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

Civil Aviation Authority

Pease complete the form in block capitals using black or dark blue ink after reading the attached guidance.

Any of the practical training items may be included in the test/check at the Examiner's discretion.

FALSE REPRESENTATION STATEMENT
It is an offence under the Air Navigation Order 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. This offence is punishable on summary conviction by a fine (not exceeding the statutory maximum in Northern Ireland and Scotland) and, on conviction on indictment, by a fine and/or up to two years imprisonment or both.

1. PERSONAL DETAILS

Surname ..... Forename(s) ..... Captain/First Officer* (delete as applicable)

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

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

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

	PRACTICAL TRAINING					MPL/ATPL/TYPE-RATING SKILL TEST/PROF CHECK		
Manoeuvres/Procedures Note: Training shall include MCC for each item	OTD	FTD	FFS	A/C	Instructors initials & date training completed	Checked in FFS A/C	Attempt Number (1 or 2)	Examiners initial & Date test completed
SECTION 1								
1 Flight Preparation								
1.1 Performance calculation	P	→	→	→				
1.2 Aeroplane ext. visual inspection; location of each item and purpose of inspection				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 Pre-flight checks		P	→	→		M		
SECTION 2								
2 Take-offs								
2.1 Normal take-offs with different flap settings, including expedited take-offs			P	→				
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			P	→				
2.3 Cross wind take-off (Aircraft, if practicable)			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* Where simulator not available shortly after reaching V_2 (see note)			P	→		M A/C		
Note: 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 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 V_2.								
OR 2.5.2* between V_1 and V_2 OR			P	X		M FFS		
2.5.3* as close as possible after V_1, when V_1 and V_2 or V_1 and V_R are identical			P	X		M FFS		
2.6 Rejected take-off at a reasonable speed before reaching V1. (Not to be conducted in aircraft other than as a static touch drill procedure.)			P	→X		M		

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SECTION 3								
3 Flight Manoeuvres & 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				
3.3 Normal operation of systems and controls engineer's panel	P	→	→	→				
3.4 Normal and abnormal operations of following systems						M A minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inc.		
3.4.0 Engine (if necessary propeller)	P	→	→	→				
3.4.1 Pressurisation and air-conditioning		→	→	→				
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 and de-icing system, Glare shield heating	P	→	→	→				
3.4.8 Auto-pilot/Flight director	P	→	→	→		M (single pilot only)		
3.4.9 Stall warning 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 system	P	→	→	→				
3.4.13 Slat and flap system	P	→	→	→				
3.4.14 Auxiliary power unit	P	→	→	→				
3.6 Abnormal and emergency procedures						M A 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		P	→	→				
3.6.2 Smoke control and removal		P	→	→				
3.6.3 Engine failures, shut-down and restart at a safe height		P	→	→				
3.6.4 Fuel dumping (simulated)		P	→	→				
3.6.5 Windshear 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 (Multi-pilot operations only)		P	→	→				
3.6.8 Other emergency procedures as outlined in the appropriate Flight Manual		P	→	→				
3.6.9 TCAS event	P	→	→	X		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)			P→	→				
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	X		FFS only		

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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* 3D operations to DH/A of 200feet (60m) or to a higher minima if required by the procedure								
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 auto-pilot			P	→				
3.9.3.4* (Transport category and commuter category aeroplanes and aeroplanes with equivalent performance only). Manually, with one engine simulated inoperative before passing 1000feet AALto touch-down or completion of Missed Approach Procedure			P	→		M		
Note: In aeroplanes which are not certificated as tranport category aeroplanes or as commuter category aeroplanes, go-around from an approach with one engine simulated inoperative should be initiated at the higher of MDA/H or 500 ft ARTE. (see also 4.3)								
3.9.4* 2D operations down to MDH/A			P	→		M		
3.9.5 Circling approach under the following conditions (a)* approach to specified minimum circling altitude/height in simulated IMC. Followed by: (b) circling approach to another runway at least 90° off centreline from final approach used in item (a) Remark: If (a) and (b) are not possible due ATC, simulated low visibility pattern may be performed.			P	→				
SECTION 4								
4 Missed Approach Procedures								
4.1 Go-around with all engines operating during a 3D operation on reaching decision height			P	→				
4.2 Other missed approach			P	→				
4.3* Manually go-around with critical engine simulated inoperative after an instrument approach on reaching DH/ MDH/A or MAP			P	→		M		
4.4 Rejected landing at 15m (50 ft) above runway threshold and go-around			P	→				
SECTION 5								
5 Landings								
5.1 Normal landing with visual reference established when reaching DA/H following an instrument approach			P					
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position			P	X				
5.3 Cross wind landings			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 simulated inoperative: (Not 2 eng. Aircraft)			P	X		M FFS only (Skill test only)		
Note: Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM. Aeroplanes with four engines: two engines at one side.								
General remark: Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) i.e. CAT II/III operations – Refer to JAR–FCL Subpart E, paragraph 1.180.								

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SECTION 6								
6 Type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)	**Note 1** For instrumental approaches down to a DH of less than 60 m (200 ft) **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.							
6.1* Rejected take-off at minimum authorised RVR			P	X		M FFS only		
6.2* CAT II/III approaches. In simulated IMC down to DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call outprocedures, mutual surveillance, information exchange and support) shall be observed.			P	→		M		
6.3* Go-around from DH			P	→		M		
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. **Note 2:** Special attention shall be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance.								
6.4* Landing(s) with visual reference established at DH. (Auto-land if fitted.)			P	→		M		

Note 3: CAT II/III operations shall be accomplished in accordance with Operator's approved procedures.

RESULT PASS ☐ FAIL ☐

EXAMINER

Name/Initials: (Block Capitals)	Signature	Examiner No.

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.

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General Guidance

1) Should an applicant choose not to continue with the test for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.

2) All performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the approved Operations/Flight Manual for the aircraft and should be agreed with the examiner.

3) Decision Heights/Altitudes and Minimum Descent Height/Altitudes and Missed Approach Point for each procedure should be determined by the candidate.

4) The simulator code and/or aircraft registration(s) should appear at least once in the column headed **Checked in FFS A/C. NOTE:** If an aeroplane rather than a simulator is used the TRE must occupy a pilot's seat.

5) 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 if appropriate for the manoeuvre or procedure

7) 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

8) 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.

9) Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise. Any of the practical training items may be tested at the examiner's discretion.

10) 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 as set out in FSTD(A);
(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.

11) Manoeuvres and procedures shall include multi crew cooperation for multi-pilot aeroplane and for single pilot high performance complex aeroplanes in multi-pilot operations.

12) Manoeuvres and procedures shall be conducted in single pilot role for single pilot high performance complex aeroplane in single pilot operations.

13) In the case of single-pilot high performance complex aeroplane, 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 following manoeuvres/procedures : 2.5 / 3.9.3.4 / 4.3 / 5.5 and at least one from section 3.4 have to be completed in addition as single pilot.