



# Form Flight Test Schedule

## Training/Skill test/Proficiency check

Multi-Pilot aeroplanes and Single-Pilot High Performance complex aeroplanes

Version Date: 06-03-2024

Examiner(s):

License number applicant:

MULTI-PILOT AEROPLANES AND SINGLE- PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	Exam	Re-exam
<b>SECTION 1</b>								
<b>Flight preparation</b>								
1.1	Performance calculation	P						
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD 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 ATC instructions or instructions of instructor	P ---->	---->					
1.6	Before take-off checks	P ---->	---->		M			
<b>SECTION 2</b>								
<b>Take-offs</b>								
2.1	Normal take-offs with different flap settings, including expedited take-off							
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P ---->	---->					
2.3	Crosswind take-off	P ---->	---->					
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P ---->	---->					



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<b>2.5.</b>	<b>Take-offs with simulated engine failure:</b>							
2.5.1*	shortly after reaching V2 ( <i>Abbreviated version. For full text, refer to APPENDIX 9</i> )	P ---->	---->					
2.5.2*	between V1 and V2	P	X		M FFS only			
2.6	Rejected take-off at a reasonable speed before reaching V1	P ---->	---->		M			
<b>SECTION 3</b>		(#) An aeroplane shall not be used for this exercise						
<b>Flight manoeuvres and procedures</b>								
<b>3.1</b>	<b>Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)</b>							
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P ---->	---->					
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P ---->	---->					
3.1.3	Turns with and without spoilers	P ---->	---->					
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P ---->	---->					
3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P ---->	---->X (#)		FFS only			
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P---->	---->					
<b>3.4</b>	<b>Normal and abnormal operations of following systems:</b>	<b>A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive</b>						
3.4.0	Engine (if necessary propeller)	OTD P---->	---->					
3.4.1	Pressurisation and air conditioning	OTD P---->	---->					
3.4.2	Pitot/static system	OTD P---->	---->					
3.4.3	Fuel system	OTD P---->	---->					
3.4.4	Electrical system	OTD P---->	---->					
3.4.5	Hydraulic system	OTD P---->	---->					



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3.4.6	Flight control and trim system	OTD P---->	---->					
3.4.7	Anti-icing/de-icing system, glare shield heating	OTD P---->						
3.4.8	Autopilot/flight director	OTD P---->			M (single pilot only)			
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P---->						
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P ---->						
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P---->						
3.4.12	Landing gear and brake	OTD P >	---->					
3.4.13	Slat and flap system	OTD	---->					
3.4.14	Auxiliary power unit (APU)	OTD P---->	---->					
	Intentionally left blank							
<b>3.6</b>	<b>Abnormal and emergency procedures:</b>	<b>A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive</b>						
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, shutdown and restart at a safe height	P ---->	---->					
3.6.4	Fuel dumping (simulated)	P ---->	---->					
3.6.5	Wind shear at take-off/landing	P	X		FFS 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 (AFM)	P ---->	---->					
3.6.9	TCAS event	OTD P---->	(#)		FFS only			



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<b>3.7</b>	<b>Upset recovery training</b>	<b>FFS qualified for the training task only</b>						
3.7.1	Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration.	P	X (#)					
3.7.2	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			
<b>3.8</b>	<b>Instrument flight procedures</b>							
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P ---->	---->		M			
3.8.2*	Holding procedures	P ---->	---->					
<b>3.8.3*</b>	<b>3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure</b>							
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).								
3.8.3.1*	Manually, without flight director	P ---->	---->		M (skill test only)			
3.8.3.2*	Manually, with flight director	P ---->	---->					
3.8.3.3*	With autopilot	P ---->	---->					
3.8.3.4*	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1000 ft above aerodrome level; (ii) after passing 1000 ft above aerodrome level; (Abbreviated version. For full text, refer to APPENDIX 9)	P ---->	---->		M			
3.8.4*	2D operations down to the MDH/A	P*---->	---->		M			
3.8.5	Circling approach under the following conditions: (Abbreviated version. For full text, refer to APPENDIX 9)	P*---->	---->					
3.8.6	Visual approaches	P ---->	---->					



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<b>SECTION 4</b>								
<b>Missed approach procedures</b>								
4.1.	Go-around with all engines operating* during a 3D operation on reaching decision height	P*---->	---->					
4.2.	Go-around with all engines operating* from various stages during an instrument approach	P*---->	---->					
4.3.	Other missed approach procedures	P*---->	---->					
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*---->	---->		M			
4.5.	Rejected landing with all engines operating: - from various heights below DH/MDH; - after touchdown (balked landing) (Abbreviated version. For full text, refer to APPENDIX 9)	P ---->	---->					
<b>SECTION 5</b>								
(# ) An aeroplane shall not be used for this exercise								
<b>Landings</b>								
5.1.	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P						
5.2.	Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P ---->	(#)		FFS only			
5.3.	Crosswind landings (aircraft, 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			



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5.6.	Landing with two engines inoperative: – aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and – aeroplanes with four engines: two engines at one side	P	X		M FFS only (skill test only)			

- The following symbols mean:  
P = Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable.  
OTD = Other training devices may be used for this exercise.  
X = An FFS shall be used for this exercise; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure.  
P# = The training shall be complemented 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 arrow (---->).  
The following abbreviations are used to indicate the training equipment used:  
A = aeroplane  
FFS = full-flight simulator  
FSTD = flight simulator training device
- The starred items (\*) shall be flown solely by reference to instruments.
- Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.