# CIVIL AVIATION AUTHORITY
CZECH REPUBLIC

# APPLICATION AND REPORT FORM
**ATPL, MPL, TYPE RATING, TRAINING, SKILL TEST AND PROFICIENCY CHECK**
**AEROPLANES (A) AND HELICOPTERS (H)**

| | | |
|---|---|---|
| **Applicant's last name(s):** | **Aircraft:** | **SE-SP: A ☐ H ☐ ME-SP: A ☐ H ☐** |
| **Applicant's first name(s):** | | **SE-MP: A ☐ H ☐ ME-MP: A ☐ H ☐** |
| **Signature of applicant:** | **Operations:** | **SP ☐ MP ☐** |
| **Type of licence held:** | **Checklist:** | **Training Record: ☐ Type Rating: ☐** |
| **Licence number:** | | **Skill Test: ☐ Class Rating: ☐** |
| | | **IR: ☐ PBN: ☐** |
| **State of licence issue:** | | **Proficiency Check: ☐ ATPL: ☐ MPL: ☐** |

| | | | |
|---|---|---|---|
| **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 ☐ No ☐** | **Ready for service and used:** | |
| **FSTD manufacturer:** | **Motion or system:** | **Visual aid: Yes ☐ No ☐** | |
| **FSTD operator:** | | **FSTD ID code:** | |
| **Total training time at the controls:** | | **Instrument approaches at aerodromes to a decision altitude or height of:** | |
| **Location, date and time:** | | **Type and number of licence:** | |
| **Type rating instructor ☐** | **Class rating instructor ☐** | **…… instructor ☐** | |
| **Signature of instructor:** | | **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):** | |
| **Take-off time:** | | **Landing time:** | |
| **Location and date:** | | **Type and number of licence held:** | |
| **Type rating instructor ☐** | **Class rating instructor ☐** | | |
| **Signature of instructor:** | | **Name(s) in capital letters:** | |

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| 4. | Skill Test ☐ | Proficiency Check ☐ |
|---|---|---|
| **Skill test and proficiency check details:** | | **PBN Verified: Yes ☐ No ☐** |
| **Aerodrome or site:** | | **Total flight time:** |
| **Take-off time:** | | **Landing time:** |
| **Pass ☐** | **Fail ☐** | **Reason(s) why, if failed:** |
| **Location and date:** | | **SIM or aircraft registration:** |
| **Examiner's certificate number (if applicable):** | | **Type and number of licence:** |
| **Signature of examiner:** | | **Name(s) in capital letters:** |

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## MPA TRAINING, SKILL TEST OR PROFICIENCY CHECK FOR ATPL, MPL AND TYPE RATINGS

Any of the practical training items may be included in the test/check at the Examiner's discretion.

**Personal details**

Surname ..... Name ..... PIC/Co-pilot*
(delete as applicable)

SIM/Aircraft Registration ..... Licence No .....

Revalidation/Renewal/Initial Issue* ... Route ..... Date .....

New Aircraft Rating valid to ..... Aircraft Type .....

**Note:** Applicants for an ATPL(A) shall pass skill test as PIC.

| | | PRACTICAL TRAINING | | | | | MPL/ATPL/TYPE-RATING SKILL TEST/PROF. CHECK | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Manoeuvres/Procedures**<br>Note: Training shall include MCC for each item | | **OTD** | **FTD** | **FFS** | **A/C** | **Instr. Initials and Date** | **Checked in FFS or A/C** | **PASS** | **FAIL** | **Exam. Initials and Date** |
| **SECTION 1** | | | | | | | | | | |
| **1** | **Flight Preparation** | | | | | | | | | |
| 1.1 | Performance calculation | P→ | → | → | → | | | ☐ | ☐ | |
| 1.2 | Aeroplane ext. Visual inspection; location of each item and purpose of inspection | 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 setting 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** | | | P→ | → | | | | | |
| 2.1 | Normal take-offs with different flap settings, including 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 | Cross wind take-off (Aircraft, if practicable) | | | P→ | → | | | ☐ | ☐ | |
| 2.4 | Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | | | P→ | → | | | ☐ | ☐ | |
| 2.5<br>2.5.1* | Take-offs with simulated engine failure<br>Where simulator not available shortly after reaching V2 (see note) | | | P→ | → | | **M**<br>**A/C** | ☐ | ☐ | |
| **Note:** In aeroplanes which are not certificated as transport category aeroplanes or as 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. | | | | | | | | | | |
| 2.5.2* | between V1 and V2 | | | P | X | | **M**<br>**FFS** | ☐ | ☐ | |
| 2.6 | Rejected take-off at a reasonable speed before reaching V1. (Not to be conducted in aircraft other than as a static touch drill procedure.) | | | P→ | →X | | **M** | ☐ | ☐ | |
| **SECTION 3** | | | | | | | | | | |
| **3** | **Flight Manoeuvres & Procedures** | | | | | | | | | |
| 3.1 | Turns with and without spoilers | | | P→ | → | | | ☐ | ☐ | |
| 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) | | | P | X | | | ☐ | ☐ | |

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| | | PRACTICAL TRAINING | | | | | MPL/ATPL/TYPE-RATING SKILL TEST/PROF. CHECK | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Manoeuvres/Procedures**<br>Note: Training shall include MCC for each item | | **OTD** | **FTD** | **FFS** | **A/C** | **Instr. Initials and Date** | **Checked in FFS or A/C** | **PASS** | **FAIL** | **Exam. Initials and Date** |
| **SECTION 3** | | | | | | | | | | |
| **3** | **Flight Manoeuvres & Procedures** | | | | | | | | | |
| 3.3 | Normal operation of systems and controls engineer's panel | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4 | Normal and abnormal operations of following systems | | | | | | **M** A minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inc. | | | |
| 3.4.0 | Engine (if necessary propeller) | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.1 | Pressurisation and airconditioning | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.2 | Pitot/static system | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.3 | Fuel system | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.4 | Electrical system | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.5 | Hydraulic system | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.6 | Flight control and Trim-System | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.7 | Anti and de-icing system, Glare shield heating | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.8 | Auto-pilot/Flight director | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.9 | Stall warning devices, and stability augmentation devices | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.10 | Ground proximity warning system, weather radar, radio altimeter, transponder | | P→ | → | → | | | ☐ | ☐ | |
| 3.4.11 | Radios, navigation equipment, instruments, flight management system | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.12 | Landing gear and brake system | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.13 | Slat and flap system | P→ | → | → | → | | | ☐ | ☐ | |
| 3.4.14 | Auxiliary power unit | P→ | → | → | → | | | ☐ | ☐ | |
| 3.6 | Abnormal and emergency procedures | | | | | | **M** A 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 (Multi-pilot operations only) | | P→ | → | → | | | ☐ | ☐ | |
| 3.6.8 | Other emergency procedures as outlined in the appropriate Flight Manual | | P→ | → | → | | | ☐ | ☐ | |
| 3.6.9 | ACAS event | P→ | → | → | X | | FFS only | ☐ | ☐ | |
| 3.7 | Steep turns with 45° bank, 180° to 360° left and right | | P→ | → | → | | | ☐ | ☐ | |
| 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 | | | P→ | → | | | ☐ | ☐ | |
| 3.8.1 | Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration | | | P | X | | FFS only | ☐ | ☐ | |

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| | | PRACTICAL TRAINING | | | | | MPL/ATPL/TYPE-RATING SKILL TEST/PROF. CHECK | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Manoeuvres/Procedures**<br>Note: Training shall include MCC for each item | | **OTD** | **FTD** | **FFS** | **A/C** | **Instr. Initials and Date** | **Checked in FFS or A/C** | **PASS** | **FAIL** | **Exam. Initials and Date** |
| 3.9 | Instrument flight procedures | | | | | | | | | |
| 3.9.1* | Adherence to departure and arrival routes and ATC instructions | | P→ | → | → | | **M** | ☐ | ☐ | |
| 3.9.2* | Holding procedures | | P→ | → | → | | | ☐ | ☐ | |
| 3.9.3* | 3D operations to DH(A) of 200 ft or to higher minima if required by the approach procedure | | | | | | | | | |
| **Note 1: 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.**<br>**Note 2:** 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 3.9.3.1 in case of such AFM limitation). | | | | | | | | | | |
| 3.9.3.1* | Manually, without flight director | | | P→ | → | | **M** Skill test only | ☐ | ☐ | |
| 3.9.3.2* | Manually, with flight director | | | P→ | → | | | ☐ | ☐ | |
| 3.9.3.3* | With auto-pilot | | | P→ | → | | | ☐ | ☐ | |
| 3.9.3.4* | Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 feet above aerodrome level until touchdown or through the complete missed approach procedure | | | P→ | → | | **M** | ☐ | ☐ | |
| **Note:** In aeroplanes which are not certificated as transport category aeroplanes (JAR/ FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.9.4. 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 feet above runway threshold elevation. 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 in accordance with 3.9.3.4. | | | | | | | | | | |
| 3.9.4* | 2D operations down to MDH/A | | | P*→ | → | | **M** | ☐ | ☐ | |
| 3.9.5<br>(a)*<br>Followed by:<br>(b)<br>Remark: If (a) and (b) are not possible due ATC, simulated low visibility pattern may be performed. | Circling approach under the following conditions<br>approach to specified minimum circling altitude/height in simulated IMC.<br>circling approach to another runway at least 90° off centreline from final approach used in item (a) | | | 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 | Other missed approach | | | P*→ | → | | | ☐ | ☐ | |
| 4.3* | Manually go-around with critical engine simulated inoperative after an instrument approach on reaching DH/ MDH/A or MAPt | | | P*→ | → | | **M** | ☐ | ☐ | |
| 4.4 | Rejected landing at 15m (50 ft) above runway threshold and go-around | | | P | → | | | ☐ | ☐ | |
| **SECTION 5** | | | | | | | | | | |
| **5** | **Landings** | | | | | | | | | |
| 5.1 | Normal landing with visual reference established when reaching DH/A following an instrument approach operation | | | P | | | | ☐ | ☐ | |
| 5.2 | Landing with simulated jammed horizontal stabiliser in any out-of-trim position | | | P | X | | | ☐ | ☐ | |
| 5.3 | Cross wind landings | | | 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 simulated inoperative: (Not 2 eng. Aircraft) | | | P | X | | **M** | ☐ | ☐ | |

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|---|---|---|---|---|---|---|---|---|---|
| | | | | | | FFS only | | | |
| | **PRACTICAL TRAINING** | | | | | **MPL/ATPL/TYPE-RATING SKILL TEST/PROF. CHECK** | | | |
| **Manoeuvres/Procedures**<br>Note: Training shall include MCC for each item | **OTD** | **FTD** | **FFS** | **A/C** | **Instr. Initials and Date** | **Checked in FFS or A/C** | **PASS** | **FAIL** | **Exam. Initials and Date** |
| **SECTION 6** | | | | | | | | | |
| **6 Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)** | | | | | | | | | |
| The following maneuvers 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 60m (200ft) shall be used | | | | | | | | | |
| 6.1* Rejected take-off at minimum authorised RVR | | | P* | X | | **M** FFS only | ☐ | ☐ | |
| 6.2* CAT II/III approaches. In simulated IMC down to DH, using flight guidance system. Standard procedures shall be observed. | | | P→ | → | | **M** | ☐ | ☐ | |
| 6.3* Go-around from DH | | | P→ | → | | **M** | ☐ | ☐ | |
| **Note 1:** The training also 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.<br>**Note 2:** Special attention shall be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance. | | | | | | | | | |
| 6.4* Landing(s) with visual reference established at DH. (Auto-land if fitted.) | | | P→ | → | | **M** | ☐ | ☐ | |

**Remarks:**

### Skill Test
**Examiner: Check the following items:**
- Recommendation for the test by the organisation/person responsible for the training
- Theoretical and flight training documents
- Certificate of passed associated theoretical knowledge examination of the CAA
- MCC Training course completed
- Records of the skills attained for licence/ratings from the organisation responsible for the training
- Records of the previously failed or partially completed check flight

### Proficiency Check
**Examiner: Check the following items:**
- at least ten route sectors as pilot of the relevant type or class aeroplane during the period validity of the rating
- one route sector as pilot of the relevant type or class aeroplane or flight simulator flown with an examiner. Specify the sector on Remarks. This is an additional part and shall not be included in Proficiency Check.
- Records of the previously failed or partially completed check flight

**RESULT:** **PASSED** ☐ **PARTIALLY PASSED** ☐ **FAILED** ☐

**Examiner:**
Name: Signature: Examiner´s No:

Signature of Applicant:……