Excerpt of Part-FCL of Commission Regulation (EU) No 1178/2011:

Appendix 9

Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for Irs

A. General

1. Applicants for a skill test shall have received instruction in the same class or type of aircraft to be used in the test.

   The training for MPA and PL type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and PL type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.

   The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in:
   a. an available and accessible FFS, or
   b. a combination of FSTD(s) and the aircraft if an FFS is not available or accessible; or
   c. the aircraft if no FSTD is available or accessible.

   If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable ‘Table of functions and subjective tests’ and the applicable ‘Table of FSTD validation tests’ contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

2. Failure to achieve a pass in all sections of the test in two attempts will require further training.

3. There is no limit to the number of skill tests that may be attempted.

CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK

4. Unless otherwise determined in the operational suitability data established in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 (OSD), the syllabus of flight instruction, the skill test and the proficiency check shall comply with this Appendix. The syllabus, skill test and proficiency check may be reduced to give credit for previous experience on similar aircraft types, as determined in the OSD.

5. Except in the case of skill tests for the issue of an ATPL, when so defined in the OSD for the specific aircraft, credit may be given for skill test items common to other types or variants where the pilots are qualified.

CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations. Full-flight simulators and other training devices shall be used, as established in this Annex (Part-FCL).

7. During the proficiency check, the examiner shall verify that holders of the class or type rating maintain an adequate level of theoretical knowledge.

8. Should applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

9. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicants. The examiner may stop the test at any stage if it is considered that the applicants' demonstration of flying skill requires a complete retest.
10. Applicants shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed. Under single-pilot conditions, the test shall be performed as if there was no other crew member present.

11. During preflight preparation for the test, applicants are required to determine power settings and speeds. Applicants shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by applicants in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitudes, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.

12. The examinee shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

16. The test or check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.

17. When the type rating course has included less than 2 hours of flight training in the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training in the aircraft.

The approved flight training shall be performed by a qualified instructor under the responsibility of:
   a. an ATO; or
   b. an organisation holding an AOC issued in accordance with Annex III (Part-ORO) to Regulation (EU) 965/2012 and specifically approved for such training; or
   c. the instructor, in cases where no aircraft flight training for SP aircraft at an ATO or AOC holder is approved, and the aircraft flight training was approved by the applicants’ competent authority.

A certificate of completion of the type rating course including the flight training in the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicants’ licence.

18. For the upset recovery training, ‘stall event’ means either an approach-to-stall or a stall. An FFS can be used by the ATO to either train recovery from a stall or demonstrate the type-specific characteristics of a stall, or both, provided that:
   a. the FFS has been qualified in accordance with the special evaluation requirements in CS-FSTD(A); and
   b. the ATO has successfully demonstrated to the competent authority that any negative transfer of training is mitigated.

B. Specific requirements for the aeroplane category

   PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in any item of a section will cause applicants to fail the entire section. If they fail only one section, they shall repeat only that section. Failure in more than one section will require applicants to repeat the entire test or check. Failure in any section in the case of a retest or recheck, including those sections that have been passed on a previous attempt, will require applicants to repeat the entire test or check again. For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.

   FLIGHT TEST TOLERANCE

3. Applicants shall demonstrate the ability to:
   a) operate the aeroplane within its limitations;
   b) complete all manoeuvres with smoothness and accuracy;
   c) exercise good judgement and airmanship;
   d) apply aeronautical knowledge;
   e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
   f) understand and apply crew coordination and incapacitation procedures, if applicable; and
   g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

**Height**

<table>
<thead>
<tr>
<th>Description</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Generally</td>
<td>± 100 ft</td>
</tr>
<tr>
<td>Starting a go-around at decision height/altitude</td>
<td>+ 50 ft /− 0 ft</td>
</tr>
<tr>
<td>Minimum descent height/MAP/altitude</td>
<td>± 50 ft /− 0 ft</td>
</tr>
</tbody>
</table>

**Tracking**

<table>
<thead>
<tr>
<th>Description</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>On radio aids</td>
<td>± 5°</td>
</tr>
<tr>
<td>For “angular” deviations</td>
<td>Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)</td>
</tr>
<tr>
<td>2D (LNAV) and 3D (LNAV/VNAV) “linear” lateral deviations</td>
<td>cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.</td>
</tr>
<tr>
<td>3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)</td>
<td>not more than − 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.</td>
</tr>
</tbody>
</table>

**Heading**

<table>
<thead>
<tr>
<th>Description</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>all engines operating</td>
<td>± 5°</td>
</tr>
<tr>
<td>with simulated engine failure</td>
<td>± 10°</td>
</tr>
</tbody>
</table>

**Speed**

<table>
<thead>
<tr>
<th>Description</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>all engines operating</td>
<td>± 5 knots</td>
</tr>
<tr>
<td>with simulated engine failure</td>
<td>+ 10 knots /− 5 knots</td>
</tr>
</tbody>
</table>

5. Single-pilot aeroplanes, except for high-performance complex aeroplanes

a) The following symbols mean:

- **P** = Trained as PIC or co-pilot and as PF and PM
- **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

b) 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
- **FFS** = full-flight simulator
- **FTD** = flight simulation training device

c) 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 IR 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, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.

d) 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.

e) 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.
f) An FSTD shall be used for practical training for type or ME class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:
   i) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);
   ii) the qualifications of the instructors;
   iii) the amount of FSTD training provided on the course; and
   iv) the qualifications and previous experience on similar types of the pilots under training.

g) If privileges for multi-pilot operation are sought for the first time, pilots holding privileges for single-pilot operations shall.
   (1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an ATO; and
   (2) pass a proficiency check in multi-pilot operations.

h) If privileges for single-pilot operations are sought for the first time, pilots holding privileges for multi-pilot operations shall be trained at an ATO and checked for the following additional manoeuvres and procedures in single-pilot operations.
   (1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an ATO; and
   (2) pass a proficiency check in multi-pilot operations.

i) Pilots holding privileges for both single-pilot and multi-pilot operations in accordance with points (g) and (h) may revalidate privileges for both types of operations by completing a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(1) or (h)(2), as applicable, in single-pilot operations.

j) If a skill test or a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point (h).

k) The training, testing and checking shall follow the table mentioned below.
   (1) Training at an ATO, testing and checking requirements for single-pilot privileges
   (2) Training at an ATO, testing and checking requirements for multi-pilot privileges
   (3) Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course)
   (4) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course)
   (5) Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges
<table>
<thead>
<tr>
<th>Type of operation</th>
<th>(1)</th>
<th>(2)</th>
<th>(3)</th>
<th>(4)</th>
<th>(5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training</td>
<td>SP</td>
<td>MP</td>
<td>SPMP (initial)</td>
<td>MPSP (initial)</td>
<td>SP + MP</td>
</tr>
<tr>
<td>Initial issue</td>
<td></td>
<td></td>
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<tr>
<td>SP complex</td>
<td></td>
<td></td>
<td>MCC CRM Human factors TEM Section 7</td>
<td>Sections 1-6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B</td>
<td>SE aeroplanes ME aeroplanes</td>
</tr>
<tr>
<td>Revalidation</td>
<td>n/a</td>
<td>Sections 1-6, 4.6, 5.2 and, if applicable, one approach from Section 3.B</td>
<td>Sections 1-6, 4.6, 5.2 and, if applicable, one approach from Section 3.B</td>
<td>MPO: Sections 1-7 (training) Section 1-6 (checking) SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B</td>
<td>MPO: Sections 1-7 (training) Section 1-6 (checking) SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B</td>
</tr>
<tr>
<td>Renewal</td>
<td>FCL.740</td>
<td>Sections 1-6</td>
<td>FCL.740</td>
<td>Sections 1-6</td>
<td>FCL.740</td>
</tr>
</tbody>
</table>

Notes for CR/TR SPA exc. complex HPA
l) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.

**FCL.1030 Conduct of skill tests, proficiency checks and assessments of competence**

b) After completion of the skill test or proficiency check, the examiner shall:

(3) provide the applicant with a signed report of the skill test or proficiency check and submit without delay copies of the report to the competent authority responsible for the applicant’s licence, and to the competent authority that issued the examiner certificate. […]

ços The original receives the applicant!
ços One copy has to be submitted to the competent authority responsible for the applicant’s licence, and one copy has to be submitted to the competent authority that issued the examiner certificate!

c) Examiners shall maintain records for 5 years with details of all skill tests, proficiency checks and assessments of competence performed and their results.

 […]

Luftfahrt-Bundesamt
Department L3