aeroplane.
 - FS = Flight Simulator.
 - FTD = Flight Training Device.
 - OTD = Other Training Devices.
- 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.
- The letter 'M' in the skill test/proficiency check column indicates a mandatory exercise, the letter 'S' indicates a mandatory item required for the skill test only.
- A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:
 - (a) the qualification of the flight simulator or FNPTII as set out in JAR -STD;
 - (b) the qualifications of the instructor and examiner;
 - (c) the amount of line-orientated simulator training provided on the course;
 - (d) the qualifications and previous line operating experience of the pilot under training; and
 - (e) the amount of supervised line flying experience provided after the issue of the new type rating.
- Attempt number refers solely to the number of test/check attempts, i.e. if the candidate demonstrated his proficiency during a test/check by repeat of an exercise, this shall not be considered as an attempt.
- Should an applicant choose not to continue with the test for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested at the next attempt.
- Candidate shall demonstrate proficiency with all items examined to "PASS" the skill test/proficiency. Failure of 5 items or less results in a "PARTIAL PASS". Examiners shall complete and submit a "Notice of Failure Report" to the Turkish DGCA without delay if the result of the skill test/proficiency check is a "FAIL".
- For revalidation of a type rating, examiners shall ensure that in compliance with JAR-L 1.245 the candidate pilot has completed at least ten route sectors as pilot of the relevant type or class of aeroplane, or one route sector as pilot of the relevant type or class of aeroplane or flight simulator flown with an examiner during the period of validity of the rating.
- Examiners must address CRM on the LST/LPC.