



TR MP & ATPL(A)

Application & report form

Applicant's licence number:

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): _____

Licence/invoice to be sent to:

applicant

company internal

company

Initial TR skill test

Initial ATPL skill test

Repetition of failed test/check, date: _____

Revalidation of TR / IR

Initial MPL(A) skill test

Renewal of TR

Renewal IR

IR check incl. PBN privileges

Recommendation for the initial TR skill test or proficiency check for renewal of TR

ATO

name: _____

registration number: _____

head of training name: _____

licence number: _____

location & date: _____

signature of head of training: _____

1 Details of check

 PIC

 COPI

 aeroplane

 simulator

training centre: _____

date: _____

type of aeroplane: _____

registration/ID nr: _____

simulator level: _____

departure/destination _____

block-off: _____

block-on: _____

block time: _____

of landings: _____

2 Result of skill test / proficiency check*

*delete as necessary

Applicant's signature

IFR CAT _____

pass*

fail*

revalidation, new expiry date: type _____

new expiry date: IR _____

3 Remarks

Revalidation of TR only:

Examiner flight acc. to FCL 740.A

date: _____

Examiner signature:

10 route sectors

Combined LPC/OPC acc. to 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 signature: _____

Applicant's licence number:

TR MP(A) Details of conditions, instruction and flying experience

First MPA type rating

- A. Pilot licence PPL CPL MPL ATPL
- B. EASA Medical class 1 or 2 / IR
- C. ATPL(A) theory
- D. MCC course
- E. valid IR (A) multi engine aeroplane

TR initial training (training records/certificate must be attached to this form)

Theoretical examination for type rating from: _____ to: _____
 (within 6 months prior to the TR skill test) mark obtained: _____

Flight simulator training for type rating according an approved syllabus from: _____ to: _____

Landing training

- | | |
|--|--|
| <input type="checkbox"/> aeroplane
<u>confirmation on FOCA form 60.535</u>
<u>and FOCA form 60.536 if applicable</u> | <input type="checkbox"/> ZFTT in sim. Level D (> 500 hours flight time or 100 sectors on similar type)
<input type="checkbox"/> ZFTT in sim. Level C (> 1500 hours flight time or 250 sectors on similar type)
date: _____ Idg's: _____ simulator ID nr: _____ |
|--|--|

TR refresher training for renewal (training records/certificate must be attached to this form)

ATPL(A) Details of conditions, instruction and flying experience before skill test

- a) Fulfilled requirements mentioned above at points A-E
- b) Applicant minimum age 21 years
- c) CPL(A) licence
- d) Medical class 1 with IR valid until: _____
- e) flight experience (MNM 1500 HR) hours: _____
 of which FNPT or FFS (MAX 100 HR) FFS hours: _____
 of which (MAX 25 HR) FNPT hours: _____
 - 1) MP(A) experience (MNM 500 HR) MP(A) hours: _____
 - 2) PIC (MNM 250 HR) PIC hours: _____
 or PIC and PICUS (MNM 70 HR) PIC hours: _____
 difference to achieve 250HR (MAX 180 HR) PICUS hours: _____
 or PICUS (500 HR) PICUS hours: _____
 - 3) cross country experience (MNM 200 HR) hours: _____
 of which PIC or PICUS (MNM 100 HR) hours: _____
 - 4) Instrument time (MNM 75 HR) hours: _____
 of which Instrument ground time (MAX 30 HR) hours: _____
 - 5) Night flight time as PIC or co-pilot (MNM 100 HR) hours: _____

Hinweis:

Innert 10 Tagen nach Zustellung des Ergebnisses vom Skill Test/Proficiency Check kann beim Bundesamt für Zivilluftfahrt, 3003 Bern, schriftlich die Ausstellung einer beschwerdefähigen Verfügung über das Prüfungsresultat verlangt werden.

Remarque:

Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur requête écrite auprès de l'Office fédéral de l'aviation civile, 3003 Berne, une décision susceptible de recours portant sur le résultat dudit examen.

Avviso:

Entro dieci giorni dall'invio dei risultati dello Skill Test/Proficiency Check può essere richiesta per iscritto all'Ufficio federale dell'aviazione civile, 3003 Berna, una decisione impugnabile sull'esito dell'esame.

Remark:

Within 10 days after receipt of this skill test/proficiency check result, an appealable decision about the test / check results may be requested in writing to the Federal Office of Civil Aviation, 3003 Bern, using one of the official languages (German/French/Italian)

Applicant's licence number:

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

* The starred (*) items shall be flown 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					
2.5.2*	Between V_1 and V_2					M (FFS only)
2.6	Rejected take-off at a reasonable speed before V_1					M
2.7	ATC liaison - Compliance - R/T procedures					
please delete as necessary		passed failed		examiner's signature		

Applicant's licence number:

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 (e.g. Dutch Roll) NOT ALLOWED ON AIRCRAFT						
3.3	Normal operation of systems and controls of engineer's panel						
3.4	Normal and abnormal operations of following systems					M M M	A mandatory minimum of 3 abnormals shall be selected between 3.4.0 to 3.4.14 inclusive
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					<input type="checkbox"/>	
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"/>	
3.5	Not applicable						

SECTION 3 CONTINUED ON NEXT PAGE

Applicant's licence number:

Section 3 continued		Flight manoeuvres & procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
3.6	Abnormal and emergency procedures					M M 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					<input type="checkbox"/>	FFS only
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					<input type="checkbox"/>	FFS only
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						
3.9	Instrument flight procedures						To obtain or maintain PBN privileges, at least one approach shall be an RNP Approach, either 2D or 3D.
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					M	Skill-test only
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 before passing 1000 ft AAL until touchdown or through the complete missed approach procedure. Only on FFS, or aircraft with performance equivalent to FAR/CS25 or else in conjunction with the non-precision approach as described in 9.3.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation.					M	

Applicant's licence number:

Section 3 continued		Flight manoeuvres & procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
3.9.4*	2D operations down to the MDH/A					M	Airport, RWY, Type of Approach:
3.9.5	Circling approach under 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						
please delete as necessary		passed failed		examiner's signature			

Section 4		Missed approach procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
4.1	Go-around with all engines operating* during 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.						FFS only
5.3	Crosswind landings (if practicable)						
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats.						
5.5	Landing with critical engine simulated inoperative					M	
5.6	Landing with two engines inoperative, if applicable - 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 on one side (on FFS only) (mandatory on skill test only)					M	FFS only / skill test only
please delete as necessary		passed failed		examiner's signature			

Applicant's licence number:

General remarks:

Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60m), i.e. CAT II/III operations.

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

Section 6	Manoeuvres/Procedures (including Multi-Crew Cooperation)					Additional authorisation on a type rating for instrument approaches down to a decision height less than 60 m (200 ft) (CAT II/III)
		1 attempt		2 attempt		
		pass	fail	pass	fail	
	The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). 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.					M*
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.					M Airport, RWY, Type of Approach:
6.3*	Go-around after approaches as indicated in 6.2 on reaching DH. The training 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.					M
6.4*	Landing(s) with visual reference established at DH following an instrument approach. Depending on specific flight guidance system, an automatic landing shall be performed.					M
please delete as necessary		passed	failed	examiner's signature		

NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.

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: _____