



Application for Type Rating /Revalidation / Renewal / ATPL (A) Skill test/Proficiency / IR /PBN Check and Report Form

TO BE COMPLETED BY THE APPLICANT					
Type of Aeroplane: Lic. Type and No.:					
Applicant full Name:					
Rank: <input type="checkbox"/> PIC <input type="checkbox"/> First officer Operator: FSTD approval					
Signature of Applicant: Date					

Multi-pilot Aeroplanes and Single-pilot high-performance complex aeroplanes	PRACTICAL TRAINING			ATPL / TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres / Procedures	FSTD	A	Instructor Initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
SECTION 1					
1. Flight preparation	OTD				
2. Performance calculation	P				
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	OTDP#	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					
2. Take-offs					
2.1 Normal take-offs with different flap settings, including expedited take-off	P---->	---->			
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P---->	---->			
2.3 Crosswind take-off	P---->	---->			
2.4 Take-off at maximum take-off mass (actual \ or simulated maximum take-off mass)	P---->	---->			
2.5 Take-offs with simulated engine failure					
2.5.1* shortly after reaching V2 (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 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 V2)	P---->	---->			
2.5.2* between V1 and V2	P	---->		M FFS only	
2.6 Rejected take-off at a reasonable speed before reaching V1	P	---->		M	
SECTION 3					
3 Flight Manoeuvres and Procedures					
3.1 Flight manoeuvres and procedures Manual flight with and without flight directors (no autopilot, no auto thrust /auto throttle, and at different control laws, where applicable)	P---->	---->			
3.1.1 At different speeds (including slow flight) and altitudes within the FSTD training envelop	P---->	---->			
3.1.2 Steep turns using 45° bank, 180° to 360° left and right					
3.1.3 Turns with and without spoilers					
3.1.4 Procedural instrument flying and Manoeuvring including instrument departure and arrival, and visual approach					

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3.2 Tuck under and Mach buffets (if applicable) and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P---->	----> An aeroplane shall not be used for this exercise		FFS only	
3.3 Normal operation of systems and controls engineer's panel (if applicable)	OTDP---->	---->			
Normal and abnormal operations of following systems	P---->	---->		M	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive
	OTD P--->	---->			
3.4.1 Pressurisation and air-conditioning	OTD P--->	---->			
3.4.2 Pitot / static system	OTD P--->	---->			
3.4.3 Fuel system	OTD P--->	---->			
3.4.4 Electrical system	OTD P--->	---->			
3.4.5 Hydraulic system	OTD P--->	---->			
3.4.6 Flight control and Trim-system	OTD P--->	---->			
3.4.7 Anti-icing/de-icing system, Glare shield heating	OTD P--->	---->			
3.4.8 Autopilot/Flight director	OTD P--->	---->		M (Single pilot only)	
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P--->	---->			
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder	OTD P--->	---->			
3.4.11 Radios, navigation equipment, instruments, flight management system	OTD P--->	---->			
3.4.12 Landing gear and brake	OTD P--->	---->			
3.4.13 Slat and flap system	OTD P--->	---->			
3.4.14 Auxiliary power unit (APU)	OTD P--->	---->			
intentionally left blank					
3.6 Abnormal and emergency procedures:	P---->	---->		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---->	---->		FFS only	
3.6.6 Simulated cabin pressure failure/emergency descent	P---->	---->			

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3.6.7 Incapacitation of flight crew member	P---->	---->			
3.6.8 Other emergency procedures as outlined in the (appropriate Aeroplane Flight Manual (AFM	P---->	---->			
3.6.9 TCAS event	OTD P--->	An aeroplane shall not be used			
3.7 Upset recovery training 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.	P FFS qualified for the training task only	X 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	X An aeroplane Shall not be Used for This exercise			
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 feet (60 m) or to higher minima if required by the approach procedure					
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation)					
3.8.3.1* manually, without flight director	P---->	---->		M (skill test only)	
3.8.3.2* manually, with flight director	P---->	---->			
3.8.3.3* with autopilot	P---->	---->			
3.8.3.4* Manually, with one engine simulated Inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) M (ii) After passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes or as commuter category aeroplanes the approach with simulated engine failure and the ensuing go- around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go- around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.	P---->	---->		M	

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3.8.4 * 2D operations down to the MDH/A	P---->	---->			M	
3.8.5 Circling approach under the following conditions a)*approach to the authorized 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) off centerline from the final approach used in °90 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---->	---->				
3.8.6 Visual approaches	P---->	---->				
SECTION 4						
4. Missed Approach Procedures	P---->	---->				
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	P---->	---->				
4.2 Go-around with all engines operating* from various stages during an instrument approach	P---->	---->				
4.3 Other missed approach procedures	P---->	---->				
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAP t	P---->	---->				
4.5 Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes or as commuter category aeroplanes.,the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P---->	---->				
SECTION 5						
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 stabilizer in any out-of-trim position	P---->		An aeroplane shall not be used for this exercise		FFS only	
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					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)	

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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. Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements					
SECTION 6					
Additional authorization on a type rating for instrument Approaches down to a decision height of less than 60 (ft) (CAT II/III 200m) The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60m (200ft). 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 60m (200 ft) shall be used					
6.1* Rejected take-off at minimum authorized RVR	P---->	---->X An aeroplane shall not be used for this exercise		M*	
6.2* CAT 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/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	

**Result of Skill test/Proficiency check
Details and Result of the Check**

To be completed by the Examiner

Details of Check

Name of Applicant:LIC. No.....

- ATPL(A) Skill test Skill Test
 Proficiency Check "LPC" Revalidation "Combined LPC/OPC according to FCL740.A(a)(3)" Renewal
 IR IR Revalidation IR Renewal

Note: ATPL Skill test could only be conducted if the applicant meets all the experience requirements for the ATPL(A)

- PIC First officer Aeroplane In the FSTD (for ZFTT only)

Aeroplane: Type of Aeroplane: Training Centre.....

A/C Registration No/Simulator ID No: Simulator Level.....

Place of Departure: Destination:

Date of Check: Of Landings.....

Blocks-Off.....Blocks-OnBlock time:

Result of the test on **1st Attempt** **2nd Attempt:**

* delete as necessary

Revalidation / Renewal (LYCAA authorization required for renewal): **CAT II** **CAT III**

PBN **APCH**

- PASS*** **Partial PASS** **FAIL***

I have been informed of the Test Result

Applicant's Signature

Type New Expiry date: **IR New Expiry date:**

Examiner Remarks:

Last & First Name of Examiner: **Examiner Certificate No.:**

I hereby declare that I have established communication with the applicant without language barriers. I made the applicant Aware of the consequences of providing incomplete, inaccurate or false information. I verified that the applicant complies With the qualification, training and experience requirements in Part FCL. I confirm that all required manoeuvres and exercises have been completed, as well as the verbal theoretical examination, where applicable and in compliance with The provision of FCL.1005, FCL.1015(c) and FCL.1030.

Last & First Name of Examiner: **Examiner Certificate No.:**

Signature of Examiner: **Date of Signature:**.....

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A. General

1. Applicants for a skill test shall have received instruction in the same class or type of aircraft to be used in the test. The training shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.

The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in:

- (a) An available and accessible FFS, or
- (b) A combination of FSTD(s) and the aircraft if an FFS is not available or accessible; or
- (c) The aircraft if no FSTD is available or accessible.

If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

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, the syllabus of flight instruction, the skill test and the proficiency check shall comply with this Appendix. The syllabus, skill test and proficiency Check may be reduced to give credit for previous experience on similar aircraft types, as determined in the OSD.

5. Except in the case of skill tests for the issue of an ATPL, when so defined in the OSD for the specific aircraft, credit may be given for skill test items common to other types or variants where the pilots are qualified.

CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations. Full-flight simulators and other training devices shall be used, as established in Part-FCL

7. During the proficiency check, the examiner shall verify that holders of the class or type rating maintain an adequate level of theoretical knowledge.

8. Should applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they 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 manoeuvre or procedure of the test may be repeated once by the applicants. The exam may stop the test at any stage if it is considered that the applicants' demonstration of flying skill requires a complete retest.

10. Applicants shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed. Under single-pilot conditions, the test shall be performed as if there was no other crew member present.

11. During preflight preparation for the test, applicants are required to determine power settings and speeds. Applicants 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 checklist 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 applicants in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitudes, minimum descent heights/ altitudes and missed approach point 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.

13. The test or 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.

14. When the type rating course has included less than 2 hours of flight training in the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training in the aircraft. The approved flight training shall be performed by a qualified instructor under the responsibility of:

- (a) AN ATO; or
- (b) An organization holding an AOC issued in accordance with LYCARs- Air Operations (Part-ORO) and specifically approved for such training; or
- (c) the instructor, in cases where no aircraft flight training for SP aircraft at an ATO or AOC holder is approved, and the aircraft flight training was approved by the applicants' competent authority.

A certificate of completion of the type rating course including the flight training in the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicants' licence.

15. For the upset recovery training, 'stall event' means either an approach-to-stall or a stall. An FFS can be used by the ATO to either train recovery from a stall or demonstrate the type-specific characteristics of a stall, or both, provided that:

- (a) The FFS has been qualified in accordance with the special evaluation requirements in CS-FSTD(A); and accepted by LYCAA
- (b) The ATO has successfully demonstrated to the LYCAA that any negative transfer of training is mitigated.

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B. Specific requirements for the aeroplane category

PASS MARKS

In the case of multi-pilot and single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing 5 or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If applicants only fail or do 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, applicants shall pass the Section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

3. Applicants shall demonstrate the ability to:

- (a) Operate the aeroplane within its limitations;
- (b) Complete all manoeuvres with smoothness and accuracy;
- (c) Exercise good judgment 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 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	Tracking	on radio aids	± 5°
	Starting a go-around at decision height	+ 50 feet/- 0 feet		For "angular" deviations	half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
	Minimum descent height/altitude	+ 50 feet/- 0 feet			
Heading	all engines operating	± 5°		3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroV NAV)	not more than -75 feet below the vertical profile at any time, and not more than +75 feet above the vertical profile at or below 1 000 feet above aerodrome level
	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

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 PM for the issue of a type rating as applicable.

OTD = other training devices may be used for this exercise.

X = An FFS shall be used for this exercise; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure.

P# = The training shall be complemented by supervised aeroplane inspection.

(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level Shown by the arrow (---->).

The following abbreviations are used to indicate the training equipment used:

A = aeroplane

FFS = full-flight simulator

FSTD = flight simulator training device

(c) The starred items (*) shall be flown solely by reference to instruments.

(d) Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.

(e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:

(i) the qualifications of the instructors;

(ii) the qualification and the amount of training provided on the course in an FSTD; and

(iii) the qualifications and previous experience on similar types of the pilots under training.

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

(g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single-pilot operations.

(h) In the case of a restricted type rating issued in accordance with FCL.720.A (e), 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.

(i) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in inappropriately equipped FSTD.

By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check

Submission Instructions

Documents Required:

1. A Passport [Original has to be presented before license is collected / Not required if the applicant already holds a Libyan Part-FCL license].
2. A copy of the Part-Medical Certificate [Original has to be presented before license is collected]
3. Log Book – All flight instruction / instrument flight instruction / instrument ground instruction/ etc. must be counter-signed by the instructor /All PICUS must be signed by the Pilot-in-command.
4. Copy of ATO Approval Certificate where type rating instruction was given if not issued by LYCAA .
5. A copy of the Course Completion Certificate for the type rating [Original has to be presented before license is collected].
6. Copy of Examiner Certificate if not issued by LYCAA.
7. Proof of aircraft landings where applicable for issue of the type rating .
8. A copy of the ATPL(A) Theoretical Knowledge Examination Results [If not issued by LYCAA original has to be presented before license is collected.]
9. Copy of simulator approval certificate if not issued by LYCAA.
10. Copy of Course Completion Certificate for Advanced UPRT .

It is important to send all the documents to avoid a delay in the issue of the rating.

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