CIVIL AVIATION AUTHORITY
CZECH REPUBLIC
CAA-F-ZLP-024-1-22
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: ☐ Proficiency check ☐
ATPL skill test: YES: ☐ NO: ☐	MPL skill test: YES: ☐ NO: ☐
SP Operation: YES: ☐ NO: ☐	MP Operation: YES: ☐ NO: ☐
Aircraft type:	
IR: YES: ☐ NO: ☐	PBN: YES: ☐ NO: ☐
Medical certificate (class according to the pilot licence):	Class: Valid till:

1 Theoretical training for the issue of a type or class rating performed during period:				
From: / To:	**PASS** ☐	**FAIL** ☐	% (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 ☐ / 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:	Name of ATO:
Type rating instructor ☐ / Class rating instructor ☐	Type and number of licence (instructor):
Name of instructor: (in capital letters)	Signature of instructor:

3 Flight training:	Aeroplane ☐	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: (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 ☐ / Class rating instructor ☐	Type and number of licence (instructor):
Name of instructor: (in capital letters)	Signature of instructor:

4 Skill test (initial issue) ☐ / Proficiency check (revalidation, renewal) ☐ details:				
Type of Aeroplane and registration:			FSTD ID Code:	
Aerodrome or site:	Departure:	Arrival:	Flight Time:	Route:

PASS	☐	**FAIL**	☐	Reason(s) why, if failed:
PARTIALLY PASSED	☐			

Rating:	Original validity until:	New rating valid to:

FCL.625.A b) Cross-credit shall be given in accordance with Appendix 8 to Part FCL:

Rating: **IR/SPA/SE** New rating valid to:

I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in Examiner Differences Document version:

Date and location:

Examiner's certificate number:	Type and number of licence:
Signature of examiner:	Name in capital letters:

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:
Determinated refresher training:
Recommended validity of the refresher training until (date):

This is to certify, the determinated training was successfully completed.

Name of ATO: Approval No.:

Name of instructor: Licence No.:

Signature of instructor: Signature of applicant:

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 1.1	Flight preparation Performance calculation	OTD 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 2.1	Take-offs 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 2.5.1*	Take-offs with simulated engine failure: 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 3.1	Flight manoeuvres and procedures 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	
Manouvres / Procedures		FSTD	A	Instructor initials when training completed	Tested and checked in FSTD or A	Examiner initials when test or check completed
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---->	---->			

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
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	

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
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 (baulked 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)	
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.