

REPORT FORM FOR CLASS OR TYPE RATING SKILL TEST AND PROFICIENCY CHECKS FOR SINGLE AND MULTI-PILOT OPERATIONS FOR SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES ACCORDING TO APPENDIX 9 TO COMMISSION REGULATION (EU) NO 1178/2011 OF 3 NOVEMBER 2011.

Name	Date of test	Licence no
Licence endorsement, class or type of aircraft		

Instructions for completing form

If privileges for both single-pilot and multi-pilot privileges are sought, the manoeuvres/procedures in the applicable table below have to be completed, in addition to TSL7100, as single-pilot and recorded in the table 1 or table 2 as applicable.

Table 1 Single Engine Aircraft

Exercise	FSTD	A	Instructor's initials when training completed	Mandatory	Chkd in FS/A	Pass	Fail
1.6 Take off procedure: - Normal with flight manual flap setting; and - Crosswind (if conditions are available)	P →	→		M		<input type="checkbox"/>	<input type="checkbox"/>
4.5 Approach and landing with idle power from up to 2 000 ft above the runway (single-engine aeroplanes only)	P →	→		M		<input type="checkbox"/>	<input type="checkbox"/>
4.6 Go-around from minimum height	P →	→		M		<input type="checkbox"/>	<input type="checkbox"/>
5.2 Simulated engine failure after take-off (single-engine aeroplanes only)		P		M		<input type="checkbox"/>	<input type="checkbox"/>
If IFR-privileges are sought complete one approach from below:							
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		<input type="checkbox"/>	<input type="checkbox"/>
3B.5* 2D operations to minimum descent height/altitude (MDH/A)	P →	→		M		<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed		

Table 2 Multi Engine Aircraft

Exercise	FSTD	A	Instructor's initials when training completed	Mandatory	Chkd in FS/A	Pass	Fail
1.6 Take off procedure: - Normal with flight manual flap setting; and - Crosswind (if conditions are available)	P →	→		M		<input type="checkbox"/>	<input type="checkbox"/>
6 Simulated asymmetric flight							
6.1* Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)	P →	→ X		M		<input type="checkbox"/>	<input type="checkbox"/>
6.2* Asymmetric approach and go-around	P →	→		M		<input type="checkbox"/>	<input type="checkbox"/>
6.3* Asymmetric approach and full-stop landing	P →	→		M		<input type="checkbox"/>	<input type="checkbox"/>
6.4 ATC liaison – compliance, R/T procedures	P →	→		M		<input type="checkbox"/>	<input type="checkbox"/>
If IFR-privileges are sought complete one approach from below:							
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		<input type="checkbox"/>	<input type="checkbox"/>
3B.5* 2D operations to minimum descent height/altitude (MDH/A)	P →	→		M		<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed		

The starred (*) items of Section 3B 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.