



**DEPARTMENT OF CIVIL AVIATION**  
P. O. BOX 367, BELIZE CITY, BELIZE

**ATPL/TYPE-RATING  
SKILL TEST/PROF  
CHECK**

<b>AIRMAN NAME</b>	<b>TYPE OF TRAINING / CHECK</b>		<b>INSTRUCTOR NAME</b>		<b>EXAMINER NAME</b>		
<b>POSITION</b>	<b>TYPE OF AIRCRAFT / SIMULATOR</b>		<b>COURSE NAME</b>		<b>FLIGHT TIME</b>		
<b>DATE</b>					Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
<b>Maneuvers/Procedures</b> (including Multi-Crew Cooperation)						FS	
<b>SECTION 1</b>	OTD	FTD	FS	A			
<b>1 Flight preparation</b> 1.1 Performance calculation	P						
1.2 Airplane ext. visual inspect.; location of each item and purpose of inspection	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*		→		



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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 shortly after reaching V <sub>2</sub>			P* →				
2.5.1* 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 Maneuvers 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 airplane (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 →						
<b>3.4-Normal and abnormal operations of following systems:</b>						M	<b>A mandatory minimum of 3 items shall be selected from 3.4.0 to 3.4.14 inclusive.</b>
3.4.0 Engine (if necessary propeller)	P →						
3.4.1 Pressurization and air-conditioning	P →						



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	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	→					



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OTD	FTD	FS	A	FS A			
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			
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	—————→					
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			



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	OTD	FTD	FS	A		
Maneuvers/Procedures (including Multi-Crew Cooperation)					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* Precision approaches down to a decision height (DH) not less than 60 m (200 ft) Single engine simulated			P →			M
3.9.4* NDB or VOR/LOC-approach down to the MDH/A			P →			
3.9.5 Circling approach			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 →			




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<b>SECTION 5</b>							
<b>5 Landings</b> 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 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 – Airplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM. – Airplanes 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.**

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Maneuvers/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A		FS A	
<b>SECTION 6</b>							
<b>6 Additional authorization on          a type rating for instrument          approaches down to a          decision height of less than          60 m (200 ft) (CAT II/III)</b>  6.1* Rejected take-off at minimum authorized RVR				P ————— X —————>  An aircraft may not be used for this exercise		M	
6.2* ILS Approaches NOTE 1				P —————>		M	
6.3* Go-around NOTE 2				P —————>		M	
6.4* Landing(s) NOTE 3				P —————>		M	

**NOTE 1**-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

**NOTE 2**- 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, airplane 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

**NOTE3** -With visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be perform

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**AIRMAN SIGNATURE**  
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 LIC N°

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**INSTRUCTOR SIGNATURE**  
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 LIC N°

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**EXAMINER SIGNATURE**  
 \_\_\_\_\_  
 LIC N°

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 maneuver or procedure.

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 = Airplane

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.