



REPUBLIC OF CYPRUS  
DEPARTMENT OF CIVIL AVIATION



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Date of receipt:

## EXAMINERS REPORT (AEROPLANE) - For Multi Pilot Aeroplanes (MPA) and SP HPCA Training, Skill Test or Proficiency Check For ATPL, MPL and Type Ratings

*Note – Examiners are reminded as per FCL.1030 that they must complete this Report Form, 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. Examiners remain responsible for submitting the examiner's report to Licensing Section, within 14 working days from the skill test or proficiency check.*

*An examiner may only endorse the certificate of revalidation in a pilot's licence or certificate of authorisation to revalidate a rating, or to renew a rating which has not expired by more than 3 years and is still included in the licence. If the rating has expired by more than 3 years, or has been removed from Section XII of the licence, an application must be submitted to Licensing Section for the rating to be entered into the certificate of revalidation and a fee will apply.*

### FALSE REPRESENTATION STATEMENT

**It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. Persons so doing render themselves liable, on summary conviction, to a severe fine and/or imprisonment.**

| 1. APPLICANT DETAILS                      | To be completed by Applicant |
|---|------------------------------|
| DCA Personal reference number (if known): |                              |
| Surname:                                  | Forename(s):                 |
| Title:                                    | Date of Birth (dd/mm/yyyy):  |

| 2. SCOPE OF TEST OR CHECK   | To be completed by Examiner                             |
|---|---|
| Skill Test                      or                      Proficiency Check   |   |
| <b>MULTI PILOT CERTIFICATED AEROPLANE</b>                                   |   |
| Type Rating (please specify including variants):                            |   |
| ATP Skill Test (please specify including variants):                         | MPL Skill Test (please specify including variants):     |
| <b>SINGLE PILOT HPCA CERTIFICATED AEROPLANE</b>                             |   |
| SP Type / Class Raing (please specify including variants):                  | SP                      MP                      SP & MP |
| <b>INSTRUMENT RATING TYPE SPECIFIC</b> (please specify including variants): | SP                      MP                      SP & MP |
| PBN privileges RNP APCH completed: Yes                      No              |   |

| 3. SKILL TEST or PROFICIENCY CHECK DETAILS AND RESULTS  |  | To be completed by Examiner   |  |
|---|--|---|--|
| Revalidation of TR only: 10 route sectors or 1 route sector with an examiner or combined LPC/OPC in accordance to FCL.740.A (a)(3)      |  |   |  |
| Date of exam first attempt:   |  | Date of exam second attempt:  |  |
| Expiry date of current rating:                      New rating valid until:   |  | Expiry date of current rating:                      New rating valid until:   |  |
| Aerodrome or site (Location of Test):   |  | Aerodrome or site (Location of Test) :  |  |
| Aircraft Registration and Type/Class used for Skill Test or Proficiency Check (please specify including variants):                      |  | Aircraft Registration and Type/Class used for Skill Test or Proficiency Check (please specify including variants):                      |  |
| FSTD Identification Number of simulator used (which must be issued in accordance with Commission Regulation (EU) 1178/2011 as amended): |  | FSTD Identification Number of simulator used (which must be issued in accordance with Commission Regulation (EU) 1178/2011 as amended): |  |
| Competent authority issuing qualification certificate for the simulator or aircraft:  |  | Competent authority issuing qualification certificate for the simulator or aircraft:  |  |
| On Chocks/Finish:   |  | On Chocks/Finish:   |  |
| Off Chocks/Start:   |  | Off Chocks/Start:   |  |
| Total Time:   |  | Total Time:   |  |
| <b>Examiner's Acknowledgement</b>   |  | <b>Examiner's Acknowledgement</b>   |  |
| I have found the applicant's experience and instruction to comply with Annex I Part FCL   |  | I have found the applicant's experience and instruction to comply with Annex I Part FCL   |  |
| I confirm that all the required manoeuvres and exercises have been completed  |  | I confirm that all the required manoeuvres and exercises have been completed  |  |
| I confirm that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable)                        |  | I confirm that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable)                        |  |
| <b>1<sup>st</sup> Exam Results</b>  |  | <b>2<sup>nd</sup> Exam Results</b>  |  |
| Pass or Partial Pass** or Fail* or Incomplete<br>(* refer to Section 4)   |  | Pass or Partial Pass** or Fail** or Incomplete<br>(* refer to Section 4)  |  |
| Examiner's certificate number:  |  | Examiner's certificate number:  |  |
| Licence number:   |  | Licence number:   |  |
| Examiner's name:  |  | Examiner's name:  |  |
| <b>Examiner's signature:</b>  |  | <b>Examiner's signature:</b>  |  |

| 4. SKILL TEST or PROFICIENCY CHECK – NOTICE OF FAILURE **  |  | To be completed by Examiner, then read and signed by the Applicant                                    |  |
|--|--|---|--|
| 1 <sup>st</sup> Exam Results   |  | 2 <sup>nd</sup> Exam Results  |  |
| <b>Examiner:</b>   |  |   |  |
| You are hereby notified that you have failed /partial pass the test /check for the following reasons:  |  | You are hereby notified that you have failed /partial pass the test /check for the following reasons: |  |
| In accordance with Part FCL an Approved Training Organisation shall determine and deliver the required refresher / remedial training prior to the applicant reattempting the skill test or proficiency check. The applicant must provide evidence of this training to the examiner who conducts the next test or check.  |  |   |  |
| Minimum training recommended by the Examiner:  |  | Minimum training recommended by the Examiner:   |  |
| <b>Examiner's signature:</b>   |  | <b>Examiner's signature:</b>  |  |
| 1 <sup>st</sup> Exam Results   |  | 2 <sup>nd</sup> Exam Results  |  |
| <b>Applicant Acknowledgement:</b>  |  |   |  |
| <p><i>a. I understand that I have failed the items notified above.</i></p> <p><i>b. I understand that I shall not exercise the privileges of my rating following the failure of this test or proficiency check until the successful completion of training and a further skill test or proficiency check.</i></p> <p><i>c. I understand that for any comment or appeal regarding the above test/check I have the right to submit an email to: <a href="mailto:eld@dca.mcw.gov.cy">eld@dca.mcw.gov.cy</a></i></p> |  |   |  |
| <b>Applicant's signature:</b>  |  | <b>Applicant's signature:</b>   |  |
| This notice of failure was delivered in accordance with FCL.1030 (b)(1)  |  |   |  |

| 5. NATIONAL PROCEDURE DECLARATION, only for NON-CYPRUS DCA EXAMINERS   |  | To be completed by Examiner  |  |
|--|--|--|--|
| 1 <sup>st</sup> Exam   |  | 2 <sup>nd</sup> Exam   |  |
| I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's Competent Authority (Cyprus DCA) contained in the current version of the Examiner Differences Document.<br>Version: |  | I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's Competent Authority (Cyprus DCA) contained in the current version of the Examiner Differences Document.<br>Version: |  |
| Date (dd/mm/yyyy):   |  | Date (dd/mm/yyyy):   |  |
| <b>Examiner's signature:</b>   |  | <b>Examiner's signature:</b>   |  |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT<br>HIGH-PERFORMANCE COMPLEX AEROPLANES |   | PRACTICAL TRAINING |   |   | ATPL/MPL/TYPE RATING<br>SKILL TEST OR PROF. CHECK |                                |      |                         |      |
|--|---|--------------------|---|---|---|--------------------------------|------|-------------------------|------|
| Manoeuvres/Procedures  |   | FSTD               | A   | Instructor<br>initials<br>when<br>training<br>completed | Tested<br>or<br>checked<br>in FSTD<br>or A/C      | 1 <sup>st</sup> Attempt        |      | 2 <sup>nd</sup> Attempt |      |
|  |   |                    |   |   |   | Pass                           | Fail | Pass                    | Fail |
|  |   |                    |   |   |   | Insert examiner's initial only |      |                         |      |
| <b>SECTION 1</b>   |   |                    |   |   |   |                                |      |                         |      |
| <b>1</b>   | <b>Flight preparation</b>   |                    |   |   |   |                                |      |                         |      |
| 1.1  | Performance calculation   | OTD<br>P           |   |   |   |                                |      |                         |      |
| 1.2  | Aeroplane external visual inspection; location of each item and purpose of inspection   | OTD<br>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>2</b>   | <b>Take-offs</b>  |                    |   |   |   |                                |      |                         |      |
| 2.1  | Normal take-offs with different flap settings, including expedited take-off   | P---->             | ---->   |   |   |                                |      |                         |      |
| 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---->             | ---->   |   |   |                                |      |                         |      |
| 2.5  | Take-offs with simulated engine failure:  |                    |   |   |   |                                |      |                         |      |
| 2.5.1*   | shortly after reaching V2<br>(In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2) | P---->             | ---->   |   |   |                                |      |                         |      |
| 2.5.2*   | between V1 and V2   | P                  | X   |   | M FFS<br>only                                     |                                |      |                         |      |
| 2.6  | Rejected take-off at a reasonable speed before reaching V1  | P---->             | ---->   |   | M   |                                |      |                         |      |
| <b>SECTION 3</b>   |   |                    |   |   |   |                                |      |                         |      |
| <b>3</b>   | <b>Flight manoeuvres and procedures</b>   |                    |   |   |   |                                |      |                         |      |
| 3.1  | Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)   | P---->             | ---->   |   |   |                                |      |                         |      |
| 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<br>An<br>aeroplane<br>shall not be<br>used for<br>this<br>exercise |   | FFS only  |                                |      |                         |      |
| 3.3  | Normal operation of systems and controls engineer's panel (if applicable)   | OTD<br>P---->      | ---->   |   |   |                                |      |                         |      |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES |  | PRACTICAL TRAINING                            |   |   | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK |   |      |                         |      |
|---|--|---|---|---|--|---|------|-------------------------|------|
| Manoeuvres/Procedures   |  | FSTD  | A   | Instructor initials when training completed | Tested or checked in FSTD or A/C               | 1 <sup>st</sup> Attempt   |      | 2 <sup>nd</sup> Attempt |      |
|   |  |   |   |   |  | Pass  | Fail | Pass                    | Fail |
|   |  |   |   |   | Insert examiner's initial only                 |   |      |                         |      |
| <b>3.4</b>  | <b>Normal and abnormal operations of following systems:</b>  |   |   |   | <b>M</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<br>P---->                                 | ---->   |   |  |   |      |                         |      |
| 3.4.1   | Pressurisation and air conditioning  | OTD<br>P---->                                 | ---->   |   |  |   |      |                         |      |
| 3.4.2   | Pitot/static system  | OTD<br>P---->                                 | ---->   |   |  |   |      |                         |      |
| 3.4.3   | Fuel system  | OTD<br>P---->                                 | ---->   |   |  |   |      |                         |      |
| 3.4.4   | Electrical system  | OTD<br>P---->                                 | ---->   |   |  |   |      |                         |      |
| 3.4.5   | Hydraulic system   | OTD<br>P---->                                 | ---->   |   |  |   |      |                         |      |
| 3.4.6   | Flight control and trim system   | OTD<br>P---->                                 | ---->   |   |  |   |      |                         |      |
| 3.4.7   | Anti-icing/de-icing system, glare shield heating   | OTD<br>P---->                                 |   |   |  |   |      |                         |      |
| 3.4.8   | Autopilot/flight director  | OTD<br>P---->                                 |   |   | M (single pilot only)                          |   |      |                         |      |
| 3.4.9   | Stall warning devices or stall avoidance devices, and stability augmentation devices   | OTD<br>P---->                                 |   |   |  |   |      |                         |      |
| 3.4.10  | Ground proximity warning system, weather radar, radio altimeter, transponder   | P---->  |   |   |  |   |      |                         |      |
| 3.4.11  | Radios, navigation equipment, instruments, FMS   | OTD<br>P---->                                 |   |   |  |   |      |                         |      |
| 3.4.12  | Landing gear and brake   | OTD<br>P---->                                 | ---->   |   |  |   |      |                         |      |
| 3.4.13  | Slat and flap system   | OTD<br>P---->                                 | ---->   |   |  |   |      |                         |      |
| 3.4.14  | Auxiliary power unit (APU)   | OTD<br>P---->                                 | ---->   |   |  |   |      |                         |      |
|   | Intentionally left blank   |   |   |   |  |   |      |                         |      |
| <b>3.6</b>  | <b>Abnormal and emergency procedures:</b>  |   |   |   | <b>M</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<br>P---->                                 | An aeroplane shall not be used                        |   | FFS only                                       |   |      |                         |      |
| <b>3.7</b>  | <b>Upset recovery training</b>   |   |   |   |  |   |      |                         |      |
| 3.7.1   | Recovery from stall events in:<br>– take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration. | P<br>FFS qualified for the training task only | X<br>An aeroplane shall not be used for this exercise |   |  |   |      |                         |      |
| 3.7.2   | The following upset exercises:<br>– recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles  | P<br>FFS qualified for the training task only | X<br>An aeroplane shall not be used for this exercise |   | FFS only                                       |   |      |                         |      |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES   |  | PRACTICAL TRAINING |       |   | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK |                                |      |                         |      |
|---|--|--------------------|-------|---|--|--------------------------------|------|-------------------------|------|
| Manoeuvres/Procedures   |  | FSTD               | A     | Instructor initials when training completed | Tested or checked in FSTD or A/C               | 1 <sup>st</sup> Attempt        |      | 2 <sup>nd</sup> Attempt |      |
|   |  |                    |       |   |  | Pass                           | Fail | Pass                    | Fail |
|   |  |                    |       |   |  | Insert examiner's initial 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---->             | ----> |   |  |                                |      |                         |      |
| 3.8.3*  | 3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure   |                    |       |   |  |                                |      |                         |      |
| 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 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4. | P---->             | ----> |   | M  |                                |      |                         |      |
| 3.8.4*  | 2D operations down to the MDH/A  | P*---->            | ----> |   | M  |                                |      |                         |      |
| 3.8.5   | Circling approach under the following conditions: (a)*approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude. Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.  | P*---->            | ----> |   |  |                                |      |                         |      |
| 3.8.6   | Visual approaches  | P---->             | ----> |   |  |                                |      |                         |      |
| <b>SECTION 4</b>  |  |                    |       |   |  |                                |      |                         |      |
| <b>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) 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---->             | ----> |   |  |                                |      |                         |      |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES |  | PRACTICAL TRAINING |  |   | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK |                                |      |                         |      |
|---|--|--------------------|--|---|--|--------------------------------|------|-------------------------|------|
| Manoeuvres/Procedures   |  | FSTD               | A  | Instructor initials when training completed | Tested or checked in FSTD or A/C               | 1 <sup>st</sup> Attempt        |      | 2 <sup>nd</sup> Attempt |      |
|   |  |                    |  |   |  | Pass                           | Fail | Pass                    | Fail |
|   |  |                    |  |   |  | Insert examiner's initial only |      |                         |      |
| <b>SECTION 5</b>  |  |                    |  |   |  |                                |      |                         |      |
| <b>5</b>  | <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---->             | An aeroplane shall not be used for this exercise |   | 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  |                                |      |                         |      |
| 5.6   | Landing with two engines inoperative:<br>– aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and<br>– aeroplanes with four engines: two engines at one side | P---->             | X  |   | M<br>FFS only<br>(skill test only)             |                                |      |                         |      |

## MPA AND SP HPCA TRAINING, SKILL TEST OR PROFICIENCY CHECK FOR ATPL, MPL AND TYPE RATINGS

### General Guidance

- (a) 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.
- (b) 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
- (c) The starred items (\*) shall be flown solely by reference to instruments.
- (d) 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.
- (e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:
- (i) the qualifications of the instructors;
  - (ii) the qualification and the amount of training provided on the course in an FSTD; and
  - (iii) the qualifications and previous experience on similar types of the pilots under training.
- (f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high-performance complex aeroplanes in multi-pilot operations.
- (g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single-pilot operations.
- (h) In the case of single-pilot high-performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 have to be completed in addition as single-pilot.
- (i) In the case of a restricted type rating issued in accordance with FCL.720.A(c), applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.
- (j) 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.