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| **CIVIL AVIATION AUTHORITY****CZECH REPUBLIC**CAA-F-ZLP-009-0-21**Flight Division** |
| **APPLICATION AND REPORT FORM****Training, skill test and proficiency check for****TMGs and single-pilot aeroplanes, except for high-performance complex aeroplanes** |
| Applicant's First Name:  | Applicant's Last Name:  |
| Type and No. of Licence Held:  | Type of test: Skill test: [ ]  Proficiency check [ ]  |
| Rating: Class: [ ]  Type: [ ]  | Aircraft type:  |
| Aircraft class: SP-SE: [ ]  SP-ME: [ ]  | Operations: SP: [ ]  MP: [ ]  |
| IR: YES: [ ]  NO: [ ]  | PBN: YES: [ ]  NO: [ ]  |
| 1 Theoretical training for the issue of a type or class rating performed during period: |
| From:  / To:   | **PASS** | **[ ]**  | **FAIL** | **[ ]**  | % (Pass mark 75%): % |
| Name of ATO / DTO: | Name of HT: (in capital letters)  | Signature of HT: |
| 2 Training on FSTD |
| FSTD (aircraft type):  | Three or more axes: Yes [ ]  / No [ ]  | Ready for service and used:  |
| FSTD manufacturer:  | Motion or system:  | Visual aid: Yes [ ]  / No [ ]  |
| FSTD operator:  | FSTD ID code:  |
| Total training time at the controls:  | Instrument approaches at aerodromes to a decision altitude or height of:  |
| Location, date and time:  | Name of ATO / DTO:  |
| Type rating instructor [ ]  / Class rating instructor [ ]  | Type and number of licence (instructor):  |
| Name of instructor: (in capital letters) | Signature of instructor: |
| 3 Flight training: | Aeroplane [ ]  | FSTD (for ZFTT) [ ]  |
| Type of aircraft:  | Registration:  | Flight time at the controls:  |
| Take-offs:  | Landings:  | Training aerodromes or sites: (take-offs, approaches and landings) |
| Take off time: (only for take-offs and landings training) | Landing time:(only for take-offs and landings training) |
| Location and date:  | Name of ATO / DTO:  |
| Type rating instructor [ ]  / Class rating instructor [ ]  | Type and number of licence (instructor):  |
| Name of instructor: (in capital letters) | Signature of instructor: |

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| 4 Skill test [ ]  / Proficiency check [ ]  details: |
| Aerodrome or site:  | Total flight time:  |
| Take-off time:  | Landing time:  |
| **PASS** | **[ ]**  | **FAIL** | **[ ]**  | Reason(s) why, if failed:  |
| Location and date:   |  |
| Class and Type of Aeroplane and registration:  | FSTD ID Code:  |
| Examiner's certificate number:  | Type and number of licence:  |
| I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant’s competent authority contained in version  of the Examiner Differences Document. |
| Signature of examiner:  | Name in capital letters:  |
| Rating:  | Original validity until:  | New rating valid to:  |
| Signature of applicant:  |
| 5 Experience based revalidation - Single-engine piston aeroplane class ratings and TMG class ratings only |
| Flight time in relevant class within the 12 months preceding the expiry date of the rating:  hours, including: |
|  hours as PIC and  take-offs and  landings, and  |
| [ ]  refresher training of a duration  hour(s) of total flight time with a flight instructor (FI) or a class rating instructor (CRI), or |
| [ ]  passed a class or type rating proficiency check, skill test or assessment of competence in any other class or type of aeroplane. |
| Examiner's certificate number:  | Type and number of licence:  |
| I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant’s competent authority contained in version  of the Examiner Differences Document. |
| Signature of examiner:  | Name in capital letters:  |
| Rating:  | Original validity until:  | New rating valid to:  |
| Signature of applicant:  |
| 6 Refresher training determination for renewal of class and type rating  |
| Experience of applicant:  |
| Amount of time elapsed since the privileges of the rating were last used:  |
| Complexity of aircraft:  |
| Applicant has a current rating on another aircraft type or class:  |
| Where considered necessary, the performance of the applicant during a simulated proficiency check for the rating in an FSTDor an aircraft of the relevant type or class:  |
| Determinated refresher training:  |
| This is to certify, the determinated training was successfully completed.  |
| Name of ATO: Name of DTO: Name of CRI / TRI:  | Approval No.: Declaration No.: Licence No.:  |
| Signature of CRI / TRI:  |

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| **TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES** | **PRACTICAL TRAINING** | **CLASS OR TYPE RATING SKILL TEST / PROF. CHECK** |
| Manouvres / Procedures | FSTD | A | Instructor initials when training completed | Tested and checked in FSTD or A | Examiner initials when test or check completed |
| **SECTION 1** |
| 1 Depature1.1 Preflight including: – documentation; – mass and balance; – weather briefing; and – NOTAM. | OTD |  |  |  |  |
| 1.2 Pre-start checks |  |  |  |  |  |
| 1.2.1 External | OTDP# | P |  | M |  |
| 1.2.2 Internal | OTDP# | 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 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 |  |
| **SECTION 2** |
| 2 Airwork (visual meteorological conditions (VMC))2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V Vmca 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; and (iv) approach to stall, climbing turn with take-off flap and climb power (SE 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 VFR3A.1 (see B.5 (c) and (d)) 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 (if applicable) | 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** |
| 3B Instrument flight3B.1\* 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 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 Arrival and landings4.1 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 2 000 ft above the runway (SE 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 |  |
| **SECTION 5** |
| 5 Abnormal and emergency procedures (This section may be combined with Sections 1 - 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 procedure |  |  |  |  |  |
| **SECTION 6** |
| 6 Simulated asymmetric flight6.1\* (This section may be combined with Sections 1 through 5.) Simulated engine failure during take- off (at a safe altitude unless carried out in an FFS or an FNPT II) | P----> | ---->X |  | M |  |

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| 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 – MP operation training only** |
| 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 training7.2.1 Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; – 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 | PFFSqualified for the training task only | XAn aeroplane shall not be used for this exercise |  | 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 (baulked 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----> | ----> |  |  |  |

Symbols meaning: **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 (**---->**) / (**\***) = Items of Sec. 3B and, for ME, Sec. 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check and when there is no crediting of IR privileges. / **M** = Mandatory exercise or a choice where more than one exercise appears.

Testing and checking requirements for combined revalidation and renewal of single and multi-pilot privileges – complex aeroplanes:

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| Type of operation | SP | MP | SP → MP initial | MP → SP initial | SP+MP |
| SE | ME | SE | ME |
| Initialtest sections: | 1-6 | 1-6 | 1-6 | 1.6, 4.5, 4.6, 5.2 and, if applicable 1 approach from 3.B | 1.6, 6 and, if applicable, 1 approach from 3.B |  |  |
| Revalidationcheck sections: | 1-6 | 1-6 | n/a | n/a | n/a | MPO: 1-6SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, 1 approach from 3B | MPO: 1-6SPO: 1.6, 6, and, if applicable, 1 approach from 3B |
| Renewal: | 1-6 | 1-6 | n/a | n/a | n/a | as for revalidation | as for revalidation |