



**TR IR SP(A) - MPO  
(except complex-HPA)**

Applicant's licence number:

**Application & report form**

**Applicant** Last name: \_\_\_\_\_ First name: \_\_\_\_\_ Date of birth: \_\_\_\_\_

Place of birth: \_\_\_\_\_ Place of origin: \_\_\_\_\_ Nationality: \_\_\_\_\_

Post code: \_\_\_\_\_ City: \_\_\_\_\_ Street: \_\_\_\_\_

Phone/mobile \_\_\_\_\_ Phone/fax office: \_\_\_\_\_

E-mail: \_\_\_\_\_

Employed as pilot by (AOC holder): \_\_\_\_\_

Invoice to be sent to:  Applicant  Company internal  Company \_\_\_\_\_

Initial TR skill test  IR check incl. PBN privilege  Repetition from date: \_\_\_\_\_

Revalidation TR  Revalidation IR  MPO

Renewal of expired TR  Renewal of expired IR  MPO and SPO

**Recommendation for the skill test.** Proficiency check recommendation for expired class/type rating shall be done on form 60.531.

**ATO** name: \_\_\_\_\_ Registration number: \_\_\_\_\_

Head of training name: \_\_\_\_\_ Licence number: \_\_\_\_\_

Location & date: \_\_\_\_\_ Signature of head of training: \_\_\_\_\_

**1 Details of flight**  MPO PIC  MPO Copi  on aircraft  on FFS

Date: \_\_\_\_\_ Type of aeroplane: \_\_\_\_\_ Registration: \_\_\_\_\_ TR: \_\_\_\_\_

Departure/destination \_\_\_\_\_ Block-off: \_\_\_\_\_ Block-on: \_\_\_\_\_ Block time: \_\_\_\_\_ # of landings: \_\_\_\_\_

**2 Result of MPO skill test/proficiency check**

\*delete as necessary

Applicant's signature

TR

IR

**3 Remarks**

\_\_\_\_\_  
\_\_\_\_\_

**Revalidation only:**  Examiner flight (FCL740.A(a))(2)(ii) date: \_\_\_\_\_ (Examiner's signature)

10 route sectors

Combined LPC/OPC (FCL.740.A(a)(3)) \_\_\_\_\_

I confirm that the test/check has been carried out in full compliance with the provisions of FCL.1005, FCL.1015(c) and FCL.1030.

**Examiner:** Last name: \_\_\_\_\_ First name: \_\_\_\_\_

Licence No: \_\_\_\_\_ Examiner authorisation: \_\_\_\_\_ valid until: \_\_\_\_\_

Location and date: \_\_\_\_\_ Examiner's signature: \_\_\_\_\_



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Use of checklist, airmanship, A/C limitations must be respected in all sections

\* The starred (\*) items shall be flown solely by reference to instruments or the rating will be restricted to VFR only

M Mandatory item

Section 1		Flight preparation					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
1.1	Documents (WX, OFP, Notams, ATC, performance, etc)						
1.2	Aeroplane ext. visual inspection; location of each item and purpose of inspection						
1.3	Cockpit inspection						
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies					M	
1.5	Taxiing in compliance with air traffic control or instructions of instructor						
1.6	Before take-off checks					M	
1.7	ATC liaison - Compliance, R/T procedures						
delete as necessary		<b>passed failed</b>				examiner's signature	

Section 2		Take-offs					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
2.1	Normal take off with different flap settings, including expedited take-off						
2.2	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne						
2.3	Crosswind take-off						
2.4	Take-off at maximum take-off mass (actual or simulated take-off mass)						
2.5	Rejected take-off at a reasonable speed before V <sub>1</sub> (resp. V <sub>R</sub> )					M	
2.6	Take-off with simulated engine failure shortly after V <sub>2</sub> (not below 500ft AGL on aircraft)					M	
2.7	ATC liaison - Compliance, R/T procedures						
delete as necessary		<b>passed failed</b>				examiner's signature	

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<b>Section 3</b>		<b>Flight manoeuvres &amp; procedures</b>					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
<b>3.1</b>	<b>Manœuvres (on aircraft in VMC only)</b>					<b>M</b>	<b>min. 2 items from 3.1.0 to 3.1.4</b>
3.1.0	Straight and level flight at various airspeed, including flight at critically low airspeed with and without flaps					<input type="checkbox"/>	
3.1.1	Steep turns with 45° bank, 180° to 360° left and right					<input type="checkbox"/>	
3.1.2	Approach to stall recognition and recovery in different configurations					<input type="checkbox"/>	
3.1.3	Recovery from full stall in different configuration					<input type="checkbox"/>	
3.1.4	Recovery from unusual attitudes					<input type="checkbox"/>	
<b>3.4</b>	<b>Normal and abnormal operations of following systems</b>					<b>M</b>	<b>min. 3 items from 3.4.0 to 3.4.14</b>
3.4.0	Engine and/or propeller					<input type="checkbox"/>	
3.4.1	Environmental and air-conditioning system					<input type="checkbox"/>	
3.4.2	Pitot and static system					<input type="checkbox"/>	
3.4.3	Fuel system					<input type="checkbox"/>	
3.4.4	Electrical system					<input type="checkbox"/>	
3.4.5	Hydraulic system					<input type="checkbox"/>	
3.4.6	Flight control and trim-system					<input type="checkbox"/>	
3.4.7	Anti-icing / de-icing system. Glare shield heating					<input type="checkbox"/>	
3.4.8	Autopilot / Flight director					<input type="checkbox"/>	
3.4.9	Stall warning devices or stall avoidance devices					<input type="checkbox"/>	
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder					<input type="checkbox"/>	
3.4.11	Radios, navigation equipment, instruments, flight management system					<input type="checkbox"/>	
3.4.12	Landing gear and brake					<input type="checkbox"/>	
3.4.13	Slat and flap system					<input type="checkbox"/>	
3.4.14	Auxiliary power unit					<input type="checkbox"/>	

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Section 3 continued		Flight manoeuvres & procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
<b>3.6</b>	<b>Abnormal and emergency procedures</b>					<b>M</b>	min. 2 items from 3.6.1 to 3.6.9
3.6.1	Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.					<input type="checkbox"/>	
3.6.2	Smoke control and removal					<input type="checkbox"/>	
3.6.3	Engine failures, shutdown and restart at a safe height					<input type="checkbox"/>	
3.6.4	Fuel dumping (simulated)					<input type="checkbox"/>	
3.6.5	Wind shear at take-off / landing <span style="float: right;">(on FFS only)</span>					<input type="checkbox"/>	
3.6.6	Simulated cabin pressure failure/emergency descent					<input type="checkbox"/>	
3.6.7	Incapacitation of flight crew member					<input type="checkbox"/>	
3.6.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual					<input type="checkbox"/>	
3.6.9	ACAS or EGPWS event <span style="float: right;">(on FFS only)</span>					<input type="checkbox"/>	
<b>3.9</b>	<b>Instrument flight procedures</b>						
3.9.1*	Adherence to departure and arrival routes and ATC instructions					<b>M</b>	
3.9.2*	Holding procedures					<b>M</b>	
3.9.3*	3D operations to DH/A of 200 ft or to higher minimum if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)					<b>M</b>	Airport, RWY, Type of Approach:
3.9.4*	2D CDFA operations to DA/MDA					<b>M</b>	Airport, RWY, Type of Approach:
3.9.7*	manual approach with one engine simulated inoperative (flown in conjunction with 3.9.3 or 3.9.4)					<b>M</b>	
3.9.8*	circling approach after 3.9.3 or 3.9.4						
delete as necessary		<b>passed failed</b>		examiner's signature			

Section 4		Missed approach procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
4.1	Go-around with all engines operating* after a 3D operation on reaching decision height.						
4.2	Other missed approach procedures						
4.3*	Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt					<b>M</b>	
4.4	Rejected landing at 15 m (50ft) above runway threshold and go-around					<b>M</b>	
delete as necessary		<b>passed failed</b>		examiner's signature			

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Section 5		Landings					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
5.1	VFR aerodrome arrival procedure / VFR traffic pattern						
5.2	Normal landing						
5.3	Crosswind landings						
5.4	Flapless landing					M	
5.5	Landing with critical engine simulated inoperative					M	
5.6	ATC liaison - Compliance, R/T procedures						
delete as necessary		<b>passed</b>		<b>failed</b>		examiner's signature	

MP to SP extension only		shall be flown as an additional SP flight					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
1	Rejected take-off at a reasonable speed before $V_1$ (resp. $V_R$ )					M	
2	Take-off with simulated engine failure shortly after $V_2$ (not below 500ft AGL on aircraft)					M	
3	Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt					M	
4	Approach and landing with critical engine simulated inoperative					M	
5	Autopilot / Flight director malfunction					M	
6	At least one emergency from 3.4 (specify emergency)					M	
7	ATC liaison - Compliance, R/T procedures					M	
delete as necessary		<b>passed</b>		<b>failed</b>		examiner's signature	

**Detail of SP flight**

departure / destination	block-off	block-on	block time	landings
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**By signing this form, I declare:**

- a) I do not possess a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
- b) I have not applied for a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
- c) I have never possessed any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.
- d) that the information provided are correct. I am aware of the consequences of providing false information, such as being denied a license, certificate, rating, authorisation or attestation, or having it revoked or cancelled.

Name:

Signature of applicant:

Date and place: