

GENERAL DEPARTMENT of CIVIL AVIATION of the REPUBLIC of ARMENIA

Single Pilot Aeroplane Class or Type Rating, Skill Test, Proficiency Check FORM

Ref. : ARM - FCL Appendix 9 to B. 5

| | |
|---------------------------|-----------------------------------|
| Applicant's name : | Medical Certificate Expire date : |
| Applicant's surname : | Proficiency Check Expire date : |
| Type & numberof License : | Line Check Expire date : |
| Aircraft Type - | Registration - |
| Other Crew Member : | <i>Signature of applicant :</i> |

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 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 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 Part - OR ;

(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.

| Applicant's Name | PRACTICAL TRAINING | | | | Class or Type Rating, Skill Test, Proficiency Check | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------|----------|----------------------------------------------|------------------------------------------------------------|----------------------------------------|
| | | | | Instructors initials when training completed | Checked in | Examiners initials when test completed |
| Single - Pilot Aeroplanes, <i>except for High Performance Complex Aeroplanes</i> | | | | | FFS A | |
| Manoeuvres / Procedures | FTD | FFS | A | | | |
| SECTION 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 (<i>if applicable</i>) | P-----> | -----> | -----> | | M | |
| 1.6 Take-Off Procedure : Normal with Flight Manual flap setting's ; Crosswind (<i>if conditions available</i>) | | P-----> | -----> | | | |
| 1.7 Climbing : V _x / V _y ; Turns onto headings ; Level Off | | P-----> | -----> | | M | |
| 1.8 ATC liaison – Compliance, R/T procedure | | | | | | |
| SECTION 2 - Airwork [VMC] | | | | | | |
| 2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (<i>including approach to VMCA when applicable</i>) | | P-----> | -----> | | | |
| 2.2 Steep turns (360° left and right, at 45° bank) | | P-----> | -----> | | M | |
| 2.3 Stalls and recovery : i. clean stall ; ii. approach to Stall in descending turn with bank with approach configuration and power ; iii. approach to Stall in Landing configuration and power ; iv. approach to Stall, climbing turn with Take-Off flap and climb power (<i>single - engine aeroplane only</i>) | | P-----> | -----> | | M | |
| 2.4 Handling using autopilot and flight director (<i>may be conducted in Section 3</i>) if applicable | | P-----> | -----> | | M | |
| 2.5. ATC liaison – Compliance, R/T :Procedure | | | | | | |
| SECTION 3 | | | | | | |
| SECTION 3 A | | | | | | |
| 3 A. En Route procedures VFR (<i>see B. 5 (c) and (d)</i>) | | | | | | |
| 3 A. 1 Flight plan, dead reckoning and map reading | | | | | | |
| 3 A. 2 Maintenance of Altitude, Heading and Speed | | | | | | |
| 3 A. 3 Orientation, timing and revision of ETA's | | | | | | |
| 3 A. 4 Use of radio navigation aids (<i>if applicable</i>) | | | | | | |
| 3A.5 Flight management (<i>flight log, routine checks including fuel, systems and icing</i>) | | | | | | |
| 3A.6 ATC liaison - Compliance, R/T procedure | | | | | | |
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| | Single - Pilot Aeroplanes, <i>except for High Performance Complex Aeroplanes</i> | | | | Instructors initials when training completed | Checked in |
| Manoeuvres / Procedures | FTD | FFS | A | | FFS A | |
| SECTION 3 B - Instrument flight | | | | | | |
| 3.B.1* <i>Departure : IFR</i> | | P-----> | -----> | | M | |
| 3.B.2* <i>En - route IFR</i> | | P-----> | -----> | | M | |
| 3.B.3* <i>Holding Procedures</i> | | P-----> | -----> | | M | |
| 3.B.4* <i>ILS to DH / A of 200' (60 m) or to procedure minima (autopilot may be used to glideslope interception)</i> | | P-----> | -----> | | M | |
| 3.B.5* <i>Non - precision Approach to MDH / A and MAP</i> | | P-----> | -----> | | M | |
| 3.B.6* <i>Flight exercises including simulated failure of the compass and altitude indicator : rate 1 turns ; recoveries from unusual altitudes.</i> | P-----> | -----> | -----> | | M | |
| 3.B.7* <i>Failure of Localiser or Glideslope</i> | P-----> | -----> | -----> | | | |
| 3.B.8* <i>ATC liaison- Compliance, R/T procedure</i> | | | | | | |
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| SECTION 4 - Arrival and Landings | | | | | | |
| 4.1 <i>Aerodrome arrival procedure</i> | | P-----> | -----> | | M | |
| 4.2 <i>Normal landing</i> | | P-----> | -----> | | M | |
| 4.3 <i>Flap less landing</i> | | P-----> | -----> | | M | |
| 4.4 <i>Crosswind landing (if suitable conditions)</i> | | P-----> | -----> | | | |
| 4.5 <i>Approach and landing with idle power from up to 2 000' above the runway (single - engine aeroplane only)</i> | | P-----> | -----> | | | |
| 4.6 <i>Go-around from minimum height</i> | | P-----> | -----> | | M | |
| 4.7 <i>Night Go-around and landing (if applicable)</i> | P-----> | -----> | -----> | | | |
| 4.8 <i>ATC liaison - Compliance, R/T procedure</i> | | | | | | |
| SECTION 5 - Abnormal and Emergency procedures | | | | | | |
| <i>(this section may be combined with sections 1 through 4)</i> | | | | | | |
| 5.1 <i>Rejected Take-off at a reasonable speed</i> | | P-----> | -----> | | M | |
| 5.2 <i>Simulated engine failure after Take-off (single - engine aeroplanes only)</i> | | | P | | M | |
| 5.3 <i>Simulated forced landing without power (single - engine aeroplanes only)</i> | | | P | | M | |
| 5.4 <i>Simulated emergencies :</i> (i) <i>fire or smoke in flight ;</i> (ii) <i>systems' malfunctions as appropriate</i> | P-----> | -----> | -----> | | | |
| 5.5 <i>Engine shutdown and restart (ME Skill Test only) (at a safe altitude if performed in the aircraft)</i> | P-----> | -----> | -----> | | | |
| 5.6 <i>ATC liaison - Compliance, R/T procedure</i> | | | | | | |
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| Manoeuvres / Procedures | FTD | FFS | A | | FFS A | |
| SECTION 6 - Simulated asymmetric flight (this section may be combined with sections 1 through 5) | | | | | | |
| 6.1* Simulated engine failure during Take-off (at a safe altitude unless carried out in FFS or FNPT II) | P-----> | -----> | ----> X | | M | |
| 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 | | | | | | |
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| Date of Check - | | Instructor Name : |
| Route sector 1 | <i>PF / PNF</i> | Tape & Number of License : |
| Route sector 2 | <i>PF / PNF</i> | <i>Instructor Signature :</i> |
| LOFT sector 1 | <i>PF / PNF</i> | Checker Name : |
| LOFT sector 2 | <i>PF / PNF</i> | Tape & Number of License : |
| Flight / session time : | | <i>Checker Signature :</i> |
| Training Organisation : | | OTD / FTD / FFS Reg. N ⁰ , place |

