



CIVIL AVIATION AUTHORITY

CZECH REPUBLIC

CAA-F-ZLP-024-0-22

Flight Division

APPLICATION AND REPORT FORM

ATPL(A), MPL, training, skill test and proficiency check for Multi-pilot aeroplanes and single pilot high-performance complex aeroplanes

| | | | |
|--|--|---|----------------------|
| Applicant's Last Name: | | Applicant's First Name: | |
| Type and No. of Licence Held: | | Type of test: Skill test: <input type="checkbox"/> Proficiency check <input type="checkbox"/> | |
| ATPL skill test: YES: <input type="checkbox"/> NO: <input type="checkbox"/> | | MPL skill test: YES: <input type="checkbox"/> NO: <input type="checkbox"/> | |
| SP Operation: YES: <input type="checkbox"/> NO: <input type="checkbox"/> | | MP Operation: YES: <input type="checkbox"/> NO: <input type="checkbox"/> | |
| Aircraft type: | | | |
| IR: YES: <input type="checkbox"/> NO: <input type="checkbox"/> | | PBN: YES: <input type="checkbox"/> NO: <input type="checkbox"/> | |
| 1 Theoretical training for the issue of a type or class rating performed during period: | | | |
| From: / To: | PASS <input type="checkbox"/> | FAIL <input type="checkbox"/> | % (Pass mark 75%): % |
| Name of ATO: | Name of HT: (in capital letters) | | Signature of HT: |
| 2 Training on 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 and time: | | Name of ATO: | |
| Type rating instructor <input type="checkbox"/> / Class rating instructor <input type="checkbox"/> | | Type and number of licence (instructor): | |
| Name of instructor: (in capital letters) | | Signature of instructor: | |
| 3 Flight training: Aeroplane <input type="checkbox"/> FSTD (for ZFTT) <input type="checkbox"/> | | | |
| Type of aircraft: | Registration: | Flight time at the controls: | |
| Take-offs: | Landings: | Training aerodromes or sites: (take-offs, approaches and landings) | |
| Take off time: (only for take-offs and landings training) | | Landing time: (only for take-offs and landings training) | |
| Location and date: | | Name of ATO / AOC holder: | |
| Type rating instructor <input type="checkbox"/> / Class rating instructor <input type="checkbox"/> | | Type and number of licence (instructor): | |
| Name of instructor: (in capital letters) | | Signature of instructor: | |

| | | | |
|---|--------------------------|-----------------------------|--|
| 4 Skill test (initial issue) <input type="checkbox"/> / Proficiency check (revalidation, renewal) <input type="checkbox"/> details: | | | |
| Aerodrome or site: | | Total flight time: | |
| Departure: | | Arrival: | |
| Route: | | | |
| PASS | <input type="checkbox"/> | FAIL | <input type="checkbox"/> Reason(s) why, if failed: |
| PARTIALLY PASSED | <input type="checkbox"/> | | |
| Location and date: | | | |
| Type of aeroplane and registration: | | FSTD ID Code: | |
| Examiner's certificate number: | | Type and number of licence: | |
| I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version _____ of the Examiner Differences Document. | | | |
| Signature of examiner: | | Name in capital letters: | |
| Rating: | Original validity until: | New rating valid to: | |
| Signature of applicant: | | | |
| 5 Refresher training determination for renewal of type rating | | | |
| Experience of applicant: | | | |
| Amount of time elapsed since the privileges of the rating were last used: | | | |
| Complexity of aircraft: | | | |
| Applicant has a current rating on another aircraft type or class: | | | |
| Where considered necessary, the performance of the applicant during a simulated proficiency check for the rating in an FSTD or an aircraft of the relevant type or class: | | | |
| Determined refresher training: | | | |
| This is to certify, the determined training was successfully completed. | | | |
| Name of ATO: | | Approval No.: | |
| Name of TRI/SFI: | | Licence No.: | |
| Signature of TRI/SFI: | | | |

| MULTI-PILOT AEROPLANES AND SINGLEPILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | | PRACTICAL TRAINING | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
|---|--|--------------------|--|---|--|--|
| Manouvres / Procedures | | FSTD | A | Instructor initials when training completed | Tested and checked in FSTD or A | Examiner initials when test or check completed |
| SECTION 1 | | | | | | |
| 1 | Flight preparation | OTD | | | | |
| 1.1 | Performance calculation | P | | | | |
| 1.2 | Aeroplane external visual inspection; location of each item and purpose of inspection | OTD 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 ATC instructions or instructions of instructor | P----> | ----> | | | |
| 1.6 | Before take-off checks | P----> | ----> | | M | |
| SECTION 2 | | | | | | |
| 2 | Take-offs | | | | | |
| 2.1 | Normal take-offs with different flap settings, including expedited take-off | P----> | ----> | | | |
| 2.2* | Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne | P----> | ----> | | | |
| 2.3 | Crosswind take-off | P----> | ----> | | | |
| 2.4 | Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | P----> | ----> | | | |
| 2.5 | Take-offs with simulated engine failure: | | | | | |
| 2.5.1* | Shortly after reaching V2 | P----> | ----> | | | |
| In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the 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 FFS only | |
| 2.6 | Rejected take-off at a reasonable speed before reaching V1 | P----> | ----> | | M | |
| SECTION 3 | | | | | | |
| 3 | Flight manoeuvres and procedures | | | | | |
| 3.1 | Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable) | P----> | ----> | | | |
| 3.1.1 | At different speeds (including slow flight) and altitudes within the FSTD training envelope | P----> | ----> | | | |
| 3.1.2 | Steep turns using 45° bank, 180° to 360° left and right | P----> | ----> | | | |
| 3.1.3 | Turns with and without spoilers | P----> | ----> | | | |
| 3.1.4 | Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach | P----> | ----> | | | |
| 3.2 | Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll) | P----> | ---->X An aeroplane shall not be used for this exercise | | FFS only | |
| 3.3 | Normal operation of systems and controls engineer's panel (if applicable) | OTD P----> | ----> | | | |

| MULTI-PILOT AEROPLANES AND SINGLEPILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | | PRACTICAL TRAINING | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
|--|--|--------------------|-------|---|--|--|
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| 3.4 | Normal and abnormal operations of following systems: | | | | M | A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive |
| 3.4.0 | Engine (if necessary propeller) | OTD P----> | ----> | | | |
| 3.4.1 | Pressurisation and air conditioning | OTD P----> | ----> | | | |
| 3.4.2 | Pitot/static system | OTD P----> | ----> | | | |
| 3.4.3 | Fuel system | OTD P----> | ----> | | | |
| 3.4.4 | Electrical system | OTD P----> | ----> | | | |
| 3.4.5 | Hydraulic system | OTD P----> | ----> | | | |
| 3.4.6 | Flight control and trim system | OTD P----> | ----> | | | |
| 3.4.7 | Anti-icing/de-icing system, glare shield heating | OTD P----> | | | | |
| 3.4.8 | Autopilot/flight director | OTD P----> | | | M (single pilot only) | |
| 3.4.9 | Stall warning devices or stall avoidance devices, and stability augmentation devices | OTD P----> | | | | |
| 3.4.10 | Ground proximity warning system, weather radar, radio altimeter, transponder | P----> | | | | |
| 3.4.11 | Radios, navigation equipment, instruments, FMS | OTD P----> | | | | |
| 3.4.12 | Landing gear and brake | OTD P----> | ----> | | | |
| 3.4.13 | Slat and flap system | OTD | ----> | | | |
| 3.4.14 | Auxiliary power unit (APU) | OTD P----> | ----> | | | |
| 3.5 | Intentionally left blank | | | | | |
| 3.6 | Abnormal and emergency procedures: | | | | M | A mandatory 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, shutdown and restart at a safe height | P----> | ----> | | | |
| 3.6.4 | Fuel dumping (simulated) | P----> | ----> | | | |
| 3.6.5 | Wind shear 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 | P----> | ----> | | | |

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|---|---|--|---|---|--|--|
| Manouvres / Procedures | | FSTD | A | Instructor initials when training completed | Tested and checked in FSTD or A | Examiner initials when test or check completed |
| 3.6.8 | Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM) | P----> | ----> | | | |
| 3.6.9 | TCAS event | OTD P----> | An aeroplane shall not be used | | FFS only | |
| 3.7 3.7.1 | Upset recovery training Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration. | P FFS qualified for the training task only | X An aeroplane shall not be used for this exercise | | | |
| 3.7.2 | The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles | P FFS qualified for the training task only | X An aeroplane shall not be used for this exercise | | FFS only | |
| 3.8 | Instrument flight procedures | | | | | |
| 3.8.1* | Adherence to departure and arrival routes and ATC instructions | P----> | ----> | | M | |
| 3.8.2* | Holding procedures | P----> | ----> | | | |
| 3.8.3* | 3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure | | | | | |
| Note: 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 3.8.3.1 in the case of such AFM limitation). | | | | | | |
| 3.8.3.1* | Manually, without flight director | P----> | ----> | | M (skill test only) | |
| 3.8.3.2* | Manually, with flight director | P----> | ----> | | | |
| 3.8.3.3* | With autopilot | P----> | ----> | | | |
| 3.8.3.4* | Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level. 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 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the 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 exercise 3.8.3.4. | P----> | ----> | | M | |
| 3.8.4* | 2D operations down to the MDH/A | P*----> | ----> | | M | |

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| 3.8.5 | Circling approach under the 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 the 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. | P*----> | ----> | | | |
| 3.8.6 | Visual approaches | P----> | ----> | | | |
| SECTION 4 | | | | | | |
| 4 | Missed approach procedures | P*----> | ----> | | | |
| 4.1 | Go-around with all engines operating* during a 3D operation on reaching decision height | P*----> | ----> | | | |
| 4.2 | Go-around with all engines operating* from various stages during an instrument approach | P*----> | ----> | | | |
| 4.3 | Other missed approach procedures | P*----> | ----> | | | |
| 4.4* | Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt | P*----> | ----> | | M | |
| 4.5 | Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown. | P----> | ----> | | | |
| SECTION 5 | | | | | | |
| 5 | Landings | | | | | |
| 5.1 | Normal landings* with visual reference established when reaching DA/H following an instrument approach operation | P | | | | |
| 5.2 | Landing with simulated jammed horizontal stabiliser in any out-of-trim position | P----> | An aeroplane shall not be used for this exercise | | FFS only | |
| 5.3 | Crosswind landings (aircraft, if practicable) | 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 inoperative: – aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and – aeroplanes with four engines: two engines at one side | P | X | | M FFS only (skill test only) | |
| General remarks: Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations. | | | | | | |

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SECTION 6

Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III) 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 runway visual range (RVR) | P*----> | ---->X An aeroplane shall not be used for this exercise | | 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, callout procedures, mutual surveillance, information exchange and support) shall be observed. | P----> | ----> | | M | |
| 6.3* Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure. | P----> | ----> | | M* | |
| 6.4* Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed. | P----> | ----> | | M | |

NOTE: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.

Remarks:

Symbols meaning: P = Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable./ OTD = Other training devices may be used for this exercise. / X = An FFS shall be used for this exercise; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure. / P# = The training shall be complemented by supervised aeroplane inspection.

The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->). The following abbreviations are used to indicate the training equipment used: A = aeroplane / FFS = full-flight simulator /FSTD = flight simulator training device.

The starred items (*) shall be flown solely by reference to instruments.

Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.

Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high-performance complex aeroplanes in multi-pilot operations.

Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high performance complex aeroplanes in single-pilot operations.

In the case of single-pilot high-performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 have to be completed in addition as single-pilot.

In the case of a restricted type rating issued in accordance with FCL.720.A(c), applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.

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.

By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.