

Application for revalidation/renewal of a type rating for multi-pilot aeroplanes or for single-pilot high performance complex aeroplanes or extension SPO, according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.740 and Appendix 9

Please fill in the framed fields of the form, sign it and send it together with attachments to pilots@austrocontrol.at, or via FAX to +43.51703.1536, or by post to:

AUSTRO CONTROL GmbH, Aviation Agency, Schnirchgasse 17, 1030 Vienna, Austria

1 Type of Ap	plication					
I apply for the						
revalidation	renewal	of the	rating for the typ	e:		☐ VFR ☐ IFR
extension SPO						
according to Comm	nission Regulat	ion (EU) No 1178/2011 A	nnex I (Part-FC	L) FCL.740 and Ap	pendix 9.	
2 Applicant						
APPLICANT'	S LICEN	CE NUMBER:				
Form of address	Title Fir	rst Name(s)		Last Name(s)		
Street		City		Postal cod	e C	ountry
Telephone		E-	Mail			
Date of Birth (dd/mm	n/yyyy)	Place of Birth / Count	ry	Citizenship)	
	D 1					
Place	Date	Signature of Applican	t			
3 Invoice acc	epted by / to	be sent to				
the Applicant vi	a e-mail	the Applicant via γ	oostal service	the Company		
Company (name/add	ress)		Signature			
4 Confirmation	on of the rene	wal training by the train	ing organisatio	on (TO) (fill in only in	case of rene	wal)
From (Date)	Until (Date)	Head of Training	ງ (or deputy, if ap	oplicable) (Name)	Approval I	Number
The Head of Training o	onfirms that the re	newal training was performed	Signature of	Head of Training a	and Seal (o	ptionally) of TO
The Head of Training confirms that the renewal training was performed n compliance with Part-FCL and the approved training manuals and hat the applicant possesses all relevant theoretical knowledge and						
skills for the rating re-		it theoretical knowledge and				
5 Flight expe	5 Flight experience for the revalidation of the rating					
		rating, the applicant fulfil				
10 route sectors as pilot of the relevant type of aeroplane, or						
1 route sector as pilot of the relevant type of aeroplane or FFS, flown with an examiner (this route sector may be flown during the proficiency check)						



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6 Attachments (Please attach, if not specified differently, copies of the listed documents to the application)

- · Pilot's licence
- If the training was performed in a different member state: Copy of the ATO certificate
- If the practical skill test was conducted by an examiner of a different member state: Copy of the examiner's licence

7	Conduct of the proficiency che	eck		
Applica	nt First Name	Last Name	Licence Numb	er
Type of operation		OR		
•	MPO: PIC /	COPI OR		
		the case of application for both types of ogle-pilot operation, have to be signed in the		
Examin	er First Name	Last Name	Examiner Num	nber Seat occupied
FSTD if applicab	Class/Type/Variant	FSTD-ID	FSTD Operator/Location	
no F	STD accessible/available	Examiner's initials		
Aircraft	Class/Type/Variant	Registration	-	
Flight	Date of Test	Time on Controls	# Landings	# Approaches
details				
Leg #1	Block-off Departure De	estination Block-on Leg #2	Block-off De	eparture Destination Block-on
8	Proficiency check report			
	Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes	Practical Training	ı	ATPL/MPL/Type Rating Skill Test or Proficiency Check
1		1		1

S	Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes	Practical Training			ATPL/MPL/Type Ra Skill Test or Proficiency Chec	
		Practical training	ng performed in	Instructor	-	Examiner
	Manoeuvres/Procedures	FSTD	Α	initials when training completed	Tested or checked in FSTD or A	initials when test or check completed
SEC	TION 1 - FLIGHT PREPARATIO)N				
1.1	Performance calculation	OTD P				
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	Р			
1.3	Cockpit inspection	P →	\rightarrow			
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 →	→		М	



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	Multi-pilot aeroplanes and ngle-pilot high-performance complex aeroplanes	Practical Training		Skill	/Type Rating Test or ncy Check	
	Manoeuvres/Procedures	Practical traini	ng performed in A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
1.5	Taxiing in compliance with ATC instructions or instructions of instructor	P →	\rightarrow			
1.6	Before take-off checks	P→	\rightarrow		М	
SECT	ION 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 →	\rightarrow			
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 500 ft above the 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→	\rightarrow			
2.5.2*	between V1 and V2	Р	Х		M FFS only	
2.6	Rejected take-off at a reasonable speed before reaching V1	P →	\rightarrow		М	
SECT	ION 3 - FLIGHT MANOEUVRE	S AND PROCE	DURES			
3.1	Manual flight with and without flight directors (no autopilot, no autothrus/ autothrottle, and at different control laws, where applicable)	P →	→			
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P →	\rightarrow			
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P →	\rightarrow			
3.1.3	Turns with and without spoilers	$P \to$	\rightarrow			



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	Multi-pilot aeroplanes and ngle-pilot high-performance complex aeroplanes			Skill	/Type Rating Test or ncy Check	
	Manoeuvres/Procedures	Practical train	ing performed in	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P →	→			
3.2	Tuck under Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P →	→X An aeroplane shall not be used for this exercise		FFS only	
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	\rightarrow			
3.4	Normal and abnormal operations of following systems:				М	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0	Engine (if necessary propeller)	$\begin{array}{c} OTD \\ P \rightarrow \end{array}$	\rightarrow			
3.4.1	Pressurisation and air conditioning	OTD P →	\rightarrow			
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	P →	→			
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P →	→			
3.4.12	Landing gear and brake	OTD P →	→			
3.4.13	Slat and flap system	OTD	→			
3.4.14	Auxiliary power unit (APU)	OTD P →	→			
Intentio	onally left blank					



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	Multi-pilot aeroplanes and single-pilot high-performance Practical Training complex aeroplanes)	Skill	/Type Rating Test or ncy Check	
	Manoeuvres/Procedures	Practical trainin	ng performed in	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.6	Abnormal and emergency procedures:				М	A mandatory min. of 3 items shall be selected from 3.6.1 to 3.6.9 incl.
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P→	\rightarrow			
3.6.2	Smoke control and removal	P →	\rightarrow			
3.6.3	Engine failures, shutdown and restart at a safe height	P →	→			
3.6.4	Fuel dumping (simulated)	P →	\rightarrow			
3.6.5	Wind shear at take-off/landing	Р	Х		FFS only	
3.6.6	Simulated cabin pressure failure/emergency descent	P →	→			
3.6.7	Incapacitation of flight crew member	P →	\rightarrow			
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P →	\rightarrow			
3.6.9	TCAS event	OTD P →	An aeroplane shall not be used		FFS only	
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		FFS only	



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Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes		Practical Training)	Skill	/Type Rating Test or ncy Check
Manoeuvres/Procedures	Practical traini	ng performed in A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.8 Instrument flight procedures					
3.8.1* Adherence to departure and arrival routes and ATC instructions	P →	\rightarrow		М	
3.8.2* Holding procedures	P→	\rightarrow			
3.8.3* 3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure					
Note: According to the AFM, RNP APCH p shall be chosen taking into account such lin					
3.8.3.1*manually, without flight director	P →	\rightarrow		M (skill test only)	
3.8.3.2* Manually, with flight director	P →	\rightarrow			
3.8.3.3* With autopilot	P →	\rightarrow			
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) after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), 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	P→	\rightarrow		M	



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	Multi-pilot aeroplanes and ngle-pilot high-performance complex aeroplanes	Practical Training		9	Skill	/Type Rating Test or ncy Check
	Manoeuvres/Procedures	Practical traini	ng performed in	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.8.4*	2D operations down to the MDH/A	P* →	\rightarrow		M	
3.8.5	Circling approach under the following conditions: a)* approach to the authorised 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 90° off centreline from final approach used in item (a), at the authorised 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* →	\rightarrow			
3.8.6	Visual approaches	P →	→			
	ION 4 - MISSED					
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* →	\rightarrow			
4.3	Other missed approach procedures	P* →	\rightarrow			
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		М	
4.5	Rejected landing with all engines operating: - from various heights below DH/MDH; - 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 →	→			



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	Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes	Practical Training		3	ATPL/MPL/Type Rating Skill Test or Proficiency Check	
		Practical traini	ing performed in	Instructor		Examiner
	Manoeuvres/Procedures	FSTD	А	initials when training completed	Tested or checked in FSTD or A	initials when test or check completed
SE	CTION 5 - LANDINGS					
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	Р				
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position	$P \to$	An aeroplane shall not be used for this exercise		FFS only	
5.3	Crosswind landings (aircraft, if practicable)	P →	\rightarrow			
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P →	\rightarrow			
5.5	Landing with critical engine simulated inoperative	$P \to$	\rightarrow		М	
5.6	Landing with two engines inoperative:					
	 aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and aeroplanes with four engines: two engines at one side 	Р	X		M FFS only (skill test only)	



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	Multi-pilot aeroplanes and ngle-pilot high-performance complex aeroplanes	Practical Training		Skill	/Type Rating Test or ncy Check	
	complex aeropianes	Practical training performed in Instructor			FIORCIE	
	Manoeuvres/Procedures	FSTD	А	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECT	ION MPO/SPO - The following are intended	g exercises have to be achieved)		in SPO additiona	lly (fill in only i	f MPO and SPO
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 500 ft above the 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→	\rightarrow			
2.5.2*	between V1 and V2	Р	X		M FFS only	
3.4	Normal and abnormal operations of following systems:				М	A mandatory minimum of 1 exercise shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0	Engine (if necessary propeller)	OTD P →	\rightarrow			
3.4.1	Pressurisation and air conditioning	OTD P →	\rightarrow			
3.4.2	Pitot/static system	OTD P →	\rightarrow			
3.4.3	Fuel system	OTD P →	\rightarrow			
3.4.4	Electrical system	OTD P →	\rightarrow			
3.4.5	Hydraulic system	OTD P →	\rightarrow			
3.4.6	Flight control and trim-system	OTD P →	\rightarrow			
3.4.7	Anti-icing/de-icing system, glare shield heating	OTD P →	\rightarrow			
3.4.8	Autopilot/flight director	OTD P →	\rightarrow		M Single-Pilot only	
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P →	\rightarrow			
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P →	\rightarrow			
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P →	\rightarrow			



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Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes	Practical Training		Skill	/Type Rating Test or ncy Check	
Manoeuvres/Procedures	Practical traini	ng performed in	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECTION MPO/SPO - The followin are intended	g exercises have to be achieved)		in SPO additiona	lly (fill in only if	MPO and SPO
3.4.12 Landing gear and brake	OTD P →	\rightarrow			
3.4.13 Slat and flap system	OTD	\rightarrow			
3.4.14 Auxiliary power unit (APU)	OTD P →	\rightarrow			
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) after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), 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	P →	\rightarrow		M	
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		М	
5.5 Landing with critical engine simulated inoperative	P→	\rightarrow		M	



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APPLICANT'S LICEN	NCE NUMBER:	

RESULTS OF THE TEST SECTIONS						
1	2	3	4	5	Section MPO/SPO (if applicable) ^{1*}	
REMARKS (if any)						
	1					

9 Proficiency chec			
PASSED	PARTIALLY PASSED	FAILED	
Has a manual licence en	try been carried out? (enclose a copy of the licence):	Yes	☐ No
Signature of Examiner	Signature of	Applicant	
10 Guidelines for th	e conduct of the proficiency check		

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 re-test or re-check, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again.

FLIGHT TEST TOLERANCE

Applicants shall demonstrate the ability to:

- a) operate the aeroplane within its limitations;
- b) complete all manoeuvres with smoothness and accuracy;
- c) exercise good judgement 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.

^{*} Fill in only if MPO and SPO are intended to be achieved. Otherwise the field should be deleted.



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The following limits shall apply, which can be corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height		Tracking	
Generally	± 100 ft	On radio aids	± 5°
Starting a go-around at decision height/altitude	+ 50 ft / - 0 ft	For "angular" deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
minimum descent height/MAPt/altitude	+ 50 ft / - 0 ft	2D (LNAV) and 3D (LNAV/VNAV) "linear" lateral deviations	Cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
-	-	3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	Not more than - 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1000 ft above aerodrome level.
Speed		Heading	
all engines operating	± 5 knots	all engines operating	±5°
with simulated engine failure	+ 10 knots / - 5 knots	with simulated engine failure	± 10°

CONTENTS OF THE SKILL TEST/PROFICIENCY CHECK

- 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 indicates that the exercise is mandatory or a choice of exercises where more than one exercise appears n the Manoeuvres/Procedures column..
- e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following shall be considered when approving such a course:
 - 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.



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- 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 single-pilot high-performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.
- In the case of a restricted type rating issued in accordance with FCL.720.A(e), applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.
- j) 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 an appropriately equipped FSTD.