



# CIVIL AVIATION AUTHORITY

## CZECH REPUBLIC

**APPLICATION AND REPORT FORM – PART 1**  
**ATPL, MPL, TYPE RATING, TRAINING, SKILL TEST AND PROFICIENCY CHECK**  
**AEROPLANES (A) AND HELICOPTERS (H) IN ACCORDANCE WITH PART-FCL**

Applicant's last name(s) :	Aircraft:	SE-SP: A <input type="checkbox"/> H <input type="checkbox"/>	ME-SP: A <input type="checkbox"/> H <input type="checkbox"/>
Applicant's first name(s) :		SE-MP: A <input type="checkbox"/> H <input type="checkbox"/>	ME-MP: A <input type="checkbox"/> H <input type="checkbox"/>
Signature of applicant:	Operat.:	SP <input type="checkbox"/> MP <input type="checkbox"/>	
Type of licence held:	Checklist:	Training record: <input type="checkbox"/>	Type Rating: <input type="checkbox"/>
Licence number:		Skill Test: <input type="checkbox"/>	Class Rating: <input type="checkbox"/>
		IR: <input type="checkbox"/>	
State of issue:		Proficiency check: <input type="checkbox"/>	ATPL: <input type="checkbox"/> MPL: <input type="checkbox"/>

**1. Theoretical training for the issue of a type or class rating performed during period**

From :	To :	At:
Mark obtained: (%)	(Pass mark 75%):	Type and number of licence:
Signature of HT:		Name(s) in capital letters:

**2. FSTD**

FSTD (aircraft type):	Three or more axes: YES <input type="checkbox"/> NO <input type="checkbox"/>	Ready for service and used:
FSTD manufacturer:	Motion or system:	Visual aid: YES <input type="checkbox"/> NO <input type="checkbox"/>
FSTD operator:		FSTD ID code:
Total training time at the controls:	Instrument approaches at aerodromes to a decision altitude or height of:	
Location/Date/Time:	Type and number of licence:	
Type rating instructor: <input type="checkbox"/> Class rating instructor: <input type="checkbox"/> ..... instruktor: <input type="checkbox"/>		
Signature of instr./exam.:		Name(s) in capital letters:

**3 Flight training: in the aircraft  in the FSTD (for ZFTT)**

Type of aircraft:	Registration:	Flight time at the controls:
Take-offs:	Landings:	Training aerodromes or sites (take-offs, approaches and landings):
Start of training (date):		Training completed (date):
Location and date:		Type and number of licence held:
Type rating instructor: <input type="checkbox"/>	Class rating instructor: <input type="checkbox"/>	
Signature of instructor:		Name(s) in capital letters:

<b>4</b>	<b>Skill Test:</b> <input type="checkbox"/>	<b>Proficiency Ceck:</b> <input type="checkbox"/>
<b>Skill test and proficiency check details:</b>		<b>Type of aircraft/Registration:</b>
<b>Aerodrome or site:</b>		<b>Total flight time</b>
<b>Take-off time:</b>		<b>Landing time:</b>
<b>Pass:</b> <input type="checkbox"/> <b>Fail:</b> <input type="checkbox"/>		<b>Reason(s) why, if failed:</b>
<b>Location and date:</b>		<b>Aircraft or SIM registration:</b>
<b>Examiner`s certificate number (if applicable]:</b>		<b>Type and number of licence:</b>
<b>Signature of examiner:</b>		<b>Name (s) in capitel letters:</b>
<b>Validity of rating:</b>	<b>Original validity until:</b>	<b>New validity until:</b>

**PART 2 - SINGLE-PILOT / MULTI-PILOT HELICOPTERS**

<b>Name:</b>	<b>A/C Typ/reg. :</b>	<b>FLT time:</b>	<b>Date :</b>	
<b>Skill test / Proficiency test details :</b>				
<b>Manoeuvres and Procedures :</b>		<b>M (mandatory)</b>		
<b>SECTION 1 — Pre-flight Checks and Procedures</b>			<b>Pass</b>	<b>Fail</b>
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection	M		
1.2	Cockpit inspection	M		
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	M		
1.4	Taxiing/air taxiing in compliance with ATC/instructor instructions	M		
1.5	Pre take-off procedures and checks	M		

<b>SECTION 2 — Flight Manoeuvres and Procedures</b>			<b>Pass</b>	<b>Fail</b>
2.1	Take-offs (various profiles)	M		
2.2	Sloping ground or crosswind take-offs and landings			
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)			
2.4	Take-off with simulated engine failure shortly before reaching TDP, or DPATO	M ME		
2.4.1	Take-off with simulated engine failure shortly after reaching TDP, or DPATO	M ME		
2.5	Climbing and descending turns to specified headings	M		
2.5.1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments (if not completing Section 5)	M		
2.6	Autorotative descent	M		
2.6.1	Autorotative landing (SEH only) or power recovery	M		
2.7	Landing (Various Profiles)	M		
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	M ME		
2.7.2	Landing following simulated engine failure after LDP or DPBL	M ME		

<b>SECTION 3 - Normal and abnormal operations of the following systems and procedures: (mandatory minimum of 3 items from this section)</b>			<b>Pass</b>	<b>Fail</b>
3.1	Engine			
3.2	Air conditioning (heating, ventilation)			
3.3	Pitot/static system			
3.4	Fuel System			
3.5	Electrical system			
3.6	Hydraulic system			
3.7	Flight control and Trim-system			
3.8	Anti- and de-icing system			
3.9	Autopilot/flight director			
3.10	Stability augmentation devices			
3.11	Weather radar, radio altimeter, transponder			
3.12	Area Navigation System			
3.13	Landing gear system			
3.14	Radio, navigation equipment, instruments flight management system			

<b>SECTION 4 —Abnormal and emergency procedures (mandatory minimum of 3 items from this section)</b>			Pass	Fail
4.1	Fire drills (including evacuation if applicable)			
4.2	Smoke control and removal			
4.3	Engine failures, shut down and restart at a safe height			
4.4	Fuel dumping (simulated)			
4.5	Tail rotor control failure (if applicable)			
4.5.1	Tail rotor loss (if applicable)			
4.6	Incapacitation of crew member (MPH only)			
4.7	Transmission Malfunctions			
4.8	Other emergency procedures as outlined in the appropriate FM			

<b>SECTION 5 —Instrument Flight Procedures (in actual or sim IMC)</b>			Pass	Fail
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne			
5.1.1	Simulated engine failure during departure	M		
5.2	Adherence to departure and arrival routes and ATC instructions	M		
5.3	Holding procedures			
5.4	ILS approach down to CAT 1 DA/DH			
5.4.1	Manually, without flight director	M		
5.4.2	Precision approach manually, with or without flight director	M		
5.4.3	With coupled autopilot			
5.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure)	M		
5.5	Non-precision approach down to the minimum descent altitude MDA/MDH	M		
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH			
5.6.1	Other missed approach procedures			
5.6.2	Go-around with one engine sim inoperative on reaching DA/DH or MDA/MDH	M		
5.7	IMC autorotation with power recovery	M		
5.8	Recovery from unusual attitudes	M		

<b>SECTION 6 — Use of Optional Equipment</b>			Pass	Fail
6	Optional equipment			

<b>SECTION 7 — Oral TK for SE Type Rating Skill Test</b>			Pass	Fail
7.1.	Weight limitations/MAUM/MTOW			
7.2	Vne,Vno,Vy			
7.3.	Power limitations			
7.4.	Sloping ground limitations			
7.5.	Avoid curve parameters			
7.6.	Starter/Start limitations			
7.7.	Fuel capacity/consumption/endurance			
7.8.	Autorotation speeds			
7.9.	RRPM limits (power on/power off)			
7.10.	Wind limitations/critical wind azimuth areas			
7.11.	Other limitations from the appropriate FM			

<b>Applicant`s signature:</b>	
<b>Examiner`s signature</b>	