



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

**TYPE/CLASS RATING  
SKILL TEST/ PROF  
CHECK**

<b>AIRMAN NAME</b>	<b>TYPE OF TRAINING / CHECK</b>			<b>INSTRUCTOR NAME</b>		
<b>POSITION</b>	<b>TYPE OF AIRCRAFT / SIMULATOR</b>			<b>COURSE NAME</b>		
<b>DATE</b>				Instructor's initials when training completed	Chkd in	Examiner's initials when test completed
<b>Maneuvers / Procedures</b>					FS A	
<b>SECTION 1</b>						
<b>1</b> <b>1.1 Departure</b> Pre-flight including: Documentation Mass and Balance Weather briefing						
1.2 Pre-start checks External/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 settings Crosswind (if conditions available)		P	—————→			
1.7 Climbing: Vx/Vy Turns onto heading Level off		P	—————→		M	
1.8 ATC liaison – Compliance, R/T Procedure						
<b>SECTION 2</b>						
<b>2</b> <b>2.1 Air work (VFR)</b> Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V <sub>MCA</sub> when applicable)		P	—————→			
2.2 Steep turns (360° left and right at 45° bank)		P	—————→		M	



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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 airplane 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						
<b>SECTION 3A</b>						
<b>3A</b> 3A.1 Flight plan, dead reckoning and map Reading						
3A.2 Maintenance of altitude, heading and Speed						
3A.3 Orientation, timing and revision of ETAs						
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						
<b>SECTION 3B</b>						
<b>3B</b> 3B.1* <b>Instrument flight</b> Departure IFR		P →			M	
3B.2* En route IFR		P →			M	
3B.3* Holding procedures		P →			M	
3B.4* ILS to DH/A of 2002 (60 m) or to procedure minima (autopilot may be used to glideslope intercept)		P →			M	
3B.5* Non-precision approach to MDH/A and MAP	P →				M	



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Maneuvers/Procedures	FTD	FS	A			
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns Recoveries from unusual attitudes 3B.7* Failure of localizer or glideslope	P →					
3B.8* ATC liaison – Compliance, R/T Procedure						
<b>SECTION 4</b>						
<b>4</b> 4.1 <b>Arrival and landings</b> Aerodrome arrival procedure		P			M	
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 2000' above the runway (single engine airplane 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						
<b>SECTION 5</b>						
<b>5</b> <b>Abnormal and emergency procedures</b> (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 airplanes only)			P		M	
5.3 Simulated forced landing without power (single engine airplanes only)			P		M	
5.4 Simulated emergencies: i. Fire or smoke in flight ii. Systems malfunctions as appropriate		P →				



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	FTD	FS	A		FS A	
5.5 Engine shutdown and restart (ME skill test only) 5.6 ATC liaison – Compliance, R/T Procedure		P →				
<b>6</b> 6.1* <b>Simulated asymmetric flight</b> (This Section may be combined with Sections 1 through 5) Simulated engine failure during take-off (at a safe altitude unless carried out in FS 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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**AIRMAN SIGNATURE  
SIGNATURE**

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**INSTRUCTOR SIGNATURE**

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**EXAMINER**

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**LIC N°**

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**LIC N°**

REVISION: 01  
01/JULY/2009

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.