

**FALSE REPRESENTATION STATEMENT**

It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. Persons doing so render themselves liable and subject to prosecution under the current applicable regulation. Refer to the Civil Aviation (Safety) Regulations, 2017.

**SECTION 1: PERSONAL DETAILS** **TO BE COMPLETED IN BLOCK CAPITALS**

Full Name			
Rank (at the time of check)	<input type="checkbox"/> First Officer	<input type="checkbox"/> Captain	
Licence Number			
Aircraft Registration		FSTD Code	
Route			
Date			
Application Type	<input type="checkbox"/> Initial Issue	<input type="checkbox"/> Revalidation	<input type="checkbox"/> Renewal
Aircraft Type			
New Aircraft Rating Valid to			

**SECTION 2: APPLICANT DECLARATION**

**Declaration:** I understand that I am taking a Skill Test / Proficiency Check detailed below:

**Applicant Signature:** .....

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING (Instructor to complete)					MPL/ATPL/TYPE RATING SKILL TEST OR PROF. CHECK (Examiner to complete)		
	OTD	FTD	FFS	A	Instructors initials & date training completed	Checked in FFS or A	Attempt Number (1 or 2)	Examiners initials and date test completed

**SECTION 1**

<b>1 Flight Preparation</b>								
1.1 Performance calculation	P							
1.2 Aeroplane external 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**

<b>2 Take-offs</b>								
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 Cross wind 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 (see note)			P→	→		M A/C		

**Note:** 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 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 V <sub>1</sub> and V <sub>2</sub>			P	X		M FFS ONLY		
2.6 Rejected take-off before reaching V <sub>1</sub>			P→	→X		M		





MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING (Instructor to complete)					MPL/ATPL/TYPE RATING SKILL TEST OR PROF. CHECK (Examiner to complete)			
	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructors initials & date training completed	Checked in FFS or A	Attempt Number (1 or 2)	Examiners initial and date test completed
<b>SECTION 4</b>									
<b>4 Missed Approach Procedures</b>									
4.1 Go-around with all engines operating* during a 3D operation on reaching DH/A			P→	→					
4.2* Go-around with all engines operating from various stages during an instrument approach			P→	→					
4.3* Other missed approach			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→	→					
<b>SECTION 5</b>									
<b>5 Landings</b>									
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 Cross wind landings (a/c, 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 simulated inoperative:  - aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM;  - aeroplane with 4 engines: 2 engines at one side			P	X		M FFS Only (Skill test only)			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF CHECK		
<u>Manoeuvres/Procedures</u>	OTD	FTD	FFS	A	Instructors initials & date training completed	Checked in FFS or A	Attempt Number (1 or 2)	Examiners initial and date test completed
<b>SECTION 6</b>								
<b>General Remarks:</b> Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. CAT II/III operations. LVO training and testing requirements to be completed in accordance with an operational approval. Licences will not be endorsed with LV and oversight of these items remain the responsibility of the approved operator.								
Type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)	<b>Note 1</b> For instrumental approaches down to a DH of less than 60 m (200 ft) <b>Note 2</b> 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			P	An aeroplane shall not be used for this exercise		M FFS Only		
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.			P →	→		M FFS Only		
6.3* Go-around: After approaches as indicated in 6.2 on reaching DH. The training shall also include a go around due to insufficient RVR, excessive deviations and ground and airborne equipment failure prior to reaching DH.			P →	→		M FFS Only		
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 FFS Only		
<b>PBN – To establish or maintain PBN privileges, one approach shall be an RNP APCH. FSTDs shall be appropriately qualified:</b>								
RNP approach down to the minima required by the approach procedure. May be combined with a 3D or 2D approach.		P	→	→		M		
The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PM: <ul style="list-style-type: none"> <li>a) management of crew cooperation;</li> <li>b) maintaining a general survey of the aircraft operation by appropriate supervision; and</li> <li>c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.</li> </ul> The applicant shall also demonstrate the ability to: <ul style="list-style-type: none"> <li>a) operate the aeroplane within its limitations;</li> <li>b) complete all manoeuvres with smoothness and accuracy;</li> <li>c) exercise good judgement and airmanship;</li> <li>d) apply aeronautical knowledge;</li> <li>e) Maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;</li> <li>f) understand and apply crew coordination and incapacitation procedures, if applicable; and g) communicate effectively with the other crew members, if applicable.</li> </ul>								

**CONFIRMATION OF RESULTS**

**TO BE COMPLETED BY THE EXAMINER AND IN BLOCK CAPITALS**

I confirm that:

1. I confirm that the applicant has been tested in PBN elements as relevant (Commission Regulation EU 1178/2011 as amended)
2. communication with the applicant can be established without language barriers;
3. I have received information from the applicant regarding his or her experience and instruction, and have found that the experience and instruction complies with the applicable requirements in Part-FCL;
4. the applicant complies with all the qualification, training and experience requirements of Part-FCL for the issue, validation, revalidation or renewal of the licence and/or type rating and/or IR for which this skill test or proficiency check is taken;
5. I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
6. I have reviewed and applied the national procedures and requirements of the applicant's competent authority (only applicable where the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate);
7. I have made the applicant aware of his or her right of appeal to the result of the skill test / proficiency check.

**Result:**

**PASS**

**FAIL**

<b>Examiner Name (Please Print)</b> .....	<b>Examiner Number</b> .....
<b>State of licence issue</b> .....	<b>Examiner Signature</b> .....

**Full Name of the Applicant:** .....

**Date of Skill Test/Proficiency Check:** .....

**APPLICANT ACKNOWLEDGEMENT**

**TO BE COMPLETED BY THE APPLICANT AND IN BLOCK CAPITALS**

I acknowledge the result of the skill test / proficiency check detailed above:

**Applicant Full Name:** .....

**Applicant Signature:** .....

**Date:** .....

**Attach a copy of the revalidation page of the applicant's licence and send it to the SCAA with the rating endorsed together with this form.**

**Note A:** Note UK CAA Standards Document 24(A) should be consulted for additional instructions, detailed testing standards and further guidance.

**Note B:** Where the test/check is conducted by more than one examiner, each should present his/her name and licence number at least once on the form.

**Note C:** The simulator code and/or aircraft registration(s) should appear at least once in the column headed "Tested or Checked in FFS or A". If an aeroplane rather than a simulator is used the TRE must occupy a pilot's seat.

**Note D:**

**3.7.1** If an aeroplane is to be used for this training, then it must be carried out a safe height away from built up areas, in VMC and in sight of the surface and a safe and controlled recovery must be completed at the first indication of a stall developing.

**3.7.2** If an aeroplane is to be used for this training, then it must be carried out a safe height away from built up areas, in VMC and in sight of the surface and a safe recovery must always be assured, bank or pitch should only briefly exceed normal operating parameters and operational limitations not exceeded.

For both of these exercises, the examiner should liaise with the CAA and present a risk assessment which details why an FSTD is not available and how the training will be conducted.

**Note E:**

Item 3.8.3.5: Appendix 9 indicates that this is a Mandatory item. However, where M is indicated for a skill test or proficiency check and where more than one exercise sits under the same category, 3.8.3 in this case, then only one option needs to be assessed. In this case, the requirement remains for 3.8.3.4 to be the selected mandatory item and the instructions as detailed in Standards Document 24 followed, unless it can be demonstrated this is impractical for a particular aircraft type, in which case 3.8.3.5 may be assessed.

# MPA TYPE RATING, SKILL TEST AND PROFICIENCY CHECK SCHEDULE – EXAMINER’S RECORD

## General Guidance

- 1) Items annotated (M) are mandatory items for the LST/LPC. Any of the practical training items may be tested at the examiner’s discretion.
- 2) Should an applicant choose not to continue with the test for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.
- 3) All performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the approval Operations/Flight Manual for the aircraft and should be agreed with the examiner.
- 4) Decision Heights/Altitudes and Minimum Descent Height/Altitudes and Missed Approach Point for each procedure should be determined by the candidate.
- 5) The simulator code and/or aircraft registration(s) should appear at least once in the column headed **Checked in FS A/C**.  
**NOTE:** If an aeroplane rather than a simulator is used the TRE must occupy a pilot’s seat.
- 6) The following symbols mean:
  - P = Trained as Pilot - in - command or Co - pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.
  - X = Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure
- 7) 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
- FS = Flight Simulator
- FTD = Flight Training Device
- OTD = Other Training Devices

- 8) The starred items (\*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
- 9) Where the letter ‘M’ appears in the skill test/proficiency check column this will indicate the mandatory exercise.
- 10) A Flight simulator shall be used for practical training and testing if the simulator forms part of an approved type rating course. The following considerations will apply to the approval of the course:
  - (a) the qualification of the flight simulator or FNPTII as set out in JAR-STD
  - (b) the qualifications of the instructor and examiner
  - (c) the amount of line orientated simulator training provided on the course
  - (d) the qualifications and previous line operating experience of the pilot under training, and
  - (e) the amount of supervised line flying experience provided after the issue of the new type rating