

SKILL TEST/PROFICIENCY CHECK FORM

CMR.PEL.FORM.020



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GENERAL

The Skill Test / Proficiency Check Form is a multipurpose form, used for the application for the grant of an ATPL (A) or type rating.

ALL sections must be certified by the instructor conducting the training and by the examiner conducting the Skill Test / Proficiency Check.

When used for the grant of an additional Type Rating, sections may be certified at appropriate stages of the Approved Type Rating Course, but all elements must be completed within a maximum time period of 6 months from commencement of training.

The applicant shall pass all sections of the skill test/proficiency check. Failure of more than five items will require the applicant to take the entire test/check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again.

(a) In case the applicant fails only or does not take Section 6, the type rating will be issued without Cat II or III privileges.

(b) Section 6 is not part of the ATPL skill test

An applicant shall be required to operate as 'pilot flying' (PF) during all sections of the test/check, except item 2.6 and abnormal and emergency procedures items 3.4.0 to 3.4.14 and items 3.6.0 to 3.6.9 which may be conducted as PF or PNF in accordance with Multi-Crew Co-operation. The applicant for the initial issue of a multi-pilot aeroplane type rating or ATPL(A) shall also demonstrate the ability to act as 'pilot not flying' (PNF). The applicant may choose either the left hand or the right hand seat for the test/check if all items in the test/check can be executed from the selected seat.¹

NON TECHNICAL SKILLS

The non technical skills of the applicant shall also be assessed. The examiner will discuss with the applicant and mark on the appropriate pages of this form.

The non technical skills are:

1. Leadership;
2. Cooperation (Communication and crew coordination);
3. Situation awareness;
4. Decision making.

CRM aspects related to technical skills are evaluated within the appropriate items of the maneuvers and procedures.

LEGEND

1. The following symbols mean:

P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.

X = Simulators shall be used for this exercise, if available; otherwise an aircraft shall be used except where indicated.

P# = the training shall be complemented by supervised aeroplane inspection

2. 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/C	Aircraft
FFS	Full Flight Simulator
FTD	Flight Training Device
OTD	Other Training Devices

3. The starred items (*) shall be flown in actual or simulated IMC.

4. Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise.

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ITEM EVALUATION

Mark "1" means below standard: item failed. Circle the number of the failed item and report at the back of the page for comment.

Mark "2" means basic standard: item just sufficient

Mark "3" means standard: item good

Mark "4" means above standard: item excellent

RESULT OF TEST

1. "PASSED" if for all applicable sections a satisfactory performance has been shown.
2. "PARTIAL PASS" if the test flight is a complete skill test and **five or less items** were not passed. The applicant shall **take the failed items again**.
3. "FAILED" if, or:
 - a. **more than five items** were not passed.
 - b. any item was not passed, in case the flight was a re-exam,

Note: Further training may be required after a failed test/check. Failure to achieve a valid pass in all sections in two attempts shall require further training as determined by the examiner. There is no limit to the number of skill tests/proficiency checks that may be attempted².

Please fill in the appropriate blocks on the skill test form and make sure that all mandatory items are covered by means of checking all non-grey shaded areas in the Examiner sign column.

Discuss the results with the candidate and hand over the complete file to him.

Send a copy of this form to the licensing office of Cameroon Civil Aviation Authority at licensing@ccaa.aero within five (5) working days.

Refer for further assistance and guidance notes to the Examiners notes.

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Candidate												
Candidate's Family name			First name:									
Date of birth												
Type of licence:			Number:									
Country of issue:			Type rating as *			<input type="checkbox"/> Pilot in Command <input type="checkbox"/> Co-pilot						
Results and details of the test flight												
Date of test			Location									
STD reg no.			STD level									
Type of skill test or Proficiency check*		Skill test –type rating <input type="checkbox"/> Initial <input type="checkbox"/> Renewal <input type="checkbox"/> Revalidation		<input type="checkbox"/> Proficiency check		<input type="checkbox"/> ATPL check		IR <input type="checkbox"/> Initial <input type="checkbox"/> Renewal <input type="checkbox"/> cat II or III				
Aircraft type		Capacity*				<input type="checkbox"/> Captain <input type="checkbox"/> Co-pilot						
Results per section. (1, 2, 3 or 4)		Sec 1		Sec 2		Sec 3		Sec 4		Sec 5		Sec 6
Overall results of skill test / PC / ATPL:*		<input type="checkbox"/> Passed		<input type="checkbox"/> Partial pass		<input type="checkbox"/> Failed						
Results of proficiency check:*		<input type="checkbox"/> Passed		<input type="checkbox"/> Partial pass		<input type="checkbox"/> Failed		Rating renewed until:				
Other rating renewed?		Type of rating and renewed until				Type of rating and renewed until						
More than 10 route sectors in last 12 months or 1 route sector with examiner*									<input type="checkbox"/> Yes <input type="checkbox"/> No			
Examiner												
Family name			First name:									
Type and number of licence:			Authorisation number									
Comments: _____												
Signature of authorised examiner												
De-briefing performed and comments above understood												
Date:			Signature of candidate									

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TRTO training facility:

Stamp training facility:

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NON TECHNICAL SKILLS

ITEM	CHECKING		OBSERVATION
	YES	NO	
Leadership			
Communication			
Crew coordination			
Situation awareness			
Decision making			

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MANOEUVRES AND PROCEDURES	PRACTICAL TRAINING					ATPL/TYPE RATING SKILL TEST/ PROF CHECK			
	OTD	FTD	FS	A/C	Instructors initials when training completed	Checked in FS - A/C	Attempt Number (1 or 2) Fail: mark "1" Pass: mark "2", "3" or "4"		
SECTION 1							1st attempt	2nd attempt	
1 Flight preparation									
1.1 Performance calculation	-->	-->	-->	-->					
1.2 Aeroplane external visual inspection.; location of each item and purpose of inspection				-->					
1.3 Cockpit inspection		-->	-->	-->					
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.	-->	-->	-->	-->					
1.5 Taxiing in compliance with air traffic control or instructions of instructor.			-->	-->					
1.6 Pre-flight checks		-->	-->	-->					

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	OT D	FTD	FS	A/C	Instructors initials when training completed	Checked in FS - A/C	Attempt Number (1 or 2)	
Note: Training shall include Multi Crew Cooperation for each item.								
SECTION 2							1 st attempt	2 nd attempt
2 Take-offs								
2.1 Normal take offs with different flap settings, including expedited take off.				-->				
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne.				-->				
2.3 Cross wind take-off				-->				
2.4 Take-off at maximum take-off mass (actual or simulated max take-off mass)				-->				
2.5 Take-offs with simulated. Engine failure				-->				
2.5.1* shortly after reaching V ₂ .								
(In aeroplanes which are not certificated as transport category aeroplanes or as commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500ft above 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 V ₂ .)								
2.5.2* between V ₁ and V ₂								
2.6 Rejected take-off at a reasonable speed before reaching V ₁ .				->				

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	OTD	FTD	FS	A/C	Instructors initials when training completed	Checked in FS - A/C	Attempt Number (1 or 2)		
Note: Training shall include Multi Crew Cooperation for each item.									
SECTION 3							1 st attempt	2 nd attempt	
3 Flight Manoeuvres and Procedures .									
3.1 Turns with and without spoilers			-->	-->					
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)									
An aircraft may not be used for this exercise									
3.3 Normal operation of systems and controls engineer's panel.	p-->	-->	-->	-->					
3.4 Normal and abnormal operations of following systems						A mandatory minimum of three abnormal item shall be selected from 3.4.0 to 3.4.14 inclusive			
3.4.0 Engine (if necessary F propeller)	-->	-->	-->	-->					
3.4.1 Pressurization and air-F conditioning	-->	-->	-->	-->					
3.4.2 Pitot/static system	-->	-->	-->	-->					
3.4.3 Fuel system	-->	-->	-->	-->					
3.4.4 Electrical system	-->	-->	-->	-->					
3.4.5 Hydraulic system	-->	-->	-->	-->					
3.4.6 Flight control and Trim system	-->	-->	-->	-->					
3.4.7 Anti- and de-icing system, Glare shield heating	-->	-->	-->	-->					
3.4.8 Autopilot/Flight director	-->	-->	-->	-->					
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices.	-->	-->	-->	-->					
3.4.10 Ground proximity warning system Weather radar, radio altimeter, transponder.		-->	-->	-->					
3.4.11 Radios, navigation equipment, instruments, flight management system	-->	-->	-->	-->					
3.4.12 Landing gear and brake system.	-->	-->	-->	-->					
3.4.13 Slat and flap system.		-->	-->	-->					

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	-->								
3.4.14 Auxiliary power unit.	-->	-->	-->	-->					
Intentionally left blank									

3.6 Abnormal and emergency procedures:					M	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive.			
3.6.1 Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.		-->	-->	-->					
3.6.2 Smoke control and removal		-->	-->	-->					
3.6.3 Engine failures, shut-down and restart at a safe height.		-->	-->	-->					
3.6.4 Fuel dumping (simulated).		-->	-->	-->					
3.6.5 Windshear at Take off/ landing.									
3.6.6 Simulated cabin pressure failure/Emergency descent.			-->	-->					
3.6.7 Incapacitation of flight crew flight member.		-->	-->	-->					
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual.		-->	-->	-->					
3.6.9 ACAS event	-->	-->	-->	-->					
3.7 Steep turns with 45° bank, 180° to 360° left and right.		-->	-->	-->					
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in takeoff configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			-->	-->					
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration.			P	X					

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Note: Training shall include Multi Crew Cooperation for each item.									
SECTION 3 Continued							1 st attempt	2 nd attempt	
3.9 Instrument flight procedures.									
3.9.1* Adherence to departure and arrival routes and ATC instructions.		p-->	-->	-->		M			
3.9.2* Holding procedures.		p-->	-->	-->					
3.9.3* ILS-approaches down to a a decision height (DH) not less than 60 m (200 ft).									
3.9.3.1* manually, without flight director.			p-->	-->		M (skill test only)			
3.9.3.2* manually, with flight director.			p-->	-->					
3.9.3.3* with autopilot.			p-->	-->					
3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure.			p-->	-->		M			
<p>In aeroplanes which are not certificated as transport category aeroplanes or as commuter category aeroplanes, the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the NDB or VOR approach as described in 3.9.4.</p> <p>The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation.</p> <p>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 3.9.3.4.</p>									

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	OTD	FTD	FS	A/C	Instructors initials when training completed	Checked in FS - A/C	Attempt Number (1 or 2)		
Note: Training shall include Multi Crew Cooperation for each item.									
SECTION 3 Continued							1 st attempt	2 nd attempt	
3.9.4* NDB or VOC/LOC-approach down to the MDH/A.			-->	-->					
<p>3.9.5 Circling approach under following conditions:</p> <p>(a) approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated IMC</p> <p><u>followed by:</u></p> <p>(b) circling approach to another runway at least 90° of centreline from final approach used in item (a), at the authorised minimum circling approach altitude;</p> <p>Remark: if a) and b) are not possible due to ATC reasons a simulated low visibility pattern may be performed.</p>			-->	-->					

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	OTD	FTD	FS	A/C	Instructors initials when training completed	Checked in FS - A/C	Attempt Number (1 or 2)		
Note: Training shall include Multi Crew Cooperation for each item.									
SECTION 4							1 st attempt	2 nd attempt	
4 Missed Approach Procedures									
4.1 Go-around with all engines operating* after an ILS approach on reaching decision height			*-->	-->					
4.2 Other missed approach procedures			*-->	-->					
4.3* Go-around with one engine simulated inoperative* after an instrument approach on reaching DH, MDH or MAPt.			*-->	-->					
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around.			*-->	-->					

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	OTD	FTD	FS	A/C	Instructors initials when training completed	Checked in FS - A/C	Attempt Number (1 or 2)		
SECTION 5							1 st attempt	2 nd attempt	
5 Landings									
5.1 Normal landings" also after an I LS approach with transition to visual flight on reaching DH.									
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position.									
5.3 Cross wind landings (a/c, if practicable).									
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats.									
5.5 Landing with critical engine simulated inoperative.									
5.6 Landing with two engines simulated inoperative: - Aeroplanes with three engines: the centre engine and one outboard engine as far as practical according to data of the AFM - Aeroplanes with four engines, two engines at one side									

General remarks:

Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.

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	OTD	FTD	FS	A/C	Instructors initials when training completed	Checked in FS - A/C	Attempt Number (1 or 2)	
Note: Training shall include Multi Crew Cooperation for each item.								
SECTION 6							1 st attempt	2 nd attempt
Section 6 Type.rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)			<p>Note 1 The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft).</p> <p>Note 2 During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used</p>					
6.1* Aborted take-off at minimum authorized RVR.			An aircraft may not be used for this exercise					
6.2* ILS Approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.								
6.3* Go-around after approaches as indicated in 6.2 on reaching DH.								
<p>Note 1 The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.</p> <p>Note 2 Special attention shall be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance.</p>								
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.			-->	-->				
NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.								



ATPL ONLY

ADDITIONAL ITEMS TO BE ASSESSED FOR ATPL EXAM

		ATPL SKILL TEST ONLY	
		PASS	FAIL
Management of crew cooperation	M		
Maintaining a general survey of the aircraft	M		
Setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies	M		