



**TR SP(A)
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 with PBN privilege Repetition from date: _____

Revalidation TR Revalidation IR SPO or 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 SPO 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 skill test/Proficiency Check *delete as necessary Applicant's signature

TR	<input type="text" value="pass*"/>	<input type="text" value="fail*"/>	<input type="text" value="partial pass*"/>	<input type="text"/>
IR	<input type="text" value="pass*"/>	<input type="text" value="fail*"/>	<input type="text" value="partial pass*"/>	

3 Remarks

Revalidation only: Examiner flight (FCL.740.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	Performance calculation					
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					
please delete as necessary		passed		failed		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	Take-off with simulated engine failure					
2.5.1 *	Shortly after reaching V_2 or not below 500ft AGL on aircraft (mandatory on aircraft only)					M
2.5.2 *	Between V_1 and V_2 (on FFS only)					M
2.6	Rejected take-off at a reasonable speed before V_1 (resp. V_R)					M
2.7	ATC liaison - Compliance, R/T procedures					
please delete as necessary		passed		failed		examiner's signature

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Section 3		Flight manoeuvres & procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
3.1	Turn with and without spoilers						
3.2	Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (on FFS only)						
3.3	Not applicable						
3.4	Normal and abnormal operations of following systems					M	min. 3 abnormal from 3.4.0 to 3.4.14
3.4.0	Engine and/or propeller					<input type="checkbox"/>	
3.4.1	Pressurisation and air-conditioning					<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 (mandatory for SP OPS only)					M	
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation 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"/>	
	Intentionally left blank						

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Section 3 continued		Flight manoeuvres & procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
3.6	Abnormal and emergency procedures					M	A mandatory minimum of 3 items shall be selected between 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.					<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 (on FFS only)					<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 event (on FFS only)					<input type="checkbox"/>	
3.7	Steep turns with 45° bank, 180° to 360° left and right						
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 (on FFS only)						
3.9	Instrument flight procedures						
3.9.1*	Adherence to departure and arrival routes and ATC instructions					M	
3.9.2*	Holding procedures						
3.9.3*	3D operations to DH/A of 200 ft or to higher minima if required by the approach procedure						Airport, RWY, Type of Approach:
3.9.3.1*	manually, without flight director (skill test only)					M	
3.9.3.2*	manually, with flight director						
3.9.3.3*	with autopilot						
3.9.3.4*	manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing 1'000 ft AAL until touchdown or through the complete missed approach procedure					M	
3.9.4*	2D CDFA operations down to the DA/MDA					M	Airport, RWY, Type of Approach:
3.9.5	Circling approach						
please delete as necessary		passed failed		examiner's signature			

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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					M
4.4	Rejected landing at 15 m (50ft) above runway threshold and go-around					
please delete as necessary		passed failed		examiner's signature		

Section 5		Landings				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation					
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position. (on FFS only)					
5.3	Crosswind landings					
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats.					
5.5	Landing with critical engine simulated inoperative					M
please delete as necessary		passed failed		examiner's signature		

MPO to SPO extension only		<i>(shall be flown as an additional SP flight)</i>				
		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		passed failed		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: