

Tek Pilot Tip ve Sınıf Yetkisi Yetenek Testi ve Yeterlilik Kontrolü Sonuç Formu
SPA Type and Class Rating Skill Test and Proficiency Check Report Form

Name, Surname.....	Revalidation of TR/CR <input type="checkbox"/>	Renewal of TR/CR <input type="checkbox"/>
	Initial TR/CR <input type="checkbox"/>	
Type of Licence and No.....	Aircraft type.....	
Location.....	Date.....	Block-on..... Block-off.....
SIM/ Aircraft Registration.....		

Manoeuvres /Procedures	PRACTICAL TRAINING				TYPE/CLASS RATING SKILL TEST/ PROF CHECK		
	FTD	FS	A	Instructor initial	Checked in FS / A	Attempt No (1 or 2)	Examiner initial
Section 1 Departure							
1.1 Pre-flight including: Documentation Mass and Balance Weather briefing							
1.2 Pre-start checks External/internal			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 Crosswind (if conditions available)		P →	→				
1.7 Climbing: Vx/Vy Turns onto headings Level off		P →	→		M		
1.8 ATC liaison – Compliance, R/T procedure							
Section 2 Airwork (VFR)							
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{MCA} when applicable)		P →	→				
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 iv. Approach to stall, climbing turn with 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) if applicable		P →	→		M		
2.5 ATC liaison – Compliance, R/T procedure							

Manoeuvres /Procedures	PRACTICAL TRAINING				TYPE/CLASS RATING SKILL TEST/ PROF CHECK		
	FTD	FS	A	Instructor initial	Checked in FS / A	Attempt No (1 or 2)	Examiner initial
Section 3A							
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							
Section 3B							
1.8 ATC liaison – Compliance, R/T procedure							
3B Instrument flight		P →	→		M		
3B.1* Departure IFR		P →	→		M		
3B.2* En route IFR		P →	→		M		
3B.3* Holding procedures		P →	→		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: Rate 1 turns Recoveries from unusual attitudes	P →	→	→		M		
3B.7* Failure of localiser or glideslope	P →	→	→				
3B.8* ATC liaison – Compliance, R/T procedure							
Section 4 Arrival and Landings							
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							

Manoeuvres /Procedures		PRACTICAL TRAINING			TYPE/CLASS RATING SKILL TEST/ PROF CHECK		
Section 5 Abnormal and emergency procedures (This Section may be combined with Sections 1 through 4)	FTD	FS	A	Instructor initial	Checked in FS / A	Attempt No (1 or 2)	Examiner initial
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 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							
Section 6 Simulated asymmetric flight (This Section may be combined with Sections 1 through 5)							
6.1* 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							

RESULT PASS FAIL

EXAMINER NAME, NO AND SIGNATURE:

Guidance

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' appears in the skill test/proficiency check column this will indicate the 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 JAR-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.