***Appendix 9***

**Training, Skill Test and Proficiency Check for**

**MPL, ATPL, Type and Class Ratings, and Proficiency Check for IRs**

**A. GENERAL**

**1.** An applicant for a Skill Test shall have received instruction on the same class or type of aircraft to be used in the test.

**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 Part - 21, the syllabus of flight instruction shall comply with this Appendix. The syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with Part - 21.

**5.** Except in the case of Skill Tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part - 21 for the specific type, credit may be given for Skill Test items common to other types or variants where the pilot is qualified.

***CONDUCT of the TEST / CHECK***

**6.** The examiner may choose between different Skill Test or Proficiency Check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight *( FFS )* simulators and other training devices *( OTD ),* when available, shall be used, as established in this Part.

**7.** During the Proficiency Check, the examiner shall verify that the holder of the Class or Type Rating maintains an adequate level of theoretical knowledge.

**8.** Should the applicant choose to terminate a Skill Test for reasons considered inadequate by the *Examiner,* the applicant 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 maneuver or procedure of the test may be repeated once by the applicant.

The Examiner may stop the test at any stage if it is considered that the applicant’s demonstration of flying skill requires a complete re-test.

**10.** An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed and to carry out the test as if there is no other crew member if taking the test / check under single - pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.

**11.** During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant 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 Check - List 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 the applicant in compliance with the operations manual *(OM)* or flight manual *( FM )* for the aircraft used. Decision heights / altitude *( DH / A ),* minimum descent heights / altitudes *( MDH / A )* and missed approach point *( MAP )* shall be agreed upon with the Examiner.

**12.** The Examiner 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.

**SPECIFIC REQUIREMENTS for the SKILL TEST / PROFICIENCY CHECK for MULTI - PILOT AIRCRAFT TYPE RATINGS, for SINGLE - PILOT AEROPLANE TYPE RATINGS, when OPERATED in MULTI - PILOT OPERATIONS, for MPL and ATPL**

**13.** The Skill Test for a multi - pilot aircraft *( MPA )* or a single - pilot aeroplane *( SPA )* when operated in multi - pilot operations shall be performed in a multi - crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.

**14.** The applicant shall operate as PF during all sections of the Skill Test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi - pilot aircraft Type Rating or ATPL shall also demonstrate the ability to act as PNF. The applicant may choose either the left hand or the right hand seat for the Skill Test if all items can be executed from the selected seat.

**15.** The following matters shall be specifically checked by the examiner for applicants for the ATPL or a Type Rating for multi - pilot aircraft or for multi - pilot operations in a single - pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PNF :

*a )* management of crew cooperation ;

*b )* maintaining a general survey of the aircraft operation by appropriate supervision ; *and*

*c )*  setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

**16.** The test / 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 flight training on the aircraft*, the Skill Test may be conducted in an FFS and may be completed before the flight training on the aircraft. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to the competent Authority before the new Type Rating is entered in the applicant’s licence.

**B.**  **Specific requirements for the aeroplane category**

***PASS MARKS***

**1**. In the case of *single - pilot aeroplanes*, with the exception of for single - pilot high performance complex aeroplanes, the applicant shall pass all sections of the Skill Test or Proficiency Check. If any item in a section is failed, that section is failed. Failure in more than ***1*** *( one )* *section* will require the applicant to take the entire test or check again. Any applicant failing only ***1*** *( one ) section* shall take the failed section again. Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take 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.

**2.** In the case of *multi - pilot*  and *single - pilot high performance complex aeroplanes*, the applicant shall pass all sections of the Skill Test or Proficiency Check. Failure *of more than* ***5*** *( five ) items* will require the applicant to take the entire test or check again. Any applicant *failing* ***5*** *( five ) or less* items shall take the failed items again. Failure in any item on the re-test or re-check including those items that have been passed at a previous attempt will require the applicant to take the entire check or test again. *Section* ***6***  is not part of the ATPL or MPL Skill Test. If the applicant only fails or does not take *section* ***6*,** the Type Rating will be issued without CAT II *or* CAT III privileges. To extend the Type Rating privileges to CAT II or CAT III, the applicant shall pass the *section* ***6***  on the appropriate type of aircraft.

***FLIGHT TEST TOLERANCE***

**3.** The applicant shall demonstrate the ability to :

*a )*  operate the aeroplane within its limitations ;

*b )* complete all maneuvers 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 maneuver is always assured ;

*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***

Generally ± **100** feet

Starting a Go-around at DH *( decision height )*  + **50** feet / – **0** feet

MDH / A *( minimum descent height / altitude )* + **50** feet / – **0** feet

***Tracking***

on radio aids ± **5 °**

Precision approach **half** scale deflection, *azimuth and glide path*

***Heading***

all engines operating ± **5 °**

with simulated engine failure ± **10 °**

***Speed***

all engines operating ± **5**  knots

with simulated engine failure + **10** knots / – **5**  knots

***CONTENT of the TRAINING / SKILL TEST / PROFICIENCY CHECK ( SPL )***

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

***a )*** The following symbols mean :

**P** = Trained as PIC or Co-pilot and as Pilot Flying *( PF )* and Pilot Not Flying *( PNF )* ;

**X**  = Flight simulators shall be used for this exercise, *if available*, otherwise an aeroplane shall be used if appropriate for the maneuver 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 Training Device *( including FNPT II for ME Class Rating ) ;*

***c )*** The starred ( \* ) items of *section* ***3 B*** 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* ***3 A*** 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* ***3 A*** is not required *if section* ***3 B*** *is completed*.

***e )*** Where the letter **“ M “** appears in the Skill Test or Proficiency Check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

***f )*** An FFS or an FNPT II shall be used for practical training for Type or multi - engine 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 FFS or FNPT II as set out in the relevant requirements of Part - ARA and Part - ORA ;

( ii ) the qualifications of the instructors ;

(iii) the amount of FFS or FNPT II training provided on the course ; *and*

(iv) the qualifications and previous experience on similar types of the pilot under

training.

***g )*** When a Skill Test or Proficiency Check is performed in multi - pilot operations, the Type Rating shall be restricted to multi - pilot operations.

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| --- | --- | --- | --- | --- | --- | --- |
| *Applicant’s Name* | ***PRACTICAL TRAINING*** | | | | **Class or**  **Type Rating, Skill Test , Proficiency Check** | |
| Single - Pilot Aeroplanes, except for High Performance Complex Aeroplanes |
|  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **FTD** | **FFS** | **A** | **FFS**  **A** |
| ***SECTION 1*** |  |  |  |  |  |  |
| **1 Departure**  1.1 Pre-flight including : Documentation  Mass and Balance, Weather briefing, NOTAM |
| **1.2** ***Pre-start checks*** : |  |  |  |  |  |  |
| 1.2.1 External | P # |  | P |  |  |  |
| 1.2.2 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 setting’s ;  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*** |  | P-----> | -----> |  |  |  |
| **2. Airwork** [ VMC ]  **2.1** Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps *( including approach to VMCA when applicable )* |
| **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 |  |  |  |  |  |  |
| **SECTION 3A** |  |  |  |  |  |  |
| **3A.** En Route procedures VFR  *( see* ***B. 5*** *( c ) and ( d ) )*  **3A.1** Flight plan, dead reckoning and map  reading |
| **3A. 2**  Maintenance of Altitude, Heading and  Speed |  |  |  |  |  |  |
| **3A. 3** Orientation, timing and revision of ETA’s |  |  |  |  |  |  |
| **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 |  |  |  |  |  |  |

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| *Applicant’s Name* | ***PRACTICAL TRAINING*** | | | | **Class or**  **Type Rating, Skill Test , Proficiency Check** | |
| Single - Pilot Aeroplanes, except for High Performance Complex Aeroplanes |
|  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **FTD** | **FFS** | **A** | **FFS**  **A** |
| ***SECTION 3 B*** |  | P-----> | ----> |  | M |  |
| **3 B. Instrument flight**  **3.B.1**\* ***Departure :*** IFR |
| **3.B.2\*** ***En - route*** IFR |  | P-----> | ----> |  | M |  |
| **3.B.3\*** ***Holding Procedures*** |  | P-----> | ----> |  | M |  |
| **3.B.4\*** ILS to DH / A of **200**’ *( 60 m)* or to procedure minima *( autopilot may be used to glideslope interception )* |  | P-----> | ----> |  | M |  |
| **3.B.5\*** Non - precision Approach to MDH / A  and MAP |  | P-----> | ----> |  | M |  |
| **3.B.6\*** Flight exercises including simulated failure of the compass and altitude indicator :  rate 1 turns ;  recoveries from unusual altitudes. | P-----> | -----> | ----> |  | M |  |
| **3.B.7\*** Failure of Localiser or Glideslope | P-----> | -----> | -----> |  |  |  |
| **3.B.8\*** ATC liaison – Compliance,  R / T procedure |  |  |  |  |  |  |
| *Intentionally left blank* |  |  |  |  |  |  |
| ***SECTION 4*** |  | P-----> | -----> |  | M |  |
| **4. Arrival and Landings**  **4.1** ***Aerodrome arrival procedure*** |
| **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'*** 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 |  |  |  |  |  |  |
| ***SECTION 5*** |  |  |  |  |  |  |
| **5. Abnormal and Emergency procedures**  *( this section may be combined with*  *sections* ***1*** *through* ***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 ;  ( ii ) systems’ malfunctions as appropriate | P-----> | -----> | -----> |  |  |  |
| **5.5 *Engine shutdown and restart*** ( ME Skill Test only ) *( at a safe altitude if performed in the aircraft )* | P-----> | -----> | -----> |  |  |  |
| **5.6** ATC liaison - Compliance, R/T procedure |  |  |  |  |  |  |

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| --- | --- | --- | --- | --- | --- | --- |
| *Applicant’s Name* | ***PRACTICAL TRAINING*** | | | | **Class or**  **Type Rating, Skill Test , Proficiency Check** | |
| Single - Pilot Aeroplanes, except for High Performance Complex Aeroplanes |
|  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **FTD** | **FFS** | **A** | **FFS**  **A** |
| ***SECTION 6*** | P-----> | -----> | ----> X |  | M |  |
| **6. Simulated asymmetric flight**  ***6.1\**** *( this section may be combined with*  *sections* ***1*** *through* ***5***  *)*  Simulated engine failure during Take-off  *( at a safe altitude unless carried out*  *in FFS or FNPT II )* |
| ***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 |  |  |  |  |  |  |

**-**  ***cont’d -***

***CONTENT of the TRAINING / SKILL TEST / PROFICIENCY CHECK ( MPL )***

**6.** ***Multi - pilot aeroplanes*** and *single - pilot high performance complex aeroplanes* :

*( a )* The following symbols mean :

**P**  = Trained as PIC or Co-pilot and as *PF*  and *PNF* for the issue of a Type Rating as applicable ;

**X**  = Simulators shall be used for this exercise, *if available* ; otherwise an aircraft 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 ;

**FTD** = Flight Training Device ;

**OTD**  = Other Training Devices

*( c )* The starred items ( \* ) shall be flown solely by reference to instruments. If this condition is not met during the Skill Test or Proficiency Check, the Type Rating will be restricted to VFR only.

*( d )* Where the letter **“ M “** appears in the Skill Test or Proficiency Check column this will indicate the mandatory exercise.

*( 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 qualification of the FFS or FNPT II ;

( ii ) the qualifications of the instructors ;

( iii ) the amount of FFS or FNPT II training provided on the course ; *and*

( iv ) the qualifications and previous experience on similar types of the pilot under training.

*( f )* Maneuvers and procedures shall include MCC for multi - pilot aeroplane and for single - pilot high performance complex aeroplanes in multi - pilot operations ;

*( g )* Maneuvers 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 maneuvers / procedures in 2.5, 3. 9. 3. 4, 4. 3, 5. 5 and at least one maneuver / procedure from section 3. 4 have to be completed in addition as single - pilot.

*( i )* In case of a restricted Type Rating issued in accordance with *FCL. 720. A ( e ),* the applicants shall fulfill the same requirements as other applicants for the Type Rating except for the practical exercises relating to the Take-off and landing phases.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *Applicant’s Name* | ***PRACTICAL TRAINING*** | | | | | **ATPL / MPL**  **Type Rating,**  **Skill Test or Proficiency Check** | |
| Multi - Pilot Aeroplanes and Single - Pilot high performance complex Aeroplanes |
|  |  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **OTD** | **FTD** | **FFS** | **A** | **FFS**  **A** |
| ***SECTION 1*** | P |  |  |  |  |  |  |
| **1. Flight preparation**  ***1.1 Performance calculation*** |
| ***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 equipment check, selection and setting of navigation and communication frequencies | P ---> | ---> | ---> | ---> |  | M |  |
| ***1.5*** Taxiing in compliance with air traffic  control or instructions of instructor |  |  | P ---> | ----> |  |  |  |
| ***1.6***  Before Take-off checks |  | P ---> | ---> | ----> |  | M |  |
| ***SECTION 2*** |  |  | P----> | -----> |  |  |  |
| **2.** **Take-Off’s** *:*  ***2.1*** Normal T.O. with different flap setting’s,  including expedited Take-off |
| ***2.2\**** ***Instrument T. O.;***  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 T. O. mass***  *( actual or simulated maximum T.O. mass )* |  |  | P----> | -----> |  |  |  |
| ***2.5 Take - offs with simulated engine***  ***failure :***  ***2.5.1*** \* 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 T. O. 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 only |  |
| ***2.6***  ***Rejected Take-off at a reasonable***  ***speed before reaching******V1*** |  |  | P----> | --->X |  | M |  |
| ***SECTION 3*** |  |  | P----> | -----> |  |  |  |
| **3.**  **Flight Manoeuvres and Procedures**  ***3.1*** ***Turns with and without spoilers*** |
| ***3.2***  Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane *( e. g. Dutch Roll )* |  |  | P----> | --->X An aircraft may not be used for this exercise |  |  |  |
| ***3.3*** Normal operation of systems and  controls engineer’s panel | P----> | ----> | ----> | ----> |  |  |  |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *Applicant’s Name* | ***PRACTICAL TRAINING*** | | | | | **ATPL / MPL**  **Type Rating,**  **Skill Test or Proficiency Check** | |
| Multi - Pilot Aeroplanes and Single - Pilot high performance complex Aeroplanes |
|  |  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **OTD** | **FTD** | **FFS** | **A** | **FFS**  **A** |
| ***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 |  | -----> | ----> | -----> |  |  |  |
| ***3.4.7*** Anti - icing / de - icing system, Glare  shield heating |  | -----> | ----> | ----> |  |  |  |
| ***3.4.8.***  Autopilot / Flight Director |  | -----> | ----> | -----> |  | **M**  *( single pilot*  *only )* |  |
| ***3.4.9.*** Stall warning devices or stall  avoidance devices, and stability  augmentation devices | P----> | -----> | -----> | -----> |  |  |  |
| ***3.4.10.*** Ground proximity warning system,  weather radar, radio altimeter, transponder | P----> | P----> | -----> | -----> |  |  |  |
| ***3.4.11.*** Radios, navigation equipment,  instruments, flight management system | P----> | -----> | -----> | ----> |  |  |  |
| ***3.4.12.***  Landing gear and brake | P----> | -----> | ----> | -----> |  |  |  |
| ***3.4.13.***  Slat and flap system | P----> | -----> | ----> | ----> |  |  |  |
| ***3.4.14.*** Auxiliary power unit | 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----> | ----> |  |  |  |

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| *Applicant’s Name* | ***PRACTICAL TRAINING*** | | | | | **ATPL / MPL**  **Type Rating,**  **Skill Test or Proficiency Check** | |
| Multi - Pilot Aeroplanes and Single - Pilot high performance complex Aeroplanes |
|  |  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **OTD** | **FTD** | **FFS** | **A** | **FFS**  **A** |
| ***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.*** ACAS event | P ---> | ---> | ---> | *An aircraft may not be used* |  | FFS only |  |
| ***3.7.***  ***Steep turns*** with **45°** bank, **180°**  to **360°** left and right |  | P ---> | ----> | ----> |  |  |  |
| ***3.8.*** Early recognition and counter measures on approaching stall *( up to activation of stall warning device )*  in Take-off configuration *( flaps in Take-off position )*, in cruising flight configuration and in landing configuration *( flaps in landing position, gear extended )* |  |  | P----> | ----> |  |  |  |
| ***3.8.1.***  Recovery from full stall or after  activation of stall warning device in  climb, cruise and approach configuration |  |  | P | X |  |  |  |
| ***3.9.*** ***Instrument flight procedures*** |  |  |  |  |  |  |  |
| ***3.9.1\****  Adherence to departure and arrival  routes and ATC instructions |  | P----> | ----> | -----> |  | M |  |
| ***3.9.2\****  Holding procedures |  | P----> | ----> | ----> |  |  |  |
| ***3.9.3\****  Precision approaches down to a  decision height ( DH ) not less than  60 m ( 200 ft ) |  |  |  |  |  |  |  |
| ***3.9.3.1\**** manually, without FD *( flight*  *director )* |  |  | P----> | -----> |  | **M**  *( skill test only )* |  |
| ***3.9.3.2\****  manually, with FD *( flight director )* |  |  | P----> | -----> |  |  |  |
| ***3.9.3.3\**** with autopilot |  |  | P----> | ----> |  |  |  |
| ***3.9.3.4\**** manually, with one engine simulated inoperative ; engine failure has to be simulated during final approach before passing the outer marker ( OM ) 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 3.9.4. The Go-around shall be initiated when reaching the published obstacle clearance height ( OCH / A ), however not later than reaching a 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 3.9.3.4. |  |  | P---> | -----> |  | M |  |
| ***3.9.4\****  Non - precision approach down to  the MDH / A |  |  | P\*--> | ----> |  | M |  |

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| *Applicant’s Name* | ***PRACTICAL TRAINING*** | | | | | **ATPL / MPL**  **Type Rating,**  **Skill Test or Proficiency Check** | |
| Multi - Pilot Aeroplanes and Single - Pilot high performance complex Aeroplanes |
|  |  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **OTD** | **FTD** | **FFS** | **A** | **FFS**  **A** |
| ***3.9.5***  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 authorized 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\*---> | ----> |  |  |  |
| ***SECTION 4*** |  |  |  |  |  |  |  |
| ***4.***  ***Missed Approach Procedures*** |
| ***4.1.***  Go - around with all engines operating \*  after an ILS approach on reaching DH |  |  | P\*---> | ---> |  |  |  |
| ***4.2.*** Other missed approach procedures |  |  | P\*---> | ----> |  |  |  |
| ***4.3\****  Manual Go-around with the critical  engine simulated inoperative after an  instrument approach on reaching DH,  MDH or MAP’t |  |  | P\*---> | ----> |  | M |  |
| ***4.4***  Rejected landing at **15** m ( **50** ft ) above  runway threshold and Go-around |  |  | P----> | -----> |  |  |  |
| ***SECTION 5*** |  |  |  |  |  |  |  |
| ***5. Landing’s*** |
| ***5.1.*** Normal landings\* also after an ILS  approach with transition to visual flight  on reaching DH |  |  | P |  |  |  |  |
| ***5.2.***  Landing with simulated jammed  horizontal stabilizer 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 |  | M  *FFS only*  *( skill test*  *only )* |  |
| ***General remarks :***  *Special requirements for extension of a Type Rating for instrument approaches down to a DH ( decision height ) of less than 200 feet ( 60 m ), i. e.* ***Cat II / III*** *operations.* | | | | | | | |

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| *Applicant’s Name* | ***PRACTICAL TRAINING*** | | | | | **ATPL / MPL**  **Type Rating,**  **Skill Test or Proficiency Check** | |
| Multi - Pilot Aeroplanes and Single - Pilot high performance complex Aeroplanes |
|  |  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **OTD** | **FTD** | **FFS** | **A** | **FFS**  **A** |
| ***SECTION 6*** |  |  |  |  |  |  |  |
| Additional authorization on a Type Rating for instrument approaches down to a DH 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.* |
| ***6.1\**** ***Rejected Take - off*** at minimum  authorised RVR |  |  | P\*---> | --->X  *an aircraft may not be used for this exercise* |  | M\* |  |
| ***6.2***. ***ILS 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 / airborne equipment failure prior to reaching DH and, Go-around with simulated airborne 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 |  |
| *Intentionally left blank* |  |  |  |  |  |  |  |
| *Intentionally left blank* |  |  |  |  |  |  |  |

***Note :*** *CAT II / III operations shall be accomplished in accordance with the applicable air operations requirements.*

**7.** ***Class Ratings — sea.***

*( reserved )*

**Training, SKILL TEST and PROFICIENCY CHECK for MPL, ATPL,**

**Type and Class Ratings, and PROFICIENCY CHECK for IR**

*(* ***continued - Helicopter***  *)*

**C. Specific Requirements for the Helicopter Category**

**1.** In case of Skill Test or Proficiency Check for Type Ratings and the ATPL the applicant shall pass *sections* ***1*** to ***4***and ***6*** *( as applicable )* of the Skill Test or Proficiency Check. Failure in more than five items will require the applicant to take the entire test or check again. An applicant failing not more than five items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the Skill Test or Proficiency Check shall be completed *within* ***6*** *months*.

**2.** In case of Proficiency Check for an IR the applicant shall pass *section* ***5*** of the Proficiency Check. Failure in more than three items will require the applicant to take the entire *section* ***5*** *again*. An applicant failing not more than three items shall take the failed items again. Failure in any item of the re-check or failure in any other items of *section* ***5*** already passed will require the applicant to take the entire check again.

***FLIGHT TEST TOLERANCE***

**3.** The applicant shall demonstrate the ability to :

*a )* operate the helicopter within its limitations ;

*b )* complete all maneuvers with smoothness and accuracy ;

*c )* exercise good judgement and airmanship ;

*d )* apply aeronautical knowledge ;

*e )* maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or maneuver 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 helicopter used.

*( a )* ***IFR flight limits***

***Height :***

Generally ± **100** feet

Starting a Go - around at decision height / altitude + **50** feet / – **0** feet

Minimum descent height / altitude + **50** feet / – **0** feet

***Tracking :***

On radio aids : ± **5** °

Precision approach : ***half scale deflection***, *azimuth and glide path*

***Heading :***

Normal operations : ± **5** °

Abnormal operations / emergencies : ± **10** °

***Speed :***

Generally : ± **10** knots

With simulated engine failure + **10** knots / – **5** knots

( b ) ***VFR flight limits***

***Height :***

Generally ± **100** feet

***Heading:***

Normal operations : ± **5** °

Abnormal operations / emergencies ± **10** °

***Speed :***

Generally : ± **10** knots

With simulated engine failure : + **10** knots / – **5** knots

***Ground drift :***

T.O. hover I. G. E. ± **3** feet

Landing ± **2** feet

*( with* ***0*** *feet rearward or lateral flight )*

**CONTENT** **of the** **TRAINING / SKILL TEST / PROFICIENCY CHECK for SPL ( H ) / MPL ( H )**

**GENERAL**

**5.** The following symbols mean :

**P**  = Trained as PIC for the issue of a Type Rating for SPH or trained as PIC or Co-pilot and as

PF and PNF for the issue of a Type Rating for MPH.

**6.** 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 :

**FFS**  = Full Flight Simulator ;

**FTD** = Flight Training Device ;

**H** = Helicopter

**7.** The starred items ( **\*** ) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR ( H ), or extend the privileges of that rating to another type.

**8.** Instrument flight procedures ( *section* ***5*** ) shall be performed only by applicants wishing to renew or revalidate an IR ( H ) or extend the privileges of that rating to another type. An FFS or FTD 2 / 3 may be used for this purpose.

**9.** Where the letter **“ M “** appears in the Skill Test or Proficiency Check column this will indicate the mandatory exercise.

**10.** An FSTD shall be used for practical training and testing if the FSTD forms part of a Type Rating Course. The following considerations will apply to the course :

( i ) the qualification of the FSTD as set out in the relevant requirements of Part - ARA and Part - ORA ;

( ii ) the qualifications of the instructor and examiner ;

( iii ) the amount of FSTD training provided on the course;

( iv ) the qualifications and previous experience in similar types of the pilot under training ; *and*

( v ) the amount of supervised flying experience provided after the issue of the new Type Rating.

***MULTI - PILOT HELICOPTERS***

**11.** Applicants for the Skill Test for the issue of the multi-pilot helicopter type rating and ATPL ( H ) shall take only *sections* ***1*** to ***4*** and, if applicable, *section* ***6.***

**12.** Applicants for the revalidation or renewal of the multi-pilot helicopter Type Rating / Proficiency Check shall take only *sections* ***1*** to ***4*** and, if applicable, *section* ***6*.**

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| *Applicant’s Name* | ***Practical Training*** | | | | **SKILL TEST or PROFICIENCY CHECK** | |
| ***SINGLE / MULTI - PILOT HELICOPTERS*** |
|  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **FTD** | **FFS** | **H** | **FFS**  **H** |
| ***SECTION 1 --- Pre - flight Preparations and Checks*** | | | | | | |
| * 1. Helicopter exterior visual inspection ;   location of each item and purpose of inspection |  |  | P |  | M *( if performed*  *in the helicopter )* |  |
| ***1.2***Cockpit inspection |  | P | -----> |  | M |  |
| ***1.3.*** Starting procedures, radio and navigation equipmen check, selection and setting of navi ­ gation and communication frequencies | P | -----> | -----> |  | M |  |
| ***1.4.*** Taxiing / air taxiing in compliance with air traffic control instructions or with instructions of an instructor |  | P | -----> |  | M |  |
| ***1.5.***Pre - Take-off procedures and checks | P | -----> | -----> |  | M |  |
| ***SECTION 2 --- Flight Manoeuvres and Procedures*** | | | | | | |
| ***2.1.***Take - offs *( various profiles )* |  | P | -----> |  | M |  |
| ***2.2.*** Sloping ground or cross wind Take - offs  & landings |  | P | -----> |  |  |  |
| ***2.3.*** Take-off at maximum Ttake-off mass *( actual or simulated maximum Take-off mass )* | P | ------> | ------> |  |  |  |
| ***2.4.*** Take-off with simulated engine failure  shortly before reaching TDP or DPATO |  | P | ------> |  | M |  |
| ***2.4.1.*** Take - off with simulated engine failure  shortly after reaching TDP or DPATO |  | P | -----> |  | M |  |
| ***2.5.*** Climbing and descending turns to specified  headings | P | -----> | -----> |  | M |  |
| ***2.5.1.*** Turns with 30 ° bank, 180 ° to  360 ° left and right, by sole reference to instruments | P | -----> | -----> |  | M |  |
| ***2.6.*** Autorotative descent | P | -----> | -----> |  | M |  |
| ***2.6.1*.** Autorotative landing *( SEH only)*  or power recovery |  | P | -----> |  | M |  |
| ***2.7.*** Landings, various profiles |  | P | -----> |  | M |  |
| ***2.7.1*.**  Go - around or landing following simulated engine failure before LDP or DPBL |  | P | -----> |  | M |  |
| ***2.7.2.*** Landing following simulated engine  failure after LDP or DPBL |  | P | -----> |  | M |  |
| ***SECTION 3 --- Normal and abnormal operations of the following systems and procedures*** | | | | | | |
| ***3.*** Normal and abnormal operations of the  following systems and procedures : |  |  |  |  | M | *A mandatory minimum of* ***three*** *items shall be selected from this section* |
| ***3.1.*** Engine | P | -----> | -----> |  |  |  |
| ***3.2.*** Air conditioning *( heating, ventilation )* | P | -----> | -----> |  |  |  |
| ***3.3.*** Pitot / static system | P | -----> | -----> |  |  |  |
| ***3.4.*** Fuel system | P | -----> | -----> |  |  |  |
| ***3.5.*** Electrical system | P | -----> | -----> |  |  |  |
| ***3.6.*** Hydraulic system | P | -----> | -----> |  |  |  |
| ***3.7.*** Flight Control and Trim system | P | -----> | -----> |  |  |  |

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| *Applicant’s Name* | ***Practical Training*** | | | | **SKILL TEST or PROFICIENCY CHECK** | |
| ***SINGLE / MULTI - PILOT HELICOPTERS*** |
|  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **FTD** | **FFS** | **H** | **FFS**  **H** |
| ***3.8.*** Anti - icing and de - icing system | P | -----> | -----> |  |  |  |
| ***3.9.***Autopilot / Flight Director | P | -----> | -----> |  |  |  |
| ***3.10.*** Stability augmentation devices | P | -----> | -----> |  |  |  |
| ***3.11.*** Weather radar, radio altimeter, transponder | P | ------> | -----> |  |  |  |
| ***3.12.*** Area Navigation System | P | ------> | -----> |  |  |  |
| ***3.13.***Landing gear system | P | ------> | -----> |  |  |  |
| ***3.14.*** Auxiliary Power Unit | P | ------> | -----> |  |  |  |
| ***3.15.*** Radio, navigation equipment, instruments  flight management system | P | ------> | ------> |  |  |  |
| ***SECTION 4 --- Abnormal and Emergency Procedures*** | | | | | | |
| ***4.*** Abnormal and emergency procedures |  |  |  |  | M | *A mandatory minimum of* ***three***  *items shall be selected from this section* |
| ***4.1.*** Fire drills *( including evacuation, if*  *applicable )* | P | -----> | -----> |  |  |  |
| ***4.2.*** Smoke control and removal | P | -----> | -----> |  |  |  |
| ***4.3.*** Engine failures, shutdown and restart at a  safe height | P | -----> | -----> |  |  |  |
| ***4.4.*** Fuel dumping *( simulated )* | P | -----> | -----> |  |  |  |
| ***4.5.*** Tail rotor control failure *( if applicable )* | P | -----> | -----> |  |  |  |
| ***4.5.1*.** Tail rotor loss *( if applicable )* | P | -----> | *Helicopter may not beused for this exercise* |  |  |  |
| ***4.6.*** Incapacitation of crew member - MPH only | P | -----> | -----> |  |  |  |
| ***4.7.*** Transmission malfunctions | P | -----> | -----> |  |  |  |
| ***4.8.*** Other emergency procedures as outlined  in the appropriate Flight Manual | P | -----> | -----> |  |  |  |
| ***SECTION 5 ---***  ***Instrument flight procedures*** *( to be performed in IMC or simulated IMC )* | | | | | | |
| ***5.1. Instrument Take - off :*** transition to  instrument flight is required as soon as  possible after becoming airborne | P\* | ----->\* | ----->\* |  |  |  |
| ***5.1.1.*** Simulated engine failure during departure | P\* | ----->\* | ----->\* |  | M\* |  |
| ***5.2.*** Adherence to departure and arrival  routes and ATC instructions | P\* | ----->\* | ----->\* |  | M\* |  |
| ***5.3.*** Holding procedures | P\* | ----->\* | ----->\* |  |  |  |
| ***5.4.*** ILS approaches down to CAT I DH  *( Decision Height )* | P\* | ----->\* | ----->\* |  |  |  |
| ***5.4.1.*** Manually, without FD *( flight director )* | P\* | ----->\* | ----->\* |  | M\* |  |
| ***5.4.2.*** Precision approach manually, with or  without FD *( flight director )* | P\* | ----->\* | ----->\* |  | M\* |  |
| ***5.4.3.*** With coupled autopilot | P\* | ----->\* | ----->\* |  |  |  |
| ***5.4.4.*** Manually, with one engine simulated inoperative. *( Engine failure has to be simulated during final approach before passing the outer marker ( OM ) until touchdown or until comple- tion of the missed approach procedure )* | P\* | ----->\* | ----->\* |  | M\* |  |

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| *Applicant’s Name* | ***Practical Training*** | | | | **SKILL TEST or PROFICIENCY CHECK** | |
| ***SINGLE / MULTI - PILOT HELICOPTERS*** |
|  |  |  | Instructors  initials  when training  completed | Checked  in | Examiners  initials  when test  completed |
| **Manoeuvres / Procedures** | **FTD** | **FFS** | **H** | **FFS**  **H** |
| *Left Intentionally Blank* |  |  |  |  |  |  |
| ***5.5.*** Non - precision approach down to the  MDA / H *( minimum descent altitude )* | P\* | ----->\* | ----->\* |  | M\* |  |
| ***5.6.*** Go - around with all engines operating  on reaching DA / DH or MDA / MDH | P\* | ----->\* | ----->\* |  |  |  |
| ***5.6.1.***Other missed approach procedures | P\* | ----->\* | ----->\* |  |  |  |
| ***5.6.2.*** Go - around with one engine simulated  inoperative on reaching DA / DH or  MDA / MDH | P\* |  |  |  | M\* |  |
| ***5.7.*** IMC autorotation with power recovery | P\* | ----->\* | ----->\* |  | M\* |  |
| ***5.8.*** Recovery from unusual attitudes | P\* | ----->\* | ----->\* |  | M\* |  |
| ***SECTION 6 --- Use of optional equipment*** | | | | | | |
| ***6.*** Use of optional equipment | P | ------> | -----> |  |  |  |
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| *Left Intentionally Blank* |  |  |  |  |  |  |

**D.** **Specific requirements for the powered - lift aircraft category**

*(* ***reserved )***

**E.**  **Specific requirements for the airship category**

*(* ***reserved*** *)*