

## A350 AIRCRAFT RATING TEST REPORT

Name of candidate: \_\_\_\_\_ Test commencement date: \_\_\_\_\_

Licence number: \_\_\_\_\_ End of test date: \_\_\_\_\_

Note: Unless otherwise specified, all items in the simulator shall be flown with 15 knots crosswind

| No.           | Item  | 'Pass' or 'Fail' and annotate if item was 'Repeated' | Aircraft Registration or Simulator AWI Number | Examiner's             |             |
|---------------|---|--|---|------------------------|-------------|
|               |   |  |   | Signature/Date of Test | Licence No. |
| <b>Part 1</b> | <b>Assessed in the aeroplane in flight</b><br><i>(May be assessed in an approved simulator for a candidate who qualified for Zero Flight Time training or has otherwise been exempted)</i>                            |  |   |                        |             |
| 1.1           | Normal take-off and climb to circuit altitude   |  |   |                        |             |
| 1.2           | Manual thrust visual circuit and approach (without radio guidance) and go-around from 100ft AAL   |  |   |                        |             |
| 1.3           | Auto thrust visual circuit and approach (without radio guidance) followed by a normal landing   |  |   |                        |             |
| <b>Part 2</b> | <b>Assessed under day conditions in an approved simulator</b>   |  |   |                        |             |
| 2.1           | With flight controls in Direct Law, ILS approach and go-around followed by a landing  |  |   |                        |             |
| 2.2           | Accelerate - stop with failure of one engine just before V1   |  |   |                        |             |
| 2.3           | Take-off with 30 knots crosswind  |  |   |                        |             |
| 2.4           | Landing with 30 knots crosswind   |  |   |                        |             |
| 2.5           | In Alternate Law above FL300 and in clean configuration, thrust idle to reduce airspeed until onset of buffet or stall warning. Recover and level off to a safe cruise level, speed stabilised and automation engaged |  |   |                        |             |

| No.           | Item  | 'Pass' or 'Fail' and annotate if item was 'Repeated' | Aircraft Registration or Simulator AWI Number | Examiner's              |             |
|---------------|---|--|---|-------------------------|-------------|
|               |   |  |   | Signature/ Date of Test | Licence No. |
| 2.6           | In Alternate Law during a turn in approach configuration with gear down, thrust idle to reduce airspeed until onset of buffet or stall warning. Recover and climb to safe level altitude, speed stabilised and automation engaged |  |   |                         |             |
| 2.7           | At speed near MMO and above FL300, dive aircraft with power to exceed speed limit. Recover to level altitude and speed stabilised with automation engaged   |  |   |                         |             |
| 2.8           | Emergency descent starting above FL300, through at least 15,000ft with recovery not below MORA or 10,000ft AGL  |  |   |                         |             |
| 2.9           | No Trailing Edge Flaps approach and landing from 10 miles final   |  |   |                         |             |
| 2.10          | Go-around on instruments with both engines on maximum power with auto pilot off   |  |   |                         |             |
| 2.11          | Take-off and climb with one engine on fire between V1 and V2  |  |   |                         |             |
| 2.12          | Engine fire drill   |  |   |                         |             |
| 2.13          | With one engine failed an approach and landing  |  |   |                         |             |
| <b>Part 3</b> | <b>Assessed under night conditions in an approved simulator</b>   |  |   |                         |             |
| 3.1           | Take-off with failure of an engine between V1 and V2 and climb to circuit altitude  |  |   |                         |             |
| 3.2           | Visual circuit with one engine failed using manual thrust   |  |   |                         |             |
| 3.3           | With one engine failed, approach using manual thrust and go-around  |  |   |                         |             |
| 3.4           | With one engine failed, approach using manual thrust followed by a landing  |  |   |                         |             |

**Note:**

- **A Pass is needed for every item**
- **Only one Repeat per item is allowed**
- **A complete retest if 3 or more items are Repeated**
- **HUD shall not be used for the test**

**TO BE COMPLETED BY FLIGHT EXAMINER(S)**

I, being duly authorised by the Director-General, Civil Aviation Authority of Singapore, to conduct such aircraft rating tests, hereby certify that I have tested the above mentioned candidate at the controls of an Airbus A350 aeroplane and/or approved simulator and found the candidate has satisfactorily carried out the manoeuvres and drills without any assistance, for the items stated which bears my signature.

*Satisfactorily carried out is defined as the applicant was in full control of the aeroplane or simulator at all times and that the successful outcome of a manoeuvre was never in doubt.*

*Without any assistance is defined as no verbal prompting or physical assistance with the flying controls was given.*

Name of Examiner : \_\_\_\_\_

Signature : \_\_\_\_\_

Licence No. : \_\_\_\_\_

Name of Examiner : \_\_\_\_\_

Signature : \_\_\_\_\_

Licence No. : \_\_\_\_\_

Name of Examiner : \_\_\_\_\_

Signature : \_\_\_\_\_

Licence No. : \_\_\_\_\_

Name of Examiner : \_\_\_\_\_

Signature : \_\_\_\_\_

Licence No. : \_\_\_\_\_

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**Total number of Aircraft Rating test attempts [    ]**

*Record [1] if pass on first attempt. All failed Aircraft Rating test attempts must be submitted*

I confirm that this form has been accurately filled in and all items in the Aircraft Rating Test are satisfactory completed within 21 days.

Name of Head of Training: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_