



Form Flight Test Schedule

Training/Skill test/Proficiency check

Class or type rating: TMGs and single-pilot aeroplanes (except high performance complex aeroplanes)

Version Date: 19-12-2019

Examiner(s):

License number applicant:

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH- PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST/PROF. CHECK			
		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	Exam	Re- exam
SECTION 1								
1	Departure Preflight including: - documentation; - mass and balance; - weather briefing; and - NOTAM.	OTD						
1.1								
1.2	Pre-start checks							
1.2.1	External	OTD P#	P		M			
1.2.2	Internal	OTD P#	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; and - crosswind(if conditions are available).	P---->	---->		M			
1.7	Climbing: - Vx/Vy - turns onto headings; and - level off.	P---->	---->		M			
1.8	ATC liaison - compliance, R/T procedures	P---->			M			



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SECTION 2									
2	Airwork (visual meteorological conditions (VMC))	P---->	---->						
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)	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; and (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes 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 procedures	P---->	---->		M				
SECTION 3A									
3A	En route procedures VFR (see B.5 (c) and (d)) Flight plan, dead reckoning and map reading	P---->	---->						
3A.1									
3A.2	Maintenance of altitude, heading and speed	P---->	---->						
3A.3	Orientation, timing and revision of ETAs	P---->	---->						
3A.4	Use of radio navigation aids (if applicable)	P---->	---->						
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P---->	---->						
3A.6	ATC liaison – compliance, R/T procedures	P---->	---->						



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SECTION 3B								
3B 3B.1*	Instrument flight Departure IFR	P---->	---->		M			
3B.2*	En route IFR	P---->	---->		M			
3B.3*	Holding procedures	P---->	---->		M			
3B.4*	3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used up to the final approach segment vertical path intercept)	P---->	---->		M			
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P---->	---->		M			
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: - rate 1 turns; and - recoveries from unusual attitudes.	P---->	---->		M			
3B.7*	Failure of localiser or glideslope	P---->	---->					
3B.8*	ATC liaison – compliance, R/T procedures	P---->	---->		M			
SECTION 4								
4 4.1	Arrival and landings 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 ft above the runway (single-engine aeroplanes 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 procedures	P---->	---->		M			



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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; and (ii) systems' malfunctions as appropriate	P---->	---->					
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P---->	---->					
5.6	ATC liaison – compliance, R/T procedures							
SECTION 6								
6 6.1*	Simulated asymmetric flight (This section may be combined with Sections 1 through 5.) Simulated engine failure during take-off (at a safe altitude unless carried out in a FFS or an 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 procedures	P---->	---->		M			



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SECTION 7								
7	UPRT							
7.1	Flight manoeuvres and procedures							
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P---->	---->					
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P---->	---->					
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right	P---->	---->					
7.1.1.3	Turns with and without spoilers	P---->	---->					
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P---->	---->					
7.2	Upset recovery training	P---->	---->					
7.2.1	Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration							
7.2.2	The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles.	P FFS qualified for the training task only	X (#)		FFS only			
7.3	Go-around with all engines operating* from various stages during an instrument approach	P---->	---->					
7.4	Rejected landing with all engines operating: – from various heights below DH/MDH 15 m (50 ft) above the runway threshold – after touchdown (balked landing) – In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P---->	---->					

(#) An aeroplane shall not be used for this exercise