

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



Please complete the form in block capitals using black or dark blue ink after reading the attached guidance.

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

FALSE REPRESENTATION STATEMENT

It is an offence under the Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine (not exceeding the statutory maximum in Northern Ireland and Scotland) and, on conviction on indictment, by a fine and/or up to two years imprisonment or both.

1. PERSONAL DETAILS								
Surname		Forename(s)			Captain/First Officer* (delete as applicable)			
SIM/Aircraft Registration				Licence No				
Revalidation/Renewal/Initial Issue*			Route		Date			
New Aircraft Rating valid to				Aircraft Type				
	PRACTICAL TRAINING					MPL/ATPL/TYPE-RATING SKILL TEST/PROF CHECK		
Manoeuvres/Procedures Note: Training shall include MCC for each item	OTD	FTD	FFS	A/C	Instructors initials & date training completed	Checked in FFS A/C	Attempt Number (1 or 2)	Examiners initial & Date test completed
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				
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 Pre-flight checks		P	→	→		M		
SECTION 2								
2 Take-offs								
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 Take-offs with simulated engine failure						M		
2.5.1* Where simulator not available shortly after reaching V ₂ (see note)			P	→		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 V ₂ .								
OR						M		
2.5.2* between V ₁ and V ₂ OR			P	X		FFS		
2.5.3* as close as possible after V ₁ , when V ₁ and V ₂ or V ₁ and V _R are identical			P	X		M		
2.6 Rejected take-off at a reasonable speed before reaching V ₁ . (Not to be conducted in aircraft other than as a static touch drill procedure.)			P	→X		M		

	PRACTICAL TRAINING					MPL/ATPL/TYPE-RATING SKILL TEST/PROF CHECK		
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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				
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 air-conditioning		→	→	→				
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	→	→	→		M (single pilot only)		
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 TCAS 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		



Documents

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