

Civil Aviation Authority - Sultanate of Oman Flight Safety Department - Personnel Licensing Section Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes Skill Test & Proficiency Check Report

CAR FCL Appendix 9 Para B

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License type & number	er							
B. Purpose of The Ski	II test / Profici	ency Chec	k.					
☐ Skill test, or	☐ ATPL(A) issuance ☐ MPL☐ Foreign FCL conversion			☐ MPL issuan				
☐ Proficiency check					ype rating renewal	☐ IR rev		ng conversion □ IR renewal
Type of operations			ating revalidation oilot operations		ypo raming romonia.	□ Single		
 Type rating expiry date 	е							
Airplane type								
C. Applicant Declarati	on.							
I declare that the informal Na	mation provided	on this for	m is true to the be	est of my Signa		f.		Date
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D. ATO Head of Traini	ng Declaration	(For MPL	, Rating Issuance	e & Rene	wal).			
I certify that the above Completed training rec						nd has:		
 □ Completed training red □ Completed a course of 						or		
☐ Been assessed and a	determination r	nade, that i		ng is requ			ting.	ATO 11
Name			Signature		Da	te		ATO Name
E. Examiner Declarati	on.							
with the applicable I I have verified that, renewal of the licenter I have made the appreciance.	ormation from the requirements in the applicant or se, rating or cerepticant aware of	ne applican CAR FCL omplies wit tificate for v of the cons	t regarding his/he h all the qualificati which the skill test equences of prov	er experie ion, traini , proficier riding inco	ng and experience re ncy check or assessn omplete, inaccurate of	equirements nent of comp or false infor	in CAR etence i	rience and instruction complying FCL for the issue, revalidation staken related to their training and flight
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Attempt Number	Ex	kaminer Name		Signature				
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Civil Aviation Authority - Sultanate of Oman

Flight Safety Department - Personnel Licensing Section

Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes **Skill Test & Proficiency Check Report**

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Skill Test / Proficiency Check Details - Second Attempt.

I certify that the conduct of a:	☐ Skill to	est	[Proficiency chec	k
Airplane/FSTD type & number	□ Airpla	ne:	[FSTD:	
Date of test/check					
Duration of test/check					
Skill test/proficiency check result	☐ Passe	ed	[Failed	
PBN privileges	□ RNP /	APCH completed	[RNP APCH not	completed
 New type rating validity date 					
☐ Type/IR rating invalid until successful	completion	n of further test or check - as	s applicable for revalida	ation only	
☐ For revalidation of multi-engine type ra	ating only,	ensure that, applicant meet	s CAR FCL revalidatio	n requirements	
Examiner Name		License Number	Signatu	ro	Date
Examiner Name		License Number	Oignatt	16	Date
 I acknowledge the result of the skill te 	st/proficier				
Applicant Name		Signa	ture		Date
Examiner Report - Complete for Fail Complete	nlv				
- Examinor report Complete for Full C	Jiny.				
Minimum Training Requirement Prior	to Re-tes	t (For fail only).			
Flight hours		•			

Content of the Training/Skill Test/Proficiency Check.

- Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes.
 - 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.

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

Ground Hours

FFS = full-flight simulator

FSTD = flight simulation training device.

- The starred items (*) shall be flown solely by reference to instruments.

 Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.
- An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will (e) apply to the approval of the course:
 - The qualifications of the instructors;
 - 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.

 Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high-performance complex aeroplanes in multi-pilot (f) operations
- Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single-pilot (g) operations.
- 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.

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Applicant name (First & surname)	
Date of birth	

No	Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes	ATP	L/MPL/Type R	Rating SkillTe	est or Proficiency Check			
	Maneuvers/Procedures	FSTD	Α	FSTD or A	Attem Pass	pt 1 Fail	Atte Pass	mpt 2 Fail
CECTION	1.4 Flight proporation				Inse	rt exami	iner's ini	itials
1.1	I 1 - Flight preparation Performance calculation	OTD						
1.2		P OTD						
1.2	Airplane external visual inspection; location of each item and purpose of inspection	P#	Р					
1.3	Cockpit inspection	P>	>					
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				
1.5	Taxing in compliance with ATCinstructions or instructions of instructor	P>	>					
1.6	Before take-off checks	P>	>	М				
SECTION	I 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>	>					
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:	P>	>					
2.5.1*	shortly after reaching V2	P>	>					
	(In airplanes which are not certificated as transport category or commuter category airplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. In airplanes having the same performance as a transport category airplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)							
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>	>	M				
	1							
	I 3 - Flight maneuvers and procedures	P>	T>	T	1			1
3.1	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable)	P>	>					
3.1.1	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope	P>	>					
3.1.1 3.1.2	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right	P>	>					
3.1.1 3.1.2 3.1.3	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers	P> P>	>					
3.1.1 3.1.2 3.1.3 3.1.4	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach	P> P> P>	>	- FFS agili				
3.1.1 3.1.2 3.1.3	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including	P> P>	>	FFS only				
3.1.1 3.1.2 3.1.3 3.1.4	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll) Normal operation of systems and controls engineer's panel	P> P> P> P>	>> An airplane shall not be used for this exercise	FFS only				
3.1.1 3.1.2 3.1.3 3.1.4 3.2	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll) Normal operation of systems and controls engineer's panel (if applicable) Normal and abnormal operations offollowing systems. A mandatory minimum of 3 abnormal items shall be selected	P> P> P> P>	>> An airplane shall not be used for this	FFS only				
3.1.1 3.1.2 3.1.3 3.1.4 3.2	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll) Normal operation of systems and controls engineer's panel (if applicable) Normal and abnormal operations offollowing systems.	P> P> P> P> OTD P>	>> An airplane shall not be used for this exercise	,				
3.1.1 3.1.2 3.1.3 3.1.4 3.2 3.3 3.3 3.4	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll) Normal operation of systems and controls engineer's panel (if applicable) Normal and abnormal operations offollowing systems. A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive	P> P> P> OTD P> OTD P>	>> An airplane shall not be used for this exercise	,				
3.1 3.1.1 3.1.2 3.1.3 3.1.4 3.2 3.3 3.4 3.4.0 3.4.1	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll) Normal operation of systems and controls engineer's panel (if applicable) Normal and abnormal operations offollowing systems. A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive Engine (if necessary propeller)	P> P> P> OTD P> OTD P> OTD P>	>> An airplane shall not be used for this exercise>	,				
3.1.1 3.1.2 3.1.3 3.1.4 3.2 3.3 3.4 3.4.0 3.4.1 3.4.2	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll) Normal operation of systems and controls engineer's panel (if applicable) Normal and abnormal operations offollowing systems. A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive Engine (if necessary propeller) Pressurization and air conditioning	P> P> P> OTD P> OTD P> OTD P> OTD P> OTD	>>> An airplane shall not be used for this exercise>	,				
3.1 3.1.1 3.1.2 3.1.3 3.1.4 3.2 3.3 3.4 3.4.0 3.4.1 3.4.2 3.4.3	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll) Normal operation of systems and controls engineer's panel (if applicable) Normal and abnormal operations offollowing systems. A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive Engine (if necessary propeller) Pressurization and air conditioning Pitot/static system	P> P> P> P> OTD P> OTD P> OTD P> OTD P> OTD P> OTD	>> An airplane shall not be used for this exercise>	,				
3.1.1 3.1.2 3.1.3 3.1.4 3.2 3.3 3.4	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll) Normal operation of systems and controls engineer's panel (if applicable) Normal and abnormal operations offollowing systems. A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive Engine (if necessary propeller) Pressurization and air conditioning Pitot/static system Fuel system	P> P> P> P> OTD P>	>> An airplane shall not be used for this exercise>	,				
3.1 3.1.2 3.1.3 3.1.4 3.2 3.3 3.4 3.4.0 3.4.1 3.4.2 3.4.3 3.4.4	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll) Normal operation of systems and controls engineer's panel (if applicable) Normal and abnormal operations offollowing systems. A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive Engine (if necessary propeller) Pressurization and air conditioning Pitot/static system Electrical system	P> P> P> P> OTD	>> An airplane shall not be used for this exercise>>>>	,				
3.1 3.1.1 3.1.2 3.1.3 3.1.4 3.2 3.3 3.4 3.4.0 3.4.1 3.4.2 3.4.3 3.4.4 3.4.5	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable) At different speeds (including slow flight) and altitudes within the FSTD training envelope Steep turns using 45° bank, 180° to360° left and right Turns with and without spoilers Procedural instrument flying and maneuvering including instrumentdeparture and arrival, and visual approach Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll) Normal operation of systems and controls engineer's panel (if applicable) Normal and abnormal operations offollowing systems. A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive Engine (if necessary propeller) Pressurization and air conditioning Pitot/static system Electrical system Hydraulic system	P> P> P> P> OTD P> OTD P> OTD P> OTD P> OTD P>	>> An airplane shall not be used for this exercise>	,				

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Civil Aviation Authority - Sultanate of Oman Flight Safety Department - Personnel Licensing Section Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes Skill Test & Proficiency Check Report

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Applicant name (First & surname)	
Date of birth	

Al a	Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes	ATPL/MPL/Type Rating SkillTest or Proficiency Check						
No	Maneuvers/Procedures	FSTD	Α	FSTD or A	Attempt 1 Pass Fail	Attempt 2 Pass Fail		
					Insert exam	iner's initials		
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentationdevices	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>	>					
3.6	Abnormal and emergency procedures: A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive			М				
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P>	>					
3.6.2	Smoke control and removal	P>	>					
3.6.3	Engine failures, shutdown and restart ata safe height	P>	>					
3.6.4	Fuel dumping (simulated)	P>	>					
3.6.5	Wind shear at take-off/landing	Р	X	FFS only				
3.6.6	Simulated cabin pressure failure/emergency descent	P>	>					
3.6.7	Incapacitation of flight crew member	P>	>					
3.6.8	Other emergency procedures as outlined in the appropriate airplane flight manual (AFM)	P>	>					
3.6.9	TCAS event	OTD P>	An airplane shall not be used	FFS only				
3.7	Upset recovery training		useu					
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	FFS qualified for the training task only	X An Airplane 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 Airplane shall not be used for this exercise	FFS only				
3.8	Instrument flight procedures							
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P>	>	М				
3.8.2*	Holding procedures	P>	>					
3.8.3*	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure							
Note: Accor	rding to the AFM, RNP APCH procedures may require the use of autopilot o ons (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation	r flight director. T	he procedure to	be flown manua	ally shall be chosen	taking into accoun		
	Manually, without flight director		>	M				
				Skill test only				
3.8.3.2*	Manually, with flight director	P>	>	Offity				
3.8.3.3*	With autopilot	P>	>		+ +	 		
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: - before passing 1000 ft aboveaerodrome level; and	P>	>	M				
	- after passing 1000 ft above aerodrome level In airplanes which are not certificated as transport category airplanes (i.e., JAR/ FAR 25) or as commuter category aeroplanes (i.e., 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 airplanes having the same performance as a transport category airplane regarding take-off mass anddensity altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.							

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Civil Aviation Authority - Sultanate of Oman Flight Safety Department - Personnel Licensing Section Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes

Skill Test & Proficiency Check Report

CAR FCL Appendix 9 Para B

Applicant name (First & surname)
 Date of birth

No	Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes	ATPL/MPL/Type Rating SkillTest or Proficiency Check						
140	Maneuvers/Procedures	FSTD	Α	FSTD or A	Attempt 1 Pass Fail	Attempt 2 Pass Fail		
3.8.5	Circling approach under the following conditions: (c) * approach to the authorized minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (d) circling approach to another runway at least 90° off centerline from the final approach used in item (a), at the authorizedminimum circling approach altitude. Remark: If (a) and (b) are not possible due to ATC reasons, a simulated lowisibility pattern may be performed	P*>	>		Insert exa	miner's initials		
3.8.6	Visual approaches	P>	>					
SECTION	4 - Missed approach procedures							
4.1	Go-around with all engines operating* during a 3D operation on reachingdecision height	P*>	>					
4.2	Go-around with all engines operating* from various stages during an instrument approach	P*>	>					
4.3	Other missed approach procedures	P*>	>					
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 enginesoperating: - from various heights below DH/MDH - after touchdown (baulked landing) In airplanes which are not certificated as transport category airplanes (i.e., JAR/ FAR 25) or as commuter category aeroplanes (i.e., SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P*>	>					
SECTION	5 - Landings							
5.1	Normal landings* with visual reference established when reaching DA/Hfollowing an instrument approach operation	Р						
5.2	Landing with simulated jammed horizontal stabilizer in any out-of-trim position	P>	An airplane shall not be used for this exercise	FFS only				
5.3	Crosswind landings (aircraft, if practicable)	P>	>					
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P>	>					
5.5	Landing with critical engine simulatedinoperative	P>	>	М				
5.6	Landing with two engines inoperative: - airplanes with three engines: the center engine and one outboard engine as far as practicable according to data of the AFM; and - airplanes with four engines: two engines at one side	P	X	M FFS only Skill test only				
CECTION			own to a DU a	f lana than CC) (200 ft) (CA	TU/UI\		
Note 1. Go (60 m), i.e Note 2. C	6 - Additional authorisation on a type rating for instrument apeneral remarks. Special requirements for the extension of a type ra. CAT II/III operations. AT II/III operations shall be performed in accordance with the applications.	ating for instru	ment approache	es down to a d ents.		•		
6.1*	Rejected take-off at minimum authorized runway visual range (RVR)	P*>	>X An airplane shall not be used for this exercise	M*				
6.2*	CAT II/III approaches: in simulated instrument flight conditionsdown to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call-out procedures, mutual surveillance,information exchange and support) shall be observed.	P>	>	М				
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go- around due to (simulated) insufficient RVR, wind shear, aeroplane deviationin excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.	P>	>	M*				
6.4*	Landing(s): - With visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	P>	>	М				

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