



REPUBLIC OF LATVIA
CIVIL AVIATION AGENCY

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CAA approval No.*: _____

| APPLICATION AND REPORT FORM (according to AMC1 to Appendix 9) TYPE RATING, TRAINING, SKILL TEST AND PROFICIENCY CHECK AEROPLANES (A) | | | |
|--|----------------------------------|--|---|
| Applicant's last name(s): | | Aircraft: | SE-SP: A <input type="checkbox"/> ME-SP: A <input type="checkbox"/> |
| Applicants first name(s): | | Operations: | SP <input type="checkbox"/> |
| Signature of applicant: | | Checklist: | Training record: <input type="checkbox"/> Type rating: <input type="checkbox"/> |
| Type of licence held: | | Skill test: <input type="checkbox"/> | Class rating: <input type="checkbox"/> |
| Licence number: | | Proficiency check: <input type="checkbox"/> | |
| State of licence issue: | | IR: <input type="checkbox"/> | |
| 1. Theoretical Training for the issue of a type class rating performed during period | | | |
| From: | | To: | At: |
| Mark obtained: | | % (Pass mark 75%): | Type and number of licence: |
| Signature of HT: | | Name(s) in capital letters: | |
| 2. FSTD | | | |
| FSTD (aircraft type): | | Three or more axes: YES <input type="checkbox"/> NO <input type="checkbox"/> | Ready for service and used: |
| FSTD manufacturer: | | Motion or system: | Visual aid: YES <input type="checkbox"/> NO <input type="checkbox"/> |
| FSTD operator: | | FSTD ID code: | |
| Total Training time at the controls: | | Instrument approaches at aerodromes to a decision altitude or height of: | |
| Location, date and time: | | Type and number of licence: | |
| Type rating instructor <input type="checkbox"/> Class rating instructor <input type="checkbox"/> instructor <input type="checkbox"/> | | | |
| Signature of instructor: | | Name(s) in capital letters: | |
| 3. Flight training: in the aircraft <input type="checkbox"/> in the FSTD (for ZFTT) <input type="checkbox"/> | | | |
| Type of aircraft: | Registration: | Flight time at the controls: | |
| Take-offs: | Landings: | Training aerodromes or sites (take-offs, approaches and landings): | |
| Take-off time: | Landing time: | | |
| Location and date: | Type and number of licence held: | | |
| Type rating instructor <input type="checkbox"/> Class rating instructor <input type="checkbox"/> | | | |
| Signature of instructor: | | Name(s) in capital letters: | |
| 4. Skill test <input type="checkbox"/> Proficiency check <input type="checkbox"/> | | | |
| Skill test and proficiency check details: | | | |
| Aerodrome or site: | | Total flight time: | |
| Take-off time: | | Landing time: | |
| Pass <input type="checkbox"/> | Fail <input type="checkbox"/> | Partial Pass <input type="checkbox"/> | Reason(s) why, if failed: |
| Location and date: | | SIM of aircraft registration: | |
| Examiner's certificate number (if applicable): | | Type and number of licence: | |
| Signature of examiner: | | Name(s) in capital letters: | |

* in case of skill test

Specific requirements for the TMGs and single-pilot aeroplanes, except for high performance complex aeroplanes category

(according to Part-FCL Appendix 9 B. 5.)

Applicant's name(s): _____

| TMGS AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | CLASS OR TYPE RATING SKILL TEST/ PROFICIENCY CHECK | |
|---|--------------------|----|---|--|---|
| | FSTD | A | Instructor initials when training completed | Tested or checked FSTD A | Examiner initials when test or training completed |
| Manoeuvres/Procedures | | | | | |
| SECTION 1 | | | | | |
| 1. Departure | | | | | |
| 1.1. Pre-flight including: <ul style="list-style-type: none"> – Documentation – Mass and Balance – Weather briefing – 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: <ul style="list-style-type: none"> – Normal with Flight Manual flap settings – Crosswind (if conditions available) | P-> | -> | | M | |
| 1.7. Climbing: <ul style="list-style-type: none"> – Vx / Vy, – Turns onto headings – Level off | P-> | -> | | M | |
| 1.8. ATC liaison — Compliance, R/ T procedure | 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 _{V_{MCA}} when applicable) | P-> | -> | | | |
| 2.2. Steep turns (360° left and right at 45° bank) | P-> | -> | | M | |
| 2.3. Stalls and recovery: <ul style="list-style-type: none"> 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 iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane 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 procedure | P-> | -> | | M | |

Specific requirements for the single-pilot aeroplanes, except for high performance complex aeroplanes category

(according to Part-FCL Appendix 9 B. 5.)

Applicant's name(s): _____

| TMGS AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | CLASS OR TYPE RATING SKILL TEST/ PROFICIENCY CHECK | |
|--|--------------------|----|---|--|---|
| | FSTD | A | Instructor initials when training completed | Tested or checked FSTD A | Examiner initials when test or training completed |
| Manoeuvres/Procedures | | | | | |
| SECTION 3A | | | | | |
| 3A Enroute procedures VFR | P-> | -> | | | |
| 3A.1 **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 procedure | P-> | -> | | | |
| SECTION 3B | | | | | |
| 3B Instrument flight | P-> | -> | | M | |
| 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 feet (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, – recoveries from unusual attitudes | P-> | -> | | M | |
| 3B.7 * Failure of localiser or glideslope | P-> | -> | | | |
| 3B.8 * ATC liaison — Compliance, R/ T procedure | P-> | -> | | M | |
| Intentionally left blank | | | | | |

Specific requirements for the single-pilot aeroplanes, except for high performance complex aeroplanes category

(according to Part-FCL Appendix 9 B. 5.)

Applicant's name(s): _____

| TMGS AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | CLASS OR TYPE RATING SKILL TEST/ PROFICIENCY CHECK | |
|--|--------------------|-----|---|--|---|
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| Manoeuvres/Procedures | | | | | |
| SECTION 4 | | | | | |
| 4. Arrival and landings | P-> | -> | | M | |
| 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 2 000 ft above the runway (single-engine aeroplanes 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 | | | | | |
| 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 FFS or FNPT II) | P-> | ->X | | M | |
| 6.2. * Asymmetric approach and go- around | P-> | -> | | M | |
| 6.3. * Asymmetric approach and full stop landing | P-> | -> | | M | |
| 6.4. ATC liaison — Compliance, R/ T procedure | P-> | -> | | M | |

Specific requirements for the single-pilot aeroplanes, except for high performance complex aeroplanes category

(according to Part-FCL Appendix 9 B. 5.)

Applicant's name(s): _____

| TMGS AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | CLASS OR TYPE RATING SKILL TEST/ PROFICIENCY CHECK | |
|--|---|---|---|--|---|
| | FSTD | A | Instructor initials when training completed | Tested or checked FSTD A | Examiner initials when test or training completed |
| Manoeuvres/Procedures | | | | | |
| SECTION 7 | | | | | |
| 7. UPRT | | | | | |
| 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: <ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> – 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 | |
| 7.3. Go-around with all engines operating* from various stages during an instrument approach | P-> | -> | | | |
| 7.4. Rejected landing with all engines operating: <ul style="list-style-type: none"> – from various heights below DH/MDH 15 m (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 touch-down | P-> | -> | | | |

The following symbols mean:

- P = Trained as PIC or Co-pilot and as PF and PM
- 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 on any higher level of equipment shown by the arrow (→).

The following abbreviations are used to indicate the training equipment used:

- A = Aeroplane;
- FFS = Full Flight Simulator;
- FSTD = Flight Simulation Training Device

**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.

**Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if Section 3B is completed.

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.

| COMPLETED BY EXAMINER | | | |
|--|--------------------------------|------------------------------|--|
| FCL.1030(a)(1) I have ensured that communication with the applicant can be established without language barriers. | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| FCL.1030(a)(2) I have verified that the applicant complies with all the qualification, training and experience requirements in Part-FCL for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test, proficiency check or assessment of competence is taken. | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| FCL.1030(a)(3) I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience. | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| FCL.1030(b)(1) I have informed the applicant of the result of the test. | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| FCL.1030(b)(1), In the event of a partial pass or fail: I have informed the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained and detailed any further training requirement and explain the applicant's right of appeal. | | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| FCL.1030(b)(2) in the event of a pass in a proficiency check for revalidation or renewal I endorsed the applicant's licence with the new expiry date of the rating. | Expiry date of current rating: | New rating valid until: | |
| According to FCL.1030(b)(3) I have provided the applicant with a signed report of the skill test or proficiency check. | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| FCL.1030(b)(3)(ii) I confirm that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, I have record the reasons for this assessment. | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| FCL.1030 (3)(iv)(v) In the case if the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate | | | |
| I hereby declare that I, _____, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version _____ of the Examiner Differences Document . | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| I have attached to this report a copy of the examiner certificate containing the scope of my privileges as examiner. | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| Any comment on, or disagreement with, an examiner's test or check evaluation or assessment made during a debriefing: | | | |
| | | | |
| _____ <i>Examiner's Name, Surname / Date / Signature</i> | | | |

| COMPLETED BY APPLICANT |
|--|
| I confirm that I understand and agree with all the above mentioned information and have no objections. In the event of a partial pass or fail: I agree <input type="checkbox"/> / disagree <input type="checkbox"/> / N/A <input type="checkbox"/> for re-examination with the same examiner |
| _____ <i>Applicant's Name, Surname / Date / Signature</i> |

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