MINISTÈRE
CHARGÉ
DES TRANSPORTS

dgac direction générale de l'Aviation civile
DSAC

TRAINING AND REPORT FORM
ATPL, MPL, SKILL TEST AND PROFICIENCY CHECK MULTI-PILOT AEROPLANES (MPA)

Applicant			
	Last name(s)*:		**Type of licence held:**
	First name(s)*:		**Licence number:**
	Date of birth:		**State of licence issue:**

Skill test Proficiency check:	Licence Proficiency Check LPC:	Type Rating TR:	Instrument Rating IR:	Licence Skill Test LST:
	TR Revalidation ☐ TR Renewal ☐		IR Revalidation ☐ IR Renewal ☐	Type Rating TR ☐ ATPL(A) ☐ MPL(A) ☐

TO BE FILLED BY THE ATO TRAINING STAFF

1	Theoretical training for the issue of a type rating performed during period (if relevant)	
From:	**To:**	**ATO:**
Mark obtained % (Pass mark 75%):		**HT Type and number of licence:**
Signature of HT:		**Name(s)*:**

2	FSTD training (if relevant)	
FSTD (aircraft type):	**Three or more axes:** No ☐ Yes ☐	**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:	**Type and number of licence:**	
Type rating instructor ☐	**Synthetic flight instructor ☐**	
Name(s)*:	**Signature of instructor:**	

3	Flight training : in the aircraft ☐ in the FSTD (ZFTT) ☐ restricted to CAT operator :	
Type of aircraft:	**Registration:**	**Flight time at the controls:**
Take-offs:	**Landings:**	**Training aerodromes or sites (take-offs, approaches and landings):**
Location:	**Date:**	**Take-off time:** / **Landing time:**
Type rating instructor ☐	**Type and number of licence held:**	
Name(s)*:	**Signature of instructor:**	

4 ATO informations — Only in case of initial rating or renewal of expired rating

The ATO confirms that the candidate has been trained according to the approved syllabus and assures the level of proficiency required. If applicable, this form is also the certificate of completion of the type rating course for ZFTT.

ATO name: **Registration number:**

Name of head of training*: **Licence number:**

Location & date:

Signature of head of training & ATO stamp:

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*In capital letters:

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50 rue Henry Farman
75720 PARIS CEDEX 15

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5 Skill test and proficiency check details:

Revalidation of TR only: 10 route sectors ☐ | Or 1 route sector with an examiner ☐ | Or combined LPC/OPC acc. to FCL 740.A (a)(3) ☐

Date of exam first attempt:	**Date of exam second attempt:**
Aerodrome or site:	**Aerodrome or site:**
SIM or aircraft registration:	**SIM or aircraft registration:**
Take-off time: **Landing time:** **Total flight time:**	**Take-off time :** **Landing time :** **Total flight time:**
TR ☐ IR ☐ **Pass** ☐ **Partial Pass**** ☐ **Fail**** ☐	TR ☐ IR ☐ **Pass** ☐ **Fail**** ☐
ATPL(A) ☐ MPL(A) ☐ **Pass** ☐ **Partial Pass**** ☐ **Fail**** ☐	ATPL(A) ☐ MPL(A) ☐ **Pass** ☐ **Fail**** ☐
IR qualification is endorsed with PBN privilege (see recto of applicant's licence) : YES ☐ NO ☐	**IR qualification is endorsed with PBN privilege (see recto of applicant's licence) :** YES ☐ NO ☐
At least one RNP APCH has been performed : YES ☐ NO ☐	**At least one RNP APCH has been performed :** YES ☐ NO ☐
Examiner's certificate number:	**Examiner's certificate number:**
Type and licence number :	**Type and licence number :**
☑ I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction comply with the applicable requirements in Part FCL. ☑ I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable.	☐ I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction comply with the applicable requirements in Part FCL. ☐ I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable.
Examiner's name(s)* and signature:	**Examiner's name(s)* and signature:**

In case of Partial Pass or Fail

☐ I confirm that I must not exercise the privileges of the rating until a full pass has been obtained.

Applicant name(s)* and signature:

☐ I hereby declare that I will hold an appropriate and valid medical certificate the day of my licence application.

Applicant name(s)* and signature:

NON-FRENCH EXAMINER ONLY

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

6 Remarks **Give reasons and detail any further training:*

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DGAC/EASA - 09.2023

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MULTI-PILOT AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK				
Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Checked in FSTD A/C	1 attempt Pass	1 attempt Fail	2 attempt Pass	2 attempt Fail
SECTION 1					*Insert examiner's initials only*			
1. Flight preparation								
1.1 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 settings 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								
2. Take-offs								
2.1 Normal take-offs with different flap settings, included 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 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 (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)	P →	→						
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 exercice		FFS only				
3.3 Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	→						

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MULTI-PILOT AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK				
Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Checked in FSTD A/C	1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
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)	P OTD →	→						
3.4.1 Pressurisation and air-conditioning	P OTD →	→						
3.4.2 Pitot/static system	P OTD →	→						
3.4.3 Fuel system	P OTD →	→						
3.4.4 Electrical system	P OTD →	→						
3.4.5 Hydraulic system	P OTD →	→						
3.4.6 Flight control and Trim-system	P OTD →	→						
3.4.7 Anti-icing/de-icing system, Glare shield heating	P OTD →							
3.4.8 Autopilot/Flight director	P OTD →							
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P OTD →							
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder	P →							
3.4.11 Radios, navigation equipment, instruments, flight management system	P OTD →							
3.4.12 Landing gear and brake	P OTD →	→						
3.4.13 Slat and flap system	OTD →	→						
3.4.14 Auxiliary power unit (APU)	P OTD →	→						
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, shut-down and restart at a safe height	P →	→						
3.6.4 Fuel dumping	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	P →	→						
3.6.8 Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual (AFM)	P →	→						
3.6.9 TCAS event	P OTD →	An aeroplane shall not be used		FFS only				
3.7 Upset recovery training								
3.7.1 Recovery from stall events in : – take-off configuration ; – clean configuration at low altitude ; – clean configuration near maximum operating altitude ; – landing configuration.	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercice						
3.7.2 The following upset exercises : – recovery from nose-high at various bank angles; – 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 exercice		FFS only				

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MULTI-PILOT AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK				
Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Checked in FSTD A/C	1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
3.8 Instrument flight procedures								
3.8.1* Adherence to departureand arrival routes and ATC instructions	P →	→		M				
3.8.2* Holding procedures	P →	→						
3.8.3* 3D operations to DH/A of 200 feet (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 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.	P →	→		M				
3.8.4* 2D operations down to the MDH/A	P* →	→		M				
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 atitude 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								
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	P* →	→						
4.2 Go-around with all engines operative* from various stages during an instrument approach	P* →	→						
4.3 Other missed approach procedures	P* →	→						
4.4* Manual go-around with the critical engines 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)	P →	→						

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Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Checked in FSTD A/C	1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
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 exercice		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.								

SKILL TEST ONLY

(Type Rating, ATPL, MPL)

		PASS	FAIL
Management of crew cooperation	M	☐	☐
Maintaining a general survey of the aircraft	M	☐	☐
Setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies	M	☐	☐

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6. Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes :

(a) The following symbols mean :

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.

(b) 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

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

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

(e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course :

(i) the qualifications of the instructors;

(ii) the qualification and the amount of training provided on the course in an FSTD; and

(iii) the qualifications and previous experience on similar types of the pilots under training.

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

(g) Not applicable.

(h) Not applicable.

(i) In case of a restricted type rating issued in accordance with FCL.720.A(e), the 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.

(j) 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.

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