MPA AND SP HPCA TRAINING, SKILL TEST OR PROFICIENCY CHECK FOR ATPL, MPL AND TYPE RATINGS

Please complete in* BLOCK CAPITALS *using black or dark blue ink.

FALSE REPRESENTATION STATEMENT
It is an offence to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document.

1. APPLICANT DETAILS — To be completed by the Applicant

Forename: ..... Surname: ..... Captain/First Officer

SIM/Aircraft Registration: ..... Licence No: .....

Revalidation/Renewal/Initial Issue*: ..... Route: .....Date: .....

New Aircraft Rating valid to: ..... Aircraft Type: .....

2. GENEREAL GUIDANCE

(a) The following symbols mean:
- P = Trained as PIC or Co-pilot and as PF and 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 if appropriate for the manoeuvre or procedure.
- P# = The training shall be complemented by supervised aeroplane inspection.

(b) 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
- FFS = Full Flight Simulator
- FTD = Flight Training Device
- OTD = Other Training Devices

(c) The starred items (*) 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.

(d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

(e) 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 apply to the approval of the course:
- (i) the qualification of the FFS or FNPT II;
- (ii) the qualifications of the instructors;
- (iii) the amount of FFS or FNPT II training provided on the course; and
- (iv) the qualifications and previous experience on similar types of the pilot under training.

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

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

(h) 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, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

(i) In case of a restricted type rating issued in accordance with FCL.720.A (e), the applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
SECTION 1							
1. Flight preparation 1.1 Performance calculation	P						
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	P#			P			
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—>	—>	—>	—>		M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor			P—>	—>			
1.6 Before take-off checks		P—>	—>	—>		M	
SECTION 2							
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: 2.5.1* shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft 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 V2)			P—>	—>			
2.5.2* between V1 and V2			P	X		M FFS Only	
2.6 Rejected take-off at a reasonable speed before reaching V1			P—>	—>X		M	

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SECTION 3							
3. Flight Manoeuvres and Procedures 3.1 Turns with and without spoilers			P—>	—>			
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)			P—>	—>X An aircraft may not be used for this exercise			
3.3 Normal operation of systems and controls engineer's panel							
Normal and abnormal operations of following systems:	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive					M	
3.4.0 Engine (if necessary propeller)	P—>	—>	—>	—>			
3.4.1 Pressurisation and air-conditioning	P—>	—>	—>	—>			
3.4.2 Pitot/static system	P—>	—>	—>	—>			
3.4.3 Fuel system	P—>	—>	—>	—>			
3.4.4 Electrical system	P—>	—>	—>	—>			
3.4.5 Hydraulic system	P—>	—>	—>	—>			
3.4.6 Flight control and Trim-system	P—>	—>	—>	—>			
3.4.7 Anti-icing/de-icing system, Glare shield heating	P—>	—>	—>	—>			
3.4.8 Autopilot/Flight director	P—>	—>	—>	—>		M (single pilot Only)	
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P—>	—>	—>	—>			
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder		P—>	—>	—>			
3.4.11 Radios, navigation equipment, instruments, flight management system	P—>	—>	—>	—>			
3.4.12 Landing gear and brake	P—>	—>	—>	—>			
3.4.13 Slat and flap system	P—>	—>	—>	—>			
3.4.14 Auxiliary power unit	P—>	—>	—>	—>			
3.5 Intentionally left blank							

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3.6 Abnormal and emergency procedures:	A mandatory minimum of three items shall be selected from 3.6.1 to 3.6.9 inclusive					M	
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 at a safe height		P—>	—>	—>			
3.6.4 Fuel dumping (simulated)		P—>	—>	—>			
3.6.5 Wind shear at take-off/landing			P	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 Aeroplane Flight Manual		P—>	—>	—>			
3.6.9 ACAS event	P—>	—>	—>	An aircraft may not be used		FFS Only	
3.7 Steep turns with 45° bank, 180° to 360° left and right		P—>	—>	—>			
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off 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—> P	—> X			
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* Precision approaches down to 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—>	—>			

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3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or through the complete missed approach procedure In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go- around shall be initiated in conjunction with the non-precision approach as described in 3.9.4. 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. 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—>	—>		M	
3.9.4* Non-precision approach down to the MDH/A			P—>	—>		M	
3.9.5 Circling approach under following conditions: (a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude. 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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SECTION 4							
4. Missed Approach Procedures							
4.1 Go-around with all engines operating* after an ILS approach on reaching decision height			P*->	—>			
4.2 Other missed approach procedures			P*->	—>			
4.3* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*->	—>		M	
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around			P*->	—>			
SECTION 5							
5. Landings 5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH			P				
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position			P—>	An aircraft may not be used for this exercise			
5.3 Crosswind landings (a/c, 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 simulated inoperative			P—>	—>		M	
5.6 Landing with two engines inoperative: — aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM, — aeroplanes with 4 engines: 2 engines at one side			P	X		M FFS only (skill test only)	
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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SECTION 6							
Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III). 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). 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.							
6.1* Rejected take-off at minimum authorised RVR			P*->	—>X An aircraft may not be used for this exercise		M*	
6.2* ILS approaches: in simulated instrument flight conditions down 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—>	—>		M	
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 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—>	—>		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—>	—>		M	
Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.							

Note A: Examiners must address CRM on the LST/LPC.
Note B: Prior to final signature ensure that the candidate has completed ten route sectors or one with an examiner.
Note C: Where the test/check is concluded by more than one examiner, each should present his/her name and licence number at least once on the form.

4. DECLARATION				**To be completed by the examiner**
RESULT: PASS		**FAIL**		
…….. Examiner Name:	…….. Signature:	……. Date:		

For CAA use	
Date of Issue: ..... Checked by: ..... Loaded by: ..... Signed by:	Remarks: