APPLICATION AND REPORT FORM FOR ATPL /TYPE RATING /TRAINING /SKILL TEST AND PROFICIENCY CHECK ON MULTI-PILOT AEROPLANES

A. APPLICANT'S DETAILS AND CERTIFICATION				
Name:			Rank:	
Employer:	Type of License:		Lic. No.:	
Date (DD/MM/YYYY):	**I certify that I meet all requirements for the license or rating for which I am applying**	(For **Type Rating** insert A/C Type & Capacity		(For **ATPL** tick below)
Applicant's Signature:		Issue:	Revalidation:	Renewal:

B. THEORETICAL INSTRUCTIONS:			
From:	To:	Mark (Pass Mark 75%):	Training Center:
Instructor's Name:	Instructor's Signature:	Instructor's Lic. No.:	Date (DD/MM/YYYY):
C. (TRI)/(SFI) RECOMMENDATIONS: I consider the above Applicant ready for the skill test for which he is applying.			
Instructor's Name:	Instructor's Signature:	Instructor's Lic. No.:	Date (DD/MM/YYYY):

D. MANOEUVRES/PROCEDURES (INCLUDING MULTI CREW COOPERATION)						**Type-Rating Skill Test/Prof. Check**		
	OTD	FTD	FS	A	Instructor's initials when training completed	CHKD IN FS A	ATTEMPT (1 OR 2)	Examiner's initials when test completed
SECTION 1. FLIGHT PREPARATION								
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. TAKE-OFF								
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:			P---	-->				
2.5.1* shortly after reaching V2			P---	-->				
2.5.2* between V1 and V2			P---	-->X		M FS Only		
2.6 Rejected take-off at a reasonable speed before reaching V1			P---	-->X		M		
SECTION 3. FLIGHT MANOEUVRES AND 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				
3.3 Normal operation of systems and controls engineer's panel	P--	-----	-----	-->				
3.4 Normal and abnormal operations of following systems:						A minimum of 3 (abnormal) shall be selected from 3.4.0 to 3.4.14 inclusive		
3.4.0 Engine (if necessary propeller)	P--	-----	-----	-->				
3.4.1 Pressurization and air-conditioning	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-icing/de-icing system, Glare shield heating	P--	-----	-----	-->				
3.4.8 Autopilot/Flight director	P--	-----	-----	-->				
3.4.9 Stall warning devices or stall avoidance 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	P--	-----	-----	-->				
3.4.13 Slat and flap system	P--	-----	-----	-->				
3.4.14 Auxiliary power unit	P--	-----	-----	-->				
3.6 Abnormal and emergency procedures:						A minimum of 3 items shall be selected from 3.6.1 to 3.6.8 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		FS Only		
3.6.6 Simulated cabin pressure failure/emergency descent			P---	-->				
3.6.7 Incapacitation of flight crew member		P--	-----	-->				

3.6.8 Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual		P--	-----	-->				
3.6.9 ACAS event	P--	-----	-----	-->		FS 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				
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* ILS approaches down to a decision height (DH) not less than 60 m (200 ft)								
3.9.3.1* manually, without flight director			P---	-->		M		
3.9.3.2* manually, with flight director			P---	-->				
3.9.3.3* with autopilot			P---	-->				
3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or through the complete missed approach procedure			P---	-->		M		
3.9.4* Non-precision approach down to the MDH/A			P---	-->		M		
3.9.5 Circling approach under following conditions: (a)* approach to the authorized 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 centre line from final approach used in item (a), at the authorized 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---	-->				

SECTION 4. MISSED APPROACH PROCEDURES								
4.1 Go-around with all engines operating* after an ILS approach on reaching decision height			P*--	-->				
4.2 Other missed approach procedures			P*--	-->				
4.3*Go-around with one engine simulated inoperative after an ILS approach on reaching DH (see also 3.9.3.4)			P*--	-->		M		
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around			P---	-->				
SECTION 5. LANDINGS								
5.1 Normal landings also after an ILS approach with transition to visual flight on reaching DH			P					
5.2 Landing with simulated jammed horizontal stabilizer in any out-of-trim position			P	X				
5.3 Crosswind 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---	-->				
5.6 Landing with two engines inoperative, centre engine and 1 outboard engine/ 2 engines at one side			P	X		M		
SECTION 6. ADDITIONAL AUTHORIZATION ON A TYPE RATING FOR INSTRUMENT APPROACHES DOWN TO A DECISION HEIGHT OF LESS THAN 60M (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 authorized RVR			P*--	-->X		M		
6.2* ILS 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		

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, and 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		

E. EXAMINER'S RECOMMENDATIONS:			
PASSED*	Examiner's Signature:	**FAILED***	Examiner's Signature:

SIM or SIM Location/Aircraft Registration:	*** EXAMINER TO SIGN NEXT TO PASSED OR FAILED AS APPLICABLE**	MCFN issued (copy attached):

Start:	End:	Total Time:
Examiner's Name:	Examiner's Authorization:	Date (DD/MM/YYYY):

Note:	***TRE/TRI shall refer to KCASR 1 Part – FCL as applicable for more details.***	***Regulation Requirements column, (M) mandatory, (X) not authorized on Aircraft, (*) required for Instrument Rating.***