

CADRE RESERVE A L'EXPLOITANT

CUSTOMIZED TRAINING AND REPORT FORM FOR TYPE RATING AND IR PROFICIENCY CHECK – MULTI-PILOT AEROPLANES (MPA)

CAUTION: USE FOR REVALIDATION ONLY

APPLICANT

Last Name:		Type of licence held:	
First Name:		Licence number:	
Date of birth:		State of licence issue:	

TYPE OF PROFICIENCY CHECK

Type of Aircraft:	Current validity:	TR <input type="checkbox"/>	IR <input type="checkbox"/>
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PROFICIENCY CHECK DETAILS AND RESULTS

	FIRST ATTEMPT	SECOND ATTEMPT
Place/date:	Location: _____ Date: _____	Location: _____ Date: _____
SIM data's:	Registration: _____	Registration: _____
Scenario:	Total flight time: _____ Scenario Nr: _____	Total flight time: _____ Scenario Nr: _____
Results:	<input type="checkbox"/> PASS <input type="checkbox"/> PARTIAL PASS <input type="checkbox"/> FAIL	<input type="checkbox"/> PASS <input type="checkbox"/> FAIL
PBN:	IR qualification is endorsed with PBN privilege (see recto of applicant's licence) : _____ YES <input type="checkbox"/> NO <input type="checkbox"/> If YES at least one RNP APCH has been performed : _____ YES <input type="checkbox"/> NO <input type="checkbox"/>	IR qualification is endorsed with PBN privilege (see recto of applicant's licence) : _____ YES <input type="checkbox"/> NO <input type="checkbox"/> If YES at least one RNP APCH has been performed : _____ YES <input type="checkbox"/> NO <input type="checkbox"/>

EXAMINER'S DATA'S AND STATEMENTS

FIRST ATTEMPT		SECOND ATTEMPT	
Examiner certificate number: _____		Examiner certificate number: _____	
<input type="checkbox"/> I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction comply with the applicable requirements in Part FCL <input type="checkbox"/> I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable		<input type="checkbox"/> I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction comply with the applicable requirements in Part FCL <input type="checkbox"/> I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable	
Examiner's name _____	Examiner's signature _____	Examiner's name _____	Examiner's signature _____

APPLICANT STATEMENT IN CASE OF PARTIAL PASS OR FAIL

<input type="checkbox"/> I confirm that in the event of Partial Pass or Fail, I must not exercise the privileges of the rating until a full PASS has been obtained	Applicant signature
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CADRE RESERVE A L'EXPLOITANT

APPLICANT'S LICENSE NUMBER

REMARKS (especially reasons for PARTIAL PASS/FAIL and recommendation for training)



MULTI-PILOT AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK				
	FSTD	A	Instructor initials when training completed	Checked in FSTD A/C	1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
SECTION 1				<i>Insert examiner's initials only</i>				
1. Flight preparation								
1.1 Performance calculation	OTD P							
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	OTD 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 settings 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, included 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 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 →	→		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 →	→						
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 (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P →	→ X	An aeroplane shall not be used for this exercise	FFS only				
3.3 Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	→						

TRAINING AND REPORT FORM ATPL, MPL, SKILL TEST AND PROFICIENCY CHECK MULTI-PILOT AEROPLANES

Ref : 01Formexa



**MINISTÈRE
CHARGÉ
DES TRANSPORTS**

Applicant's licence number:



TRAINING AND REPORT FORM ATPL, MPL, SKILL TEST AND PROFICIENCY CHECK MULTI-PILOT AEROPLANES

MULTI-PILOT AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK					
	Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Checked in FSTD A/C	1 attempt		2 attempt	
						Pass	Fail	Pass	Fail
3.4 Normal and abnormal operations of following systems					M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive			
3.4.0 Engine (if necessary propeller)	P ^{OTD} →	→							
3.4.1 Pressurisation and air-conditioning	P ^{OTD} →	→							
3.4.2 Pilot/static system	P ^{OTD} →	→							
3.4.3 Fuel system	P ^{OTD} →	→							
3.4.4 Electrical system	P ^{OTD} →	→							
3.4.5 Hydraulic system	P ^{OTD} →	→							
3.4.6 Flight control and Trim-system	P ^{OTD} →	→							
3.4.7 Anti-icing/de-icing system, Glare shield heating	P ^{OTD} →								
3.4.8 Autopilot/Flight director	P ^{OTD} →								
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P ^{OTD} →								
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder	P →								
3.4.11 Radios, navigation equipment, instruments, flight management system	P ^{OTD} →								
3.4.12 Landing gear and brake	P ^{OTD} →	→							
3.4.13 Slat and flap system	OTD	→							
3.4.14 Auxiliary power unit (APU)	P ^{OTD} →	→							
3.6 Abnormal and emergency procedures					M	A mandatory 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	P →	→							
3.6.8 Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual (AFM)	P →	→							
3.6.9 TCAS event	P ^{OTD} →	An aeroplane shall not be used			FFS only				
3.7 Upset recovery training									
3.7.1 Recovery from stall events in : - take-off configuration ; - clean configuration at low altitude ; - clean configuration near maximum operating altitude ; - landing configuration.	P <small>FFS qualified for the training task only</small>	X <small>An aeroplane shall not be used for this exercise</small>							
3.7.2 The following upset exercises : - recovery from nose-high at various bank angles; - recovery from nose-low at various bank angles.	P <small>FFS qualified for the training task only</small>	X <small>An aeroplane shall not be used for this exercise</small>			FFS only				

Ref : 01Formexa



TRAINING AND REPORT FORM ATPL, MPL, SKILL TEST AND PROFICIENCY CHECK MULTI-PILOT AEROPLANES

MULTI-PILOT AEROPLANES Manoeuvres/Procedures	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK				
	FSTD	A	Instructor initials when training completed	Checked in FSTD A/C	1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
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								
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 1 000ft above aerodrome level; and ii) after passing 1 000 ft above aerodrome level.	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 the 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 decision height	P* →	→						
4.2 Go-around with all engines operative* from various stages during an instrument approach	P* →	→						
4.3 Other missed approach procedures	P* →	→						
4.4* Manual go-around with the critical engines simulated inoperative after an instrument approach on reaching DH, MDH or MAPT	P* →	→		M				
4.5 Rejected landing with all engines operating : - from various heights below DH/MDH ; - after touchdown (balked landing)	P →	→						



TRAINING AND REPORT FORM ATPL, MPL, SKILL TEST AND PROFICIENCY CHECK MULTI-PILOT AEROPLANES

MULTI-PILOT AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK					
	Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Checked in FSTD A/C	1 attempt		2 attempt	
						Pass	Fail	Pass	Fail
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 Crosswind landings (aircraft, 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 three engines : the centre engine and one outboard engine as far as practicable according to data of the AFM ; and – aeroplanes with four engines : two engines at one side	P	X			M FFS only (skill test only)				



6. Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes :

(a) 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.

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.

(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

FSTD = Flight Simulator Training Device

(c) The starred items (*) shall be flown solely by reference to instruments.

(d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

(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 qualifications of the instructors;

(ii) the qualification and the amount of training provided on the course in an FSTD; and

(iii) the qualifications and previous experience on similar types of the pilots 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) Not applicable.

(h) Not applicable.

(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.

(j) To establish or maintain PBN privileges one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.