CIVIL AVIATION AUTHORITY
CZECH REPUBLIC
CAA-F-ZLP-009-2-21
Flight Division

APPLICATION AND REPORT FORM
Training, skill test and proficiency check for
TMGs and single-pilot aeroplanes, except for high-performance complex aeroplanes

Applicant's Last Name:							
Applicant's First Name:				Date of Birth:			
Type and No. of Licence Held:				Type of test:	Skill test: ☐	Proficiency check ☐	
Rating:	Class: ☐	Type: ☐		Aircraft type:			
Aircraft class:	SP-SE: ☐	SP-ME: ☐		Operations:	SP: ☐	MP: ☐	
IR:	YES: ☐	NO: ☐		PBN:	YES: ☐	NO: ☐	
Medical certificate (class according to the pilot licence):				Class:		Valid till:	

1	Theoretical training for the issue of a type or class rating performed during period:						
From: / To:		**PASS**	☐	**FAIL**	☐	% (Pass mark 75%):	%
Name of ATO / DTO:		Name of HT: (in capital letters)				Signature of HT:	

2	Training on FSTD						
FSTD (aircraft type):		Three or more axes: Yes ☐ / No ☐				Ready for service and used:	
FSTD manufacturer:		Motion or system:				Visual aid: Yes ☐ / No ☐	
FSTD operator:						FSTD ID code:	
Total training time at the controls:				Instrument approaches at aerodromes to a decision altitude or height of:			
Location, date and time:				Name of ATO / DTO:			
Type rating instructor ☐ / Class rating instructor ☐				Type and number of licence (instructor):			
Name of instructor: (in capital letters)				Signature of instructor:			

3	Flight training:	Aeroplane ☐				FSTD (for ZFTT) ☐	
Type of aircraft:		Registration:				Flight time at the controls:	
Take-offs:		Landings:				Training aerodromes or sites: (take-offs, approaches and landings)	
Take off time: (only for take-offs and landings training)				Landing time: (only for take-offs and landings training)			
Location and date:				Name of ATO / DTO:			
Type rating instructor ☐ / Class rating instructor ☐				Type and number of licence (instructor):			
Name of instructor: (in capital letters)				Signature of instructor:			

4 Skill test / Proficiency check details:					
Class and Type of Aeroplane:			Registration:		
FSTD ID Code:			Date and place:		
Aerodrome or site:	Departure:	Arrival:	Number of landings:	Flight Time:	Total Flight Time:

PASS	☐	**FAIL**	☐	Reason(s) why, if failed:
PARTIALLY PASSED	☐			

Rating:	Original validity until:	New rating valid to:
Rating:	Original validity until:	New rating valid to:
Rating:	Original validity until:	New rating valid to:

Provided that within the preceding 12 months the applicant has met the requirements of FCL.625.A IR(A) (b) & Appendix 8 to Annex I (Part-FCL) - cross-crediting shall be granted for revalidation or renewal of the IR/SPA.

Rating: **IR/SPA/SE** New rating valid to:

I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in Examiner Differences Document version:

Examiner's certificate number:	Type and number of licence:
Signature of examiner:	Name in capital letters:

Signature of applicant:

5 Declaration by applicant pilot:
I do not possess a personnel licence and rating with the same scope and in the same category issued in another Member State.
I have not applied for a personnel licence and rating with the same scope and in the same category in another Member State.
I have never held any personnel licence with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State.
I hereby declare that all the statements in connection with this application are complete and correct. I understand that any false or misleading statement could disqualify me from being granted a personnel licence, certificate, rating, authorisation or attestation.

Date:	Signature of applicant:

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST / PROF. CHECK	
Manouvres / Procedures		FSTD	A	Instructor initials when training completed	Tested and checked in FSTD or A	Examiner initials when test or check completed
SECTION 1						
1 1.1	Depature Preflight including: – documentation; – mass and balance; – weather briefing; and – NOTAM.	OTD				
1.2	Pre-start checks					
1.2.1	External	OTD P#	P		M	
1.2.2	Internal	OTD P#	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 are available).	P---->	---->		M	
1.7	Climbing: – Vx/Vy – turns onto headings; and – level off.	P---->	---->		M	
1.8	ATC liaison – compliance, R/T procedures	P---->			M	
SECTION 2						
2 2.1	Airwork (visual meteorological conditions (VMC)) Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V Vmca when applicable)	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; and (iv) approach to stall, climbing turn with take-off flap and climb power (SE aeroplanes 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 procedures	P---->	---->		M	
SECTION 3A						
3A 3A.1	En route procedures VFR (see B.5 (c) and (d)) Flight plan, dead reckoning and map reading	P---->	---->			
3A.2	Maintenance of altitude, heading and speed	P---->	---->			
3A.3	Orientation, timing and revision of ETAs	P---->	---->			
3A.4	Use of radio navigation aids (if applicable)	P---->	---->			
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P---->	---->			
3A.6	ATC liaison – compliance, R/T procedure	P---->	---->			

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SECTION 3B						
3B 3B.1*	Instrument flight Departure IFR	P---->	---->		M	
3B.2*	En route IFR	P---->	---->		M	
3B.3*	Holding procedures	P---->	---->		M	
3B.4*	3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P---->	---->		M	
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P---->	---->		M	
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: – rate 1 turns; and – recoveries from unusual attitudes	P---->	---->		M	
3B.7*	Failure of localiser or glideslope	P---->	---->			
3B.8*	ATC liaison – compliance, R/T procedures	P---->	---->		M	
SECTION 4						
4 4.1	Arrival and landings 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 2 000 ft above the runway (SE aeroplanes 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 procedures	P---->	---->		M	
SECTION 5						
5	Abnormal and emergency procedures (This section may be combined with Sections 1 - 4)					
5.1	Rejected take-off at a reasonable speed	P---->	---->		M	
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)		P		M	
5.3	Simulated forced landing without power (single-engine aeroplanes only)		P		M	
5.4	Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate	P---->	---->			
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P---->	---->			
5.6	ATC liaison – compliance, R/T procedure					
SECTION 6						
6 6.1*	Simulated asymmetric flight (This section may be combined with Sections 1 through 5.) Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)	P---->	---->X		M	

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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 procedures	P---->	---->		M	
SECTION 7 – MP operation training only						
7	UPRT					
7.1	Flight manoeuvres and procedures					
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P---->	---->			
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P---->	---->			
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right	P---->	---->			
7.1.1.3	Turns with and without spoilers	P---->	---->			
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P---->	---->			
7.2 7.2.1	Upset recovery training Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; – landing configuration	P---->	---->			
7.2.2	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		FFS only	
7.3	Go-around with all engines operating* from various stages during an instrument approach	P---->	---->			
7.4	Rejected landing with all engines operating: – from various heights below DH/MDH 15 m (50 ft) above the runway threshold – after touchdown (baulked landing) – In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P---->	---->			

Symbols meaning: **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. 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 (**---->**) / (*) = Items of Sec. 3B and, for ME, Sec. 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check and when there is no crediting of IR privileges. / **M** = Mandatory exercise or a choice where more than one exercise appears.

Testing and checking requirements for combined revalidation and renewal of single and multi-pilot privileges – complex aeroplanes:

Type of operation	SP	MP	SP → MP initial	MP → SP initial		SP+MP	
				SE	ME	SE	ME
Initial test sections:	1-6	1-6	1-6	1.6, 4.5, 4.6, 5.2 and, if applicable 1 approach from 3.B	1.6, 6 and, if applicable, 1 approach from 3.B		
Revalidation check sections:	1-6	1-6	n/a	n/a	n/a	MPO: 1-6 SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, 1 approach from 3B	MPO: 1-6 SPO: 1.6, 6, and, if applicable, 1 approach from 3B
Renewal:	1-6	1-6	n/a	n/a	n/a	as for revalidation	as for revalidation

6 Refresher training determination for renewal of class and type rating	
Applicants name and licence number:	
Experience of applicant:	
Amount of time elapsed since the privileges of the rating were last used:	
Complexity of aircraft:	
Applicant has a current rating on another aircraft type or class:	
Where considered necessary, the performance of the applicant during a simulated proficiency check for the rating in an FSTD or an aircraft of the relevant type or class:	
Determinated refresher training including sufficient reasoning:	
Recommended validity of the refresher training until (date):	
This is to certify, the determinated training was successfully completed.	
Name of ATO:	Approval No.:
Name of DTO:	Declaration No.:
Name of instructor:	Licence No.:
Signature of instructor:	Signature of applicant: