



**Circulaire**

**CIR/FCL 22**

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**Objet : Epreuve d'aptitude ATPL(A)**

**Betreft: Vaardigheidstest ATPL(A).**

Réf. :

Arrêté royal du 4 mars 2008 réglementant les licences civiles de pilote d'avions. Art.13, § 5, et 71.

Ref. :

Koninklijk besluit van 4 maart 2008 tot regeling van de burgerlijke vergunningen van bestuurder van vliegtuigen. Art.13, § 5, en 71.

JAR-FCL 1.295

App. 1 & 2 JAR-FCL 1.240 & 1.295

IEM-FCL 1.240 (b)(1)

JAR-FCL 1.295

App. 1 & 2 JAR-FCL 1.240 & 1.295

IEM-FCL 1.240 (b)(1)

Le Directeur général a.i.,  
De Directeur-generaal a.i.,

L'édition 4 comprend  
De 4<sup>de</sup> uitgave bevat

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blz. gedagtekend

## FCL 22

Cette circulaire décrit le programme et les procédures qui sont d'application pour l'épreuve d'aptitude en vue de l'obtention de la licence de pilote de ligne d'avions (ATPL(A)).

Elle comprend :

- **Appendix 1 to JAR-FCL 1.240 & 1.295**  
Skill test & proficiency check for aeroplane type/class ratings and ATPL.
- **IEM FCL 1.240 (b)(1)**  
ATPL/type rating/training/skill test and proficiency check form on multi-engine multi-pilot aeroplanes.
- **Appendix 2 to JAR-FCL 1.240 & 1.295**  
Contents of the ATPL/type rating/ training/ skill test and proficiency check on multi-pilot aeroplanes.
- **Application** for the ATPL(A) skill test.

## FCL 22

Deze circulaire beschrijft het programma en de procedures die van toepassing zijn voor de vaardigheidstest met het oog op de verkrijging van de vergunning van lijnbestuurder van vliegtuigen (ATPL(A)).

Zij omvat:

- **Appendix 1 to JAR-FCL 1.240 & 1.295**  
Skill test & proficiency check for aeroplane type/class ratings and ATPL.
- **IEM FCL 1.240 (b)(1)**  
ATPL/type rating/training/skill test and proficiency check form on multi-engine multi-pilot aeroplanes.
- **Appendix 2 to JAR-FCL 1.240 & 1.295**  
Contents of the ATPL/type rating/ training/ skill test and proficiency check on multi-pilot aeroplanes.
- **Application** for the ATPL(A) skill test.

## **Appendix 1 to JAR–FCL 1.240 & 1.295**

### **Skill test and proficiency check for aeroplane type/class ratings and ATPL**

(See JAR–FCL 1.240 through 1.262 and 1.295)

(See Appendix 1 to JAR-FCL 1.261(a))

(See AMC FCL 1.261(a))

(See IEM FCL 1.240(1) and (2))

1 The applicant shall have completed the required instruction in accordance with the syllabus (see also Appendix 1 to JAR–FCL 1.261(a) and Appendices 2 & 3 to JAR–FCL 1.240). The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record shall be checked by the examiner.

2 Items to be covered in skill tests/proficiency checks are given in the applicable Appendix 2 & 3 to JAR–FCL 1.240. With the approval of the Authority, several different skill test/proficiency check scenarios may be developed containing simulated line operations. The examiner will select one of these scenarios. Flight simulators, if available and other training devices as approved shall be used.

3 (a) For SPA: The applicant shall pass all sections of the skill test/proficiency check. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test/check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test/re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test/check again.

(b) For MPA: The applicant shall pass all sections of the skill test/proficiency check. Failure of more than five items will require the applicant to take the entire test/check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again.

(c) In case the applicant fails only or does not take Section 6, the type rating will be issued without Cat II or III privileges.

(d) Section 6 is not part of the ATPL skill test.

4. Further training may be required after a failed test/check. Failure to achieve a valid pass in all sections in two attempts shall require further training of at least 4 hours. There is no limit to the number of skill tests/proficiency checks that may be attempted.

#### **CONDUCT OF THE TEST/CHECK – GENERAL**

5 The examiner will ensure that the test is conducted safely, with respect to the requirements of the Royal Decree of 4 March 2008 and in conformity with the guidelines of CIR/FCL 28.

6 Should an applicant choose not to continue with a test/check for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test/check is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.

7 At the discretion of the examiner any manoeuvre or procedure of the test/check may be repeated once by the applicant. The examiner may stop the test/check at any stage if it is considered that the applicant's competency requires a complete re-test/re-check.

8 Checks and procedures shall be carried out/completed in accordance with the authorised check list for the aeroplane used in the test/check 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 or flight manual for the aeroplane used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant for the ATPL(A) and/or for the type/class rating holder during the proficiency check, as applicable.

#### **SPECIAL REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR A MULTI-PILOT AEROPLANE AND FOR THE SKILL TEST REQUIRED FOR THE ATPL(A)**

9 The test/check for a multi-pilot aeroplane shall be performed in a multi-crew environment. Another applicant or another pilot, may function as second pilot. If an aeroplane, rather than a simulator, is used for the test/check, the second pilot shall be an instructor.

10 An applicant for the initial issue of a multi-pilot aeroplane type rating or ATPL(A) shall be required to operate as 'pilot flying' (PF) during all sections of the test/check (in accordance with Appendix 2 to 1.240 & 1.295). The applicant

shall also demonstrate the ability to act as 'pilot not flying' (PNF). The applicant may choose either the left hand or the right hand seat for the test/check.

11 The following matters shall be specifically checked when testing/checking applicants for the ATPL(A) or a type rating for multi-pilot aeroplanes extending to the duties of a pilot-in-command, irrespective of whether the applicant acts as PF or PNF:

- (a) management of crew co-operation;
- (b) maintaining a general survey of the aeroplane 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.

12 The test/check should be accomplished under IFR and as far as possible in a simulated commercial air transport environment. An essential element is the ability to plan and conduct the flight from routine briefing material.

#### FLIGHT TEST TOLERANCE

13 The applicant shall demonstrate the ability to:

- (a) operate the aeroplane within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- (f) understand and apply crew co-ordination and incapacitation procedures, if applicable; and
- (g) communicate effectively with the other crew members, if applicable.

14 The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the type of aeroplane used.

#### Height

Generally	±100 feet
Starting a go-around at decision height	+ 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

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 SKILL TEST/PROFICIENCY CHECK

15 (a) The skill test and proficiency check contents and sections are set out in Appendix 2 to JAR-FCL 1.240 for multi-pilot aeroplanes and at Appendix 3 to JAR-FCL 1.240 for single-pilot aeroplanes. The application and report form as set out in IEM FCL 1.240 (b)(1) will be used.

(b) When the type rating course includes less than 2 hours flight training on the aeroplane, the skill test may be flight simulator only and may be completed before the flight training on the aeroplane. In that case, a certificate of completion of the type rating course including the flight training on the aeroplane shall be forwarded to the Authority before the new type rating is entered in the applicant's licence.

**IEM FCL 1.240(b)(1)**

**ATPL/type rating/training/skill test and proficiency check form on multi-engine multi-pilot aeroplanes**

See JAR-FCL 1.240

**APPLICATION AND REPORT FORM**

Applicant's last name:		First names:	
Type of licence:		Number:	
State:	Type rating as pilot-in-command/co-pilot*	Signature of applicant:	
Multi-engine aeroplane:		Proficiency check:	
Training record:		Type rating:	
Skill test:		ATPL(A):	

Satisfactory completion of Type rating – training according to requirements is certified below:

<b>1</b>	<b>Theoretical training for the issue of a type rating performed during period</b>		
from:	to:	at:	
mark obtained:	% (Pass mark 75%):	Type and number of licence:	
Signature of instructor:		Name in capital letters:	

<b>2</b>	<b>Simulator (aeroplane type):</b>	Three or more axes:	YES*	NO*	Ready for service and used
Simulator manufacturer:		motion / system:			
Simulator operator:		Visual aid:	YES*	NO*	
Total training time at the controls:					
Instrument approaches at aerodromes:					
to a decision altitude/height of:					
Location/date/time:			Signature of type rating instructor		
Type and No of licence:			Name in capital letters:		

<b>3</b>	<b>Flight training:</b>				
Type of aeroplane:	Registration:	Flight time at the controls:			
Take-offs:	Landings:	Training aerodromes/sites (take-offs, approaches and landings):			
Location and date:		Signature of type rating instructor:			
Type and No of licence:		Name in capital letters:			

<b>4</b>	Skill test/Proficiency Check* Remark: if the applicant failed the examiner shall indicate the reasons why	<i>Passed</i>	<i>Failed</i>	SIM/Aircraft Reg:	
Location and date				Type and number of licence	
Signature of authorised examiner				Name in capital letters	

\*delete as necessary

## Appendix 2 to JAR-FCL 1.240 & 1.295

### Contents of the ATPL/type rating/training/skill test and proficiency check on multi-pilot aeroplanes

(See JAR-FCL 1.240 through 1.262 and 1.295)

(See Appendix 1 to JAR-FCL 1.520 & 1.525)

1 The following symbols mean:

P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (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

2 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

FS = Flight Simulator

FTD = Flight Training Device

OTD = Other Training Devices

3 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.

4 Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise.

5 A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:

(a) the qualification of the flight simulator or FNPTII as set out in JAR-STD;

(b) the qualifications of the instructor and examiner;

(c) the amount of line-orientated simulator training provided on the course;

(d) the qualifications and previous line operating experience of the pilot under training; and

(e) the amount of supervised line flying experience provided after the issue of the new type rating.

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
<b>SECTION 1</b>							
<b>1 Flight preparation</b>							
1.1 Performance calculation	P						
1.2 Aeroplane ext. visual inspect.; 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	
<b>SECTION 2</b>							
<b>2 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 Cross wind take-off (A, if practicable)			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			P----->	----->			
2.5.1* shortly after reaching V <sub>2</sub> ,			P----->	----->			

	PRACTICAL TRAINING				Instructor's initials when training completed	ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A		Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
(In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the engine failure shall not be simulated until reaching a minimum height of 500ft 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 V <sub>2</sub> .)							
2.5.2* between V <sub>1</sub> and V <sub>2</sub>			P	X		M FS Only	
2.6 Rejected take-off at a reasonable speed before reaching V <sub>1</sub> .			P----->	----->X		M	
<b>SECTION 3</b>							
<b>3 Flight Manoeuvres and Procedures</b>							
3.1 Turns with and without spoilers			P----->	----->			
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----->	----->	----->	----->			

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
					Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)	OTD	FTD	FS	A		FS 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	P----->	----->	----->	----->			
3.4.7 Anti- and de-icing system, Glare shield heating	P----->	----->	----->	----->			
3.4.8 Autopilot/Flight director	P----->	----->	----->	----->			
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----->	----->	----->			
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							

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
					Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)	OTD	FTD	FS	A			
3.6 Abnormal and emergency procedures:						M	A mandatory minimum of 3 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, shut-down and restart at a safe height		P---->	---->	---->			
3.6.4 Fuel dumping (simulated)		P---->	---->	---->			
3.6.5 Windshear at Take off/landing			P	X		FS 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 ACAS event	P→	---->	-->			FS 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			

	PRACTICAL TRAINING					ATPL/[MPL]/TYPE-RATING SKILL TEST/PROF CHECK	
					Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)	OTD	FTD	FS	A		FS A	
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 flight director			P----->	----->		M (skill test only)	
3.9.3.2* manually, with 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 from 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 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 3.9.3.4.			P----->	----->		M	

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
					Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)	OTD	FTD	FS	A			
3.9.4* NDB or VOC/LOC-approach down to the MDH/A			P*----->	----->		M	
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; <u>followed by:</u> (b) circling approach to another runway at least 90° off centreline 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*----->	----->			
<b>SECTION 4</b>							
<b>4 Missed Approach Procedures</b>							
4.1 Go-around with all engines operating* after an ILS approach on reaching decision height.			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 MAPt			P*----->	----->		M	
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around			P----->	----->			

	PRACTICAL TRAINING					ATPL/[MPL/]TYPE-RATING SKILL TEST/PROF CHECK	
	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)							
<b>SECTION 5</b>							
<b>5 Landings</b>			P				
5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH.							
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 Cross wind 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 three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM. – Aeroplanes with four engines, two engines at one side.			P	X		M FS 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 (60 m), i.e. Cat II/III operations.**

**(Refer to Subpart E, JAR-FCL 1.180)**

	PRACTICAL TRAINING					[ ]TYPE-RATING SKILL TEST/PROF CHECK	
					Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
<b>Manoeuvres/Procedures</b> (including Multi-Crew Cooperation)	OTD	FTD	FS	A		FS A	
<b>SECTION 6</b>							
<p><b>6 Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)</b></p> <p>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..</p> <p>6.1* Rejected take-off at minimum authorised RVR</p>			P*----->	----->X An aircraft may not be used for this exercise		M*	
<p>6.2* ILS Approaches</p> <p>In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.</p>			P----->	----->		M	

	PRACTICAL TRAINING					[ ]TYPE-RATING SKILL TEST/PROF CHECK	
					Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
Manoeuvres/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A		FS A	
6.3* Go-around after approaches as indicated in 6.2 on reaching DH. The training also shall 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	

**NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.**



**APPLICATION FOR THE ATPL(A) SKILL TEST (JAR-FCL 1.295 )**

Applicant's NAME & first name:	
ADDRESS: street ,number, Post code , city : Phone , fax:	
Type & number of licence:	
Company :	
Aircraft type:	
Flight experience on the date of the application:	Total flying hours on aeroplanes: Hours as PIC on aeroplanes: Hours on JAR/FAR 23/25 aeroplanes:
Proposed date for the skill test:	Proposed examiner:
Signature of the applicant: Date:	
To be completed by the Civil Aviation Administration:	
Examiner designated for the skill test:	
Designation number: Date:	Signature of the Chief of the Licensing Service:

\* the date of the skill test will be fixed by mutual agreement between the applicant and the examiner. In order to allow the examiner to make the necessary arrangements the applicant should introduce his application at least one month before the date proposed for the test.