

	CIVIL AVIATION AUTHORITY OF SRI LANKA SKILL TEST FOR SINGLE PILOT CLASS/TYPE RATING- AEROPLANE (IS 72)
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A. Applicant Details			
First Name		Last Name	
CAASL Licence Number		ATO/AOC Holder	
Contact Number		E-mail	
Signature		Date	

B. Type of Skill Test Required (tick as appropriate)			
Indicate the type of Skill Test to be taken:	<input type="checkbox"/> Initial Class/Type Rating Issuance <input type="checkbox"/> Class/Type Rating Revalidation by proficiency check	<input type="checkbox"/> Single Engine <input type="checkbox"/> Multi Engine	<input type="checkbox"/> Aeroplane <input type="checkbox"/> Simulator
<input type="checkbox"/> Class/Type Rating Renewal, (expired +)	<input type="checkbox"/> Less than 3 months (+ < 3months)	<input type="checkbox"/> Between 3 months and 1 year (3 months ≤ + ≤ 1 year)	<input type="checkbox"/> Between 1 and 3 years (1 year < + ≤ 3 years)

C. ATO Declaration (To be completed by ATO Head of Training (HT))			
Name of ATO		Certificate Number	
I confirm that the experience and the refresher training (when applicable) of the applicant complies with the applicable requirement of the IS 72			
Name of HT		Signature of HT	

D. Details of Check (To be completed by the Examiner)					
Date	Aeroplane Type	Registration No./FSTD No.			Total Time
Departure Aerodrome	Destination Aerodrome	Take –off Time	Landing Time	No. of Take-offs	No. of Landings
1. Result of Skill Test** Mention reasons for failed items in 2 in accordance Filling instructions					
<input type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> PARTIAL PASS**			I declare that I have been informed of the result of the test. Applicant Signature		
2. Remarks					
Only for Revalidation of Class/Type Rating must observe: (multi engine class/type ratings)		<input type="checkbox"/> 10 Route sectors, during the validity of the rating or; <input type="checkbox"/> 1 Route sector, flown with an examiner or; [Date of : (may be flown during the check)] <input type="checkbox"/> This is a combined LPC/OPC in CAT operator, according FCL.740.A(a)(3)			

3. Declaration by Examiner					
<input type="checkbox"/> I confirm that the endorsement of licence was made with new validity of :					
<input type="checkbox"/> I confirm that the experience of the applicant comply with the applicable requirements of IS 72					
<input type="checkbox"/> I confirm that the required manoeuvres and exercises have been completed					
Name		Examiner's Certificate No.		Validity of Examiner's Certificate No.	
Signature		Location of Check		Date of Check	

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE						
1	Departure 1.1 Pre flight 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; and — crosswind (if conditions are available).	P—>	—>		M	
	1.7 Climbing: — V _x /V _y ; — turns onto headings; and — level off.	P—>	—>		M	

	1.8 ATC liaison — compliance, R/T procedures	P—>			M	
SECTION 2						
	2 Airwork (visual meteorological conditions (VMC)) 2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{mc} 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 (singleengine 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 En route procedures 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 Procedures	P--->	--->			
SECTION 3B						
	3B Instrument flight 3B.1* 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--->	--->		M	
	3B.8* ATC liaison — compliance, R/T Procedures	P--->	--->		M	
SECTION 4						
	4 Arrival and landings 4.1 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 aeroplane 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	P---	-->		M	
SECTION 5						
	5. Abnormal and emergency procedures (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 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; (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 (Multi Engine only)						
6	Simulated asymmetric flight 6.1* (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	
	6.2* Asymmetric approach and go-around	P---	-->X		M	
	6.3* Asymmetric approach and full stop landing	P---	-->X		M	
	6.4 ATC liaison - Compliance, R/T procedure	P---	-->X		M	
SECTION 7						
7	UPRT	P---	-->			
	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 Upset recovery training 7.2.1 Recovery from stall events in: — take-off configuration; — clean configuration at low altitude; — clean configuration near maximum operating altitude; and — 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		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 15m (50 ft) above the runway threshold — after touchdown (balked 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—>	—>			

Note 1 : * 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.

Note 2 : If the test is completed in two parts then Section 1 and Items a, b and h of Section 4 (aerodrome arrival, landing, actions after flight) shall be assessed on both flights.

Note 3 : Section C shall be completed when training has been conducted prior to initial or renewal skill test

Note 4 : Appendix 9 of IS 72 shall be referred for more details