

PROFICIENCY CHECK

BIR

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Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections

Name of Applicant:	
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	Section 1 Departure	FSTD	A	Instructor initials when training completed	Mandatory	Passed	Failed
1.1	Pre-flight, incl. documentation, Mass and Balance, Weather briefing, NOTAM	OTD					
1.2.1	Pre-start checks. External	OTD P#	P		M		
1.2.2	Pre-start checks. Internal	OTD P#	P		M		
1.3	Engine starting: Normal and malfunctions	P →	→		M		
1.4	Taxiing	P →	→		M		
1.5	Pre-departure checks. Engine run-up	P →	→		M		
1.6	Take-off procedure: Normal Flight Manual flap settings (crosswind if available)	P →	→		M		
1.7	Climbing: Vx/Vy, Turns onto headings, Level off	P →	→		M		
1.8	ATC liasions Compliance R/T procedure	P →			M		

	SECTION 2 Airwork (VMC)	FSTD	A	Instructor initials when training completed	Mandatory	Passed	Failed
2.1	Straight and level flight at various airspeed incl. flight at critically low airspeed with and without flaps	P →	→				
2.2	Steep turns (360° left and right, 45° bank)	P →	→		M		
2.3	Stalls and recovery i: Clean stall ii: Approach to stall descending turn approach configuration and power iii: Approach to stall landing configuration and power iv: Approach to stall, climbing turn take-off flap and climb power (single engine aeroplane only)	P →	→		M		
2.4	Handling using autopilot and flight director (may be conducted in section 3)	P →	→		M		
2.5	ATC liaison - Compliance, R/T procedure	P →	→		M		

	SECTION 3A En route procedures VFR (See Appendix 9 B.5 (c) and (d))	FSTD	A	Instructor initials when training completed	Mandatory	Passed	Failed
3A.1	Flight plan, dead reckoning and map reading	P →	→				
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	P →	→				
3A.5	Flight management(flight log, routine checks including fuel, systems and icing)	P →	→				
3A.6	ATC liaison - Compliance, R/T procedure	P →	→				

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	SECTION 3B Instrument flight	FSTD	A	Instructor initials when training completed	Mandatory	Passed	Failed
3B.1*	Departure IFR	P →	→		M		
3B.2*	En route IFR	P →	→		M		
3B.3*	Holding procedures	P →	→		M		
3B.4*	3D operations to DH/A of 200 feet(60 m) or to higher minima if required by the approach (autopilot may be used to the final approach segment vertical path intercept)	P →	→		M		
3B.5*	2D operations to MDH/A	P →	→		M		
3B.6*	Flight exercises including simulated failure of compass and attitude indicator Rate 1 turns Recoveries from unusual attitudes	P →	→		M		
3B.7*	Failure of localizer or glideslope	P →	→				
3B.8*	ATC liasions Compliance R/T procedure	P →	→		M		

	SECTION 4 Arrival and landings	FSTD	A	Instructor initials when training completed	Mandatory	Passed	Failed
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 FT (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 liasions Compliance R/T procedure	P →	→		M		

	SECTION 5 Abnormal and emergency procedures. (This section may be combined with sections 1 through 4)	FSTD	A	Instructor initials when training completed	Mandatory	Passed	Failed
5.1	Rejected take-off at a reasonable speed	P →	→		M		
5.2	Simulated engine failure after take-off (single engine aeroplane only)		P		M		
5.3	Simulated forced landing without power (single engine aeroplane only)		P		M		
5.4	Simulated emergencies i: Fire or smoke in flight ii: Systems malfunctions as appropriate	P →	→				
5.5	Engine shutdown and restart (ME + TMG only)	P →	→				
5.6	ATC liasions Compliance R/T procedure						

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	SECTION 6 Simulated asymmetric flight (This section may be combined with section 1 through 5)	FSTD	A	Instructor initials when training completed	Mandatory	Passed	Failed
6.1*	Simulated engine failure during take-off (At a safe altitude if not carried out in FFS)	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		

	Section 7 UPRT	FSTD	A	Instructor initials when training completed	Mandatory	Passed	Failed
7.1	Flight manoeuvres and procedures						
7.1.1	Manuel flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws	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 →	→				
7.2.1	Upset recovery training Recovery from stall events in: - take-off configuration; - clean configuration at low altitude; - Clean configuration near maximum operating altitude; and - landing configuration	P →	→				
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 An aeroplane shall not be used for this exercise				
7.3	Go-around with all engines operating* from various stages during an instrument approach	P →	→				
7.4	Reject 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 →	→				

For detailed instructions see Comision Regulation 1178/2011 Appendix 9

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Details of the flight			
Destination aerodrome	Off block	On ground	
Departure aerodrome	On block	Airborne	
Aircraft registration	Total block time	Total airborne time	No. of Landings

Remarks/overall assessment/reasons for failure (if applicable)

Name of instructor present at the Skill test:

Signature of examiner:

Signature of applicant:

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In accordance with ARA.GEN.315(a), (b) – (c)

Undertegnede bekræfter hermed, at jeg ved ansøgningstidspunktet

1. ikke var i besiddelse af et personligt certifikat, rating, tilladelse eller attestation med samme anvendelsesområde og i samme kategori udstedt i en anden medlemsstat;
2. ikke har ansøgt om et personligt certifikat, rating, tilladelse eller attestation med samme anvendelsesområde og i samme kategori i en anden medlemsstat; og
3. aldrig har haft et personligt certifikat, rating, tilladelse eller attest med samme anvendelsesområde og i samme kategori udstedt i en anden medlemsstat, som er tilbagekaldt eller suspenderet i anden medlemsstat.

Note:

Ukorrekte oplysninger vedrørende ovenstående, kan være diskvalificerende for udstedelse af certifikat, rating, tilladelse m.v.

Undersigned hereby confirm that I at the time of application

1. was not holding any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State;
2. has not applied for any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category in another Member State; and
3. has never held any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State.
- 4.

Note:

Incorrect information regarding the above can be disqualifying for obtaining a certificate, rating, authorization, etc.

Dato:/Date: _____

Underskrift:/Signature: _____