

Type Rating MP(A) - Issuance

Application for the issue of a type rating for multi-pilot aeroplanes according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.720.A

Please fill in the framed fields of the form, sign it and send it together with attachments to piloten@austrocontrol.at, or via FAX to +43 (0) 51703 1536, or by post to:

AUSTRO CONTROL GmbH, Aviation Agency, Schnirchgasse 17, 1030 Vienna, Austria

1 Type of Application

I apply for the issue of the following

type rating for multi-pilot aeroplanes

according to Commission Regulation (EU) 1178/2011 Annex I (Part-FCL) FCL.720.A.

2 Applicant

APPLICANT'S LICENCE NUMBER:

Form of address Title First Name(s) Last Name(s)

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Street City Postal code Country

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Telephone E-Mail

<input type="text"/>	<input type="text"/>
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Date of Birth (dd/mm/yyyy)

Place of Birth / Country

Citizenship

<input type="text"/>	<input type="text"/>	<input type="text"/>
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Place Date Signature of Applicant

<input type="text"/>	<input type="text"/>	<input type="text"/>
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3 Invoice accepted by / to be sent to

the Applicant via e-mail the Applicant via postal service the Company

Company (name/address)

Signature

<input type="text"/>	<input type="text"/>
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4 Confirmation of the theoretical training by the ATO

From (Date)

Until (Date)

HT/CTKI (or deputy, if applicable) (Name)

Approval Number

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Signature of HT/CTKI and Seal (optionally) of ATO

It is confirmed that the training was performed in compliance with Part-FCL and the approved training manuals and that the applicant possesses all relevant theoretical knowledge to take the theoretical examination.

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APPLICANT'S LICENCE NUMBER:

5 Confirmation of the practical training by the ATO

From (Date)	Until (Date)	HT/CFI (or deputy, if applicable) (Name)	Approval Number
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

It is confirmed that the training was performed in compliance with Part-FCL and the approved training manuals and that the applicant possesses all relevant knowledge and skills for the skill test on the type.

Signature of HT/CFI and Seal (optionally) of ATO

Type:

Registration:

FSTD:

Training on controls in hours:

6 Summary of knowledge and flight experience

a) Medical certificate class 1 2 IR valid until:

b) ATPL(A) theory date:

c) IR(A) for multi-engine aeroplanes valid until:

d) Flight experience as PIC on aeroplanes min. 70 hours:

e) except when the type rating course is combined with an MCC course:

i) MCC course completed date:

or

ii) hours as pilot in MPO on SP/ME aeroplanes, in commercial air transport in accordance with the applicable air operations requirements min. 500 hours:

7 Attachments (Please attach, if not specified differently, copies of the listed documents to the application)

- Pilot's licence
- If the aircraft training was conducted by a TRI of a different member state: Copy of the TRI's licence
- Record of Training or Certificate of Course Completion
- In case of ZFTT: enclose the agreement between ATO and operator
- If the practical skill test was conducted by an examiner of a different member state: Copy of the examiner's licence
- If the base training was not performed under the responsibility of an ATO and without an exceptional approval: Abstract of the OM-D
- Medical certificate
- ATO authorisation (type rating course)
- FSTD qualification certificate
- ATO authorisation (aircraft training)
- Certificate of the MCC course

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8 Conduct of the skill test

Applicant	First Name <input type="text"/>	Last Name <input type="text"/>	Licence Number <input type="text"/>						
	<input type="checkbox"/> PIC	<input type="checkbox"/> COPI							
Examiner	First Name <input type="text"/>	Last Name <input type="text"/>	Examiner Number <input type="text"/>	Seat occupied <input type="text"/>					
FSTD if applicable	Class/Type/Variant <input type="text"/>	FSTD-ID <input type="text"/>	FSTD Operator/Location <input type="text"/>						
	<input type="checkbox"/> no FSTD accessible/available	Examiner Initials <input type="text"/>							
Aircraft	Class/Type/Variant <input type="text"/>	Registration <input type="text"/>							
Flight details	Date of Test <input type="text"/>	Time on Controls <input type="text"/>	# Landings <input type="text"/>	# Approaches <input type="text"/>					
Leg #1	Block-off <input type="text"/>	Departure <input type="text"/>	Destination <input type="text"/>	Block-on <input type="text"/>	Leg #2 (if applicable)	Block-off <input type="text"/>	Departure <input type="text"/>	Destination <input type="text"/>	Block-on <input type="text"/>
	<input type="checkbox"/> Training according to OSD checked								Examiner Initials <input type="text"/>

The applicant shall pass the skill test within a period of 6 months after commencement of the type rating training course and within a period of 6 months preceding the application for the issue of the type rating.

! For confirmation of the aircraft training please consider no. 12 of this form

9 Skill test report

Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes	Practical Training			ATPL/MPL/Type Rating Skill Test or Proficiency Check	
	Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/Procedures	FSTD	A			
SECTION 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 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	

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	Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/Procedures	FSTD	A			
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 →	→			
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 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; 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 →	→			

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	Manoeuvres/Procedures	Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A
FSTD		A			
<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:</p> <p>(i) before passing 1000 ft above aerodrome level; and</p> <p>(ii) after passing 1000 ft above aerodrome level.</p> <p>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>	P →	→		M	
3.8.4* 2D operations down to the MDH/A	P* →	→		M	
<p>3.8.5 Circling approach under the following conditions:</p> <p>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:</p> <p>b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude.</p> <p>Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</p>	P* →	→			
3.8.6 Visual approaches	P →	→			

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Manoeuvres/Procedures	Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
	FSTD	A				
SECTION 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 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 (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 →	→			
SECTION 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)	
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.						

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	Manoeuvres/Procedures	Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
FSTD		A				
SECTION 6 - ADDITIONAL AUTHORISATION ON A TYPE RATING FOR INSTRUMENT APPROACHES DOWN TO A DECISION HEIGHT OF LESS THAN 60 m (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 authorised runway visual range (RVR)	P* →	→X An aeroplane shall not be used for this exercise		M*	
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	
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	
Note: CAT II/III operations shall be performed in accordance with the applicable air operations requirements.						

RESULTS OF THE TEST SECTIONS						
	1	2	3	4	5	6
„P“ - passed						
„F“ - failed						
REMARKS (if any)						

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APPLICANT'S LICENCE NUMBER :

10 Result of the skill test

PASSED

PARTIALLY PASSED

FAILED

Signature of Examiner

Signature of Applicant

11 Guidelines for the conduct of the skill test

PASS MARKS

In the case of multi-pilot and single-pilot high performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing 5 or fewer items shall take the failed items again. Failure in any item on the re-test or re-check, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If applicants only fail or do not take Section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, applicants shall pass the Section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

Applicants shall demonstrate the ability to:

- a) operate the aeroplane within its limitations;
- b) complete all manoeuvres with smoothness and accuracy;
- c) exercise good judgement and airmanship;
- d) apply aeronautical knowledge;
- 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;
- f) understand and apply crew coordination and incapacitation procedures, if applicable; and
- g) communicate effectively with the other crew members, if applicable.

The following limits shall apply, which can be corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height		Tracking	
Generally	± 100 ft	On radio aids	± 5°
Starting a go-around at decision height/altitude	+ 50 ft / - 0 ft	For „angular“ deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
minimum descent height/MAPt/altitude	+ 50 ft / - 0 ft	2D (LNAV) and 3D (LNAV/VNAV) “linear” lateral deviations	Cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
-	-	3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	Not more than - 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1000 ft above aerodrome level.
Speed		Heading	
all engines operating	± 5 knots	all engines operating	± 5°
with simulated engine failure	+ 10 knots / - 5 knots	with simulated engine failure	± 10°

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CONTENTS OF THE SKILL TEST/PROFICIENCY CHECK

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 indicates the exercise is mandatory or a choice of exercises where more than one exercise appears in the Manoeuvres/Procedures column.

e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following shall be considered when approving such a 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) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single-pilot operations.

h) 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.

i) In the case of a restricted type rating issued in accordance with FCL.720.A(e), 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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12 Confirmation of the successfully completed aircraft training

APPLICANT'S LICENCE NUMBER:

Aircraft training was conducted on a

FFS (ZFTT)

ZFTT in SIM level D (> 500 hours flight time or 100 sectors on similar type)

ZFTT in SIM level D (> 1500 hours flight time or 250 sectors on similar type)

SIM:

ID no:

Number of landings:

Time on controls:

Location:

Date:

Aircraft

6 landings for initial MP(A) rating

4 landings for further MP(A) ratings with > 500 MP(A) hours

Type:

Registration mark:

Number of landings:

Time on controls:

Aeordromes:

Date:

Instructor

First Name / Last Name

Licence Number

Location / Date

Signature of Instructor

ATO

(If not applicable, please fill out form FO_LFA_ACW_091 "Exemption request - aircraft training outside an ATO according to Article 71 of Regulation (EU) 2018/1139")

Name

Approval Number

Head of Training (Name)

Licence Number

Location / Date

Signature of Head of Training and Seal (optionally) of ATO