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|  | **CIVIL AVIATION AUTHORITY OF SRI LANKA****ATPL(A) SKILL TEST/ PROFICIENCY CHECK FOR MPA (IS 72)** |

***Refer the applicable foot notes when completing the form***

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| 1. **Applicant Details** *(To be completed by applicant)*
 |
| First Name |  | Last Name |  |
| CAASL Licence Number | CAASL-72-A- | Employer (AOC Holder) |  |
| Contact Number |  | E-mail |  |
| Signature |  | Date |  |

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| 1. **Type of Skill Test Required**

*(Tick as appropriate) (To be completed by ATO/Examiner)* |
| Indicate the type of Skill Test to be taken: | 🞎 LPC 🞎 OPC🞎 ATPL(A) | 🞎 PIC🞎 Co-Pilot | 🞎 Aeroplane🞎 Simulator |
| 🞎 Type Rating Revalidation🞎 Type Rating Renewal, (expired +) | 🞎 Less than 3 months ( + < 3months) | 🞎 Between 3 months and 1 year (3 months ≤ + ≤ 1 year) | 🞎 Between 1 and 3 years(1 year < + ≤ 3 years) |
| 🞎 IR Revalidation🞎 IR Renewal, (expired ++) | 🞎 Less than 3 months( ++ < 3months) | 🞎 Between 3 months and 1 year (3 months ≤++≤ 1 year) | 🞎 Between 1 and 7 years(1 year < ++ ≤ 7 years) |

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| 1. **ATO Declaration**

*(To be completed by ATO Head of Training (HT))* |
| Name of ATO |  |
| I confirm that the experience of the applicant complies with the applicable requirement of the IS 72 |
| Name of HT |  | Signature of HT |  |

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| 1. **Details of Check** *(To be completed by the Examiner)*
 |
| Date | Aeroplane Type | Registration/ FSTD Certificate No. | Simulator Level | Total Time |
|  |  |  |  |  |
| Departure Aerodrome | Destination Aerodrome | Take –off Time | Landing Time | No. of Take-offs | No. of Landings |
|  |  |  |  |  |  |
| 1. **Result of Skill Test** \*\* Mention reasons for failed items in 2 in accordance Filling instructions
 |
| IFR Cat Cat. IFR ……….. | 🞎PASS 🞎FAIL 🞎PARTIAL PASS\*\* | I declare that I have been informed of the result of the testApplicant Signature |  |
| 1. **Remarks**
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| Only for Revalidation of Type Rating must observe: | 🞎 10 Route sectors, during the validity of the rating or;🞎 1 Route sector, flown with an examiner or; [Date of : ……………………………….. (may be flown during the check]🞎 This is a combined LPC/OPC in CAT operator, according FCL.740.A(a)(3)Ref. Foot Note 1 |
| 1. **Declaration by Examiner**
 |
| 🞎 I confirm that the endorsement of licence was made with new validity of :  |
| 🞎 I confirm that the experience of the applicant comply with the applicable requirements of IS 72🞎 I confirm that the required manoeuvres and exercises have been completed |
| Name |  | Examiner’s Certificate No. | CAASL-72-E- | Validity of Examiner’s Certificate No. |  |
| Signature |  | Location of Check  |  | Date of Check |  |

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| **Multi-Pilot Aeroplanes and Single Pilot high performance Complex Aeroplanes** | **Practical Training** | **ATPL/MPL/Type Rating Skill Test or Proficiency Check** |
| Manoeuvers/Procedures | OTD | FTD | FFS | A | Instructor initials when training completed | Checked in FFS 🞏 A 🞏 | Examiner initials when test completed |
| **Section 1 [Flight Preparation]** |  |  |  |  |  |  |  |
| 1.1 | Performance Calculation | P |  |  |  |  |  |  |
| 1.2 | Aeroplane external visual inspection; location of each item and purpose of inspection | P# |  |  | P |  |  |  |
| 1.3 | Cockpit inspection |  | P--> | --> | --> |  |  |  |
| 1.4 | Use of checklist prior to starting engines, starting procedures, radio and navigation and communication frequencies | P--> |  --> | --> | --> |  | M |  |
| 1.5 | Taxiing in compliance with air traffic control or instructions of instructor |  | P--> | P--> | --> |  |  |  |
| 1.6 | Before take-off checks |  |  | --> | --> |  |  |  |
| **Section 2 [Take-offs]** |  |  |  |  |  |  |  |
| 2.1 | Normal take-offs with different flap settings, including expeditedtake-off |  |  | P--> | --> |  |  |  |
| 2.2 | Instrument takeoff; transition toinstrument 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 simulatedmaximum take-off mass) |  |  | P--> | --> |  |  |  |
| 2.52.5.1\* | Take-offs with simulated engine failure:shortly after reaching V2 (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 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--> | --> |  |  |  |
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| 2.5.2\* | between V1 and V2 |  |  | P | X |  | MFFSOnly |  |
| 2.6 | Rejected take-off at a reasonable speed before reaching V1 |  |  | P--> | --> |  | M |  |
| **Section 3 [Flight Manoeuvres and procedures** |  |  |  |  |  |  |  |
| 3.1 | Manual flight with and without flight directors (no autopilot, no auto thrust / 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 An aircraft may not be used for this exercise |  | FFS Only |  |
| 3.3 | Normal operation of systems andcontrols engineer's panel | P--> | --> | --> | --> |  |  |  |
| 3.4 Normal and abnormal operations of following systems: |  |  |  |  |  | M | A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive |
| 3.4.0 | Engine (if necessary propeller) | P--> | --> | --> | --> |  |  |  |
| 3.4.1 | Pressurisation and air-conditioning | P--> | --> | --> | --> |  |  |  |
| 3.4.2 | Pitot/static system | P--> | --> | --> | --> |  |  |  |
| 3.4.3 | Fuel system | P--> | --> | --> | --> |  |  |  |
| 3.4.4 | Electrical system | P--> | --> | --> | --> |  |  |  |
| 3.4.5 | Hydraulic system | P--> | --> | --> | --> |  |  |  |
| 3.4.6 | Flight control and Trim-system | P--> | --> | --> | --> |  |  |  |
| 3.4.7 | Anti-icing de-icing system, Glare shield heating | P--> | --> | --> | --> |  |  |  |
| 3.4.8 | Autopilot/Flight director | P--> | --> | --> | --> |  | M(Single plot only) |  |
| 3.4.9 | Stall warning devices or stall avoidance devices, and stabilityaugmentation devices | P--> | --> | --> | --> |  |  |  |
| 3.4.10 | Ground proximity warning system,weather radar, radio altimeter, transponder |  | P--> | --> | --> |  |  |  |
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| 3.4.11 | Radios, navigation equipment, instruments, flight managementsystem | P--> | --> | --> | --> |  |  |  |
| 3.4.12 | Landing gear and Brake | P--> | --> | --> | --> |  |  |  |
| 3.4.13 | Slat and flap system | P--> | --> | --> | --> |  |  |  |
| 3.4.14 | Auxiliary power unit (APU) | P--> | --> | --> | --> |  |  |  |
| **Intentionally left blank** |  |  |  |  |  |  |  |
| 3.6 | Abnormal and emergency procedures: |  |  |  |  |  | M | A mandatory minimum of three items shall be selected from 3.6.1 to 3.6.9 inclusive |
| 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 |  | P--> | --> | --> |  |  |  |
| 3.6.9 | TCAS event | P--> | --> | --> | An aircraft may not be used |  | FFS Only |  |
| 3.7 | Upset Prevention & Recovery training |  | P--> | --> | --> |  | FFS Only |  |
| 3.7.1 | Recovery from stall events in: — take-off configuration; — clean configuration at low altitude; — clean configuration near maximum operating altitude; and — landing configuration. | FFS qualified for the training task only |  |  | An aeroplane shall not be used for this exercise |  |  |  |
| 3.7.2 | 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 |  |  | XAn aeroplane shall not be used for this exercise |  | FFS Only |  |
| 3.8 | Instrument flight procedures |  |  |  |  |  |  |  |
| 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 |  |  |  |  |  |  |  |
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| 3.8.3.1\* | manually, without flight director |  |  | P--> | --> |  | M(Skill test only) |  |
| 3.8.3.2\* | manually, with light director |  |  | P--> | --> |  |  |  |
| 3.8.3.3\* | with autopilot |  |  | P--> | --> |  |  |  |
| 3.8.3.4\* | Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the 1 000 ft above aerodrome level until touchdown or through the complete missed approach procedure.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 non-precision approach as described in 3.8.4.The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A), however not later than reaching a minimum descent height / altitude (MDH/A) of 500 ft above 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 3.8.3.4. |  |  | P--> | --> |  | M |  |
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| 3.8.3.5\* | Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach after passing the outer marker (OM) within a distance of not more than 4 NM until touchdown or through the complete missed approach procedure.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 non-precision approach as described in 3.8.4. The go-around shall be initiated when reaching the published 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 3.8.3.4. |  |  | P--> | --> |  | M |  |
| 3.8.4\* | 2D operations down to the MDH/A |  |  | P\*--> | --> |  | M |  |
| 3.8.5 | Circling approach under 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 centerline from 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--> | --> |  |  |  |
| **Section 4 [Missed Approach Procedures]** |  |  |  |  |  |  |  |
| 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\*--> | --> |  |  |  |
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| 4.3 | Other missed approach procedures |  |  |  | --> |  |  |  |
| 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 (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--> | --> |  |  |  |
| **Section 5 [LANDINGS]** |  |  |  |  |  |  |  |
| 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 aircraft may not be used for this exercise |  |  |  |
| 5.3 | Crosswind landings (a/c, 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: --- aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM, - aeroplanes with 4 engines: 2 engines at one side |  |  | P--> | X |  | MFFS Only (Skill test only) |  |
| **General Remarks:**­Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60m), i.e. Cat II/III operations  |
| **Section 6 [LVO]**Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III). |  |  |  |  |  |  |  |
| The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used. |
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| 6.1\* | Rejected take-off at minimum authorised RVR An aircraft may not be used for this exercise |  |  | P\*--> | -->X An aircraft may not be used for this exercise |  | M\* |  |
| 6.2\* | ICAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call-out procedures, mutual surveillance, information exchange and support) shall be observed. |  |  | P--> | --> |  | M |  |
| 6.3\* | Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated)insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborneequipment failure prior to reaching DH and, go around with simulatedAirborne equipment failure. |  |  | P--> | --> |  | M\* |  |
| 6.4\* | Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed |  |  | P--> | --> |  | M |  |

Note 1 :

FCL.740.A(a)(3) : A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from complying with the requirement in (2)