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

Please 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 UK 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 and on conviction on indictment with an unlimited fine or imprisonment or both.

APPLICANTS PERSONAL DETAILS

Surname:..... Forename(s): .....

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

Initial Issue ☐ Renewal ☐ Revalidation ☐ Route: ..... Date: .....

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

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	**PRACTICAL TRAINING (Instructor to complete)**					**MPL/ATPL/TYPE RATING SKILL TEST OR PROF. CHECK (Examiner to complete)**		
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials and date training completed	Tested or Checked in FFS or A	Attempt Number (1 or 2)	Examiner initials and date 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 Cross wind 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 **(see note)**			P→	→		M A/C		
Note: 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.								
2.5.2* between V1 and V2			P	X		M FFS ONLY		
2.6 Rejected take-off before reaching V1			P→	→X		M		
SECTION 3								
3 Flight Manoeuvres and Procedures								
3.1 Manual flight with and without flight directors (No autopilot, no autothrust/autothrottle and at different control laws, where applicable)			P→	→				
3.1.1 At different speeds (including slow flight) and altitudes within the FSTD training envelope			P→	→				

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Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials and date training completed	Tested or Checked in FFS or A	Attempt Number (1 or 2)	Examiner initials and date test completed
3.1.2 Steep turns using 45° bank, 180° to 360° left and right			P→	→				
3.1.3 Turns with and without spoilers			P→	→				
3.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach			P→	→				
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. DutchRoll)			P→	An aeroplane shall not be used for this exercise		FFS only		
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 items shall be selected from 3.4.0 to 3.4.14 inclusive								
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 Auto-pilot/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→	→	→	→				
3.6 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, 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 TCAS RA		P→	→	An aeroplane shall not be used for this exercise		FFS only		
3.7 Upset Prevention and Recovery Training								
3.7.1. Recovery from stall events in: — take-off configuration; — clean configuration at low altitude; — clean configuration near maximum operating altitude; and — landing configuration.			P FFS qualified for the training task only	An aeroplane shall not be used for this exercise where an FSTD is available (See Notes)		FFS only (See Notes)		
3.7.2. The following upset exercises: — 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	An aeroplane be used for this exercise where an FSTD is available (See Notes)		FFS only (See Notes)		

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Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials and date training completed	Tested or Checked in FFS or A	Attempt Number (1 or 2)	Examiner initials and date test completed
3.8 Instrument flight procedures								
3.8.1* Adherence to departure and arrival routes and ATC instructions		P→	→	→		M		
3.8.2* Holding procedures		P→	→	→				
3.8.3* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure, but not above 450'AAL.								
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in case of such AFM limitation).								
3.8.3.1* Manually, without flight director			P→	→		M (skill test only)		
3.8.3.2* Manually, with flight director			P→	→				
3.8.3.3* With autopilot			P→	→				
3.8.3.4 Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1000 ft above aerodrome level; and (ii) after passing 1000 ft above aerodrome level. 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 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the 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 exercise 3.8.3.4.			P→	→		M		
3.8.4*2D operations down to the MDH/A			P→	→		M		
3.8.5 Circling approach under the 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→	→				
3.8.6. Visual approaches			P→	→				
SECTION 4								
4 Missed Approach Procedures								
4.1 Go-around with all engines operating* during a 3D operation on reaching DH/A			P→	→				
4.2* Go-around with all engines operating from various stages during an instrument approach			P→	→				
4.3* Other missed approach procedures			P→	→				
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P→	→		M		

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Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials and date training completed	Tested or Checked in FFS or A	Attempt Number (1 or 2)	Examiner initials and date test completed
4.5* Rejected landing with all engines operating: — from various heights below DH/MDH; — after touchdown (baulked 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 touchdown.			P→	→				
SECTION 5								
5 Landings								
5.1 Normal landings with visual reference established when reaching DA/H following an instrument approach operation			P→	→				
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position			P	An aeroplane shall not be used for this exercise		FFS Only		
5.3 Cross wind 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 simulated inoperative: - aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM; - aeroplane with 4 engines: 2 engines at one side			P	X		M FFS Only (skill test only)		
SECTION 6								
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. LVO training and testing requirements to be completed in accordance with an operational approval. Licences will not be endorsed with LV and oversight of these items remain the responsibility of the approved operator.								
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	An aeroplane shall not be used for this exercise		M FFS Only		
6.2* CAT II/III 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 FFS Only		
6.3* Go-around: After approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to insufficient RVR, excessive deviations and ground and airborne equipment failure prior to reaching DH.			P→	→		M FFS Only		

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Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials and date training completed	Tested or Checked in FFS or A	Attempt Number (1 or 2)	Examiner initials and date test completed
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 FFS Only		
PBN – To establish or maintain PBN privileges, one approach shall be an RNP APCH. FSTDs shall be appropriately qualified:								
RNP approach down to the minima required by the approach procedure. May be combined with a 3D or 2D approach.		P	→	→		M		

The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PM:

a) management of crew cooperation;
b) maintaining a general survey of the aircraft operation by appropriate supervision; and
c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

The applicant shall also demonstrate the ability to:

a) operate the aeroplane within its limitations;
b) complete all manoeuvres with smoothness and accuracy;
c) exercise good judgement and airmanship;
d) apply aeronautical knowledge;
e) Maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
f) understand and apply crew coordination and incapacitation procedures, if applicable; and g) communicate effectively with the other crew members, if applicable.

CONFIRMATION OF RESULT **To be Completed by the Examiner**

RESULT:

PASS FAIL

I confirm that the applicant has been tested in PBN elements as relevant (Commission Regulation EU 1178/2011 as amended – Annex

Part-FCL Examiner Name (Please Print)	Examiner number
.....	.....
State of licence issue	Signature
.....	.....

Note A: Note UK CAA Standards Document 24(A) should be consulted for additional instructions, detailed testing standards and further guidance.

Note B: Where the test/check is conducted by more than one examiner, each should present his/her name and licence number at least once on the form.

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

Note D:

3.7.1 If an aeroplane is to be used for this training, then it must be carried out a safe height away from built up areas, in VMC and in sight of the surface and a safe and controlled recovery must be completed at the first indication of a stall developing.

3.7.2 If an aeroplane is to be used for this training, then it must be carried out a safe height away from built up areas, in VMC and in sight of the surface and a safe recovery must always be assured, bank or pitch should only briefly exceed normal operating parameters and operational limitations not exceeded.

For both of these exercises, the examiner should liaise with the CAA and present a risk assessment which details why an FSTD is not available and how the training will be conducted.

Note E:

Item 3.8.3.5: Appendix 9 indicates that this is a Mandatory item. However, where M is indicated for a skill test or proficiency check and where more than one exercise sits under the same category, 3.8.3 in this case, then only one option needs to be assessed. In this case, the requirement remains for 3.8.3.4 to be the selected mandatory item and the instructions as detailed in Standards Document 24 followed, unless it can be demonstrated this is impractical for a particular aircraft type, in which case 3.8.3.5 may be assessed.

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

General Guidance

1) Should applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

2) At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicants. The examiner may stop the test at any stage if it is considered that the applicants' demonstration of flying skill requires a complete retest.

3) 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.

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

5) The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as the second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.

6) Applicants shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PM in accordance with MCC. Applicants for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PM.

7) The test or check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.

8) The following symbols mean:

P = Trained as PIC or Co-pilot and as PF and PM for the issue of a type rating as applicable.

X = FFS 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.

9) 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 Device

10) 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.

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

12) The training for MPA type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.

a. If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

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

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

15) 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, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

16) 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.