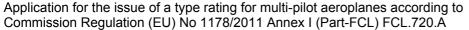
Application for the issue of a type rating for multi-pilot aeroplanes according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.720.A



Please fill in the framed fields of the form, sign it and send it together with attachments to pilots@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	e of the following					
type rating for n	nulti-pilot aeroplan	es				
according to Comm	nission Regulation	(EU) No 1178/2011 Anne	ex I (Part-FCI	_) FCL.720.A.		
2 Applicant						
APPLICANT'	S LICENCE	NUMBER:				
Form of address	Title First N	Name(s)		Last Name(s)		
Street		City		Postal code	Э	Country
Telephone		E-Mai	l			
Date of Birth (dd/mm	n/yyyy)	Place of Birth / Country	Citizenship			
Place	Date	Signature of Applicant				
3 Invoice acc	cepted by / to be	sent to				
the Applicant vi	a e-mail	the Applicant via post	al service	the Company		
Company (name/add	ress)		Signature			
4 Confirmation	on of the theoreti	cal training by the ATO				
From (Date)	Until (Date)	HT/CTKI (or deputy	, if applicable	e) (Name)	Approval	Number
It is confirmed that the	o training was asset		Signature of	HT/CTKI and Seal	(optional	ly) 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.						





APPLICANT'S LICENCE NUMBER: Confirmation of the practical training by the ATO HT/CFI (or deputy, if applicable) (Name) Approval Number From (Date) Until (Date) Signature of HT/CFI 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 knowledge and skills for the skill test on the type. Type: Registration: FSTD: Time in hours: Summary of knowledge and flight experience valid until: a) Medical certificate class 1 2 IR b) ATPL(A) theory date: date of issue: c) IR(A) for multi-engine aeroplanes d) Flight experience as PIC on aeroplanes min. 70 hours: e) except when the type rating course is combined with an MCC course: date: i) MCC course completed or min. 500 hours: ii) hours as pilot in MPO on SP/ME aeroplanes, in commercial air transport in accordance with the applicable air operations requirements date: f) aUPRT course iaw FCL.745.A completed or i) operator training and checking iaw ORO.FC.220/230 date completed within the preceding 3 years or ii) training course for UPRT instructors completed date: or date of issue: iii) holder of another MPA type rating

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



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

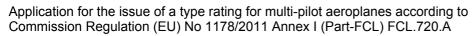
- Medical certificate
- ATO certificate (type rating course)
- · FSTD qualification certificate
- ATO certificate (aircraft training)
- · Certificate of the MCC course
- proof of aUPRT requirement

A 1! 1	First Name	1 + N	I de ese e e Misseele es	
Applicant	First Name	Last Name	Licence Number	
	PIC COPI			
xaminer	First Name	Last Name	Examiner Number	Seat occupied
STD	Class/Type/Variant	FSTD-ID	FSTD Operator/Locati	on
fapplicable				
no FST	D available	Examiner Initials		
Aircraft	Class/Type/Variant	Registration		
	,			
	D ((T)			
Flight details	Date of Test	Time on Controls	# Landings	# Approaches
actans				
₋eg #1	Block-off Departure De	estination Block-on Leg #2 (if applicable)	Block-off Departure	Destination Block-on
		(с дримин)		
Training	g according to OSD checked			Examiner Initials

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

Skill test report Multi-pilot aeroplanes and ATPL/MPL/Type Rating single-pilot high-performance **Practical Training** Skill Test or **Proficiency Check** complex aeroplanes Practical training performed in Instructor Examiner Tested or initials when initials when Manoeuvres/Procedures checked in test or check training **FSTD** Α FSTD or A completed completed **SECTION 1 - FLIGHT PREPARATION** OTD 1.1 Performance calculation 1.2 Aeroplane external visual OTD P# Ρ inspection: location of each item and purpose of inspection $P \rightarrow$ 1.3 Cockpit inspection





	Multi-pilot aeroplanes and ngle-pilot high-performance complex aeroplanes		Practical Training			ATPL/MPL/Type Rating Skill Test or Proficiency Check	
	Manoeuvres/Procedures	Practical trainin	ng performed in A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
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 →	→		М		
1.5	Taxiing in compliance with ATC instructions or instructions of instructor	P →	→				
1.6	Before take-off checks	$P \to$	\rightarrow		М		
SECT	TION 2 - TAKE-OFFS						
2.1	Normal take-offs with different flap settings, including expedited take-off	P →	\rightarrow				
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P →	→				
2.3	Crosswind take-off	$P \to$	\rightarrow				
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P →	\rightarrow				
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 the 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→	\rightarrow				
2.5.2*	between V1 and V2	Р	Х		M FFS only		
2.6	Rejected take-off at a reasonable speed before reaching V1	P →	→X		М		
SECT	TION 3 - FLIGHT MANOEUVRE	S AND PROCED	URES				
3.1	Manual flight with and without flight directors (no autopilot, no autothrus/ 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	$P \to$	\rightarrow				

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



Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes			Practical Training			ATPL/MPL/Type Rating Skill Test or Proficiency Check	
	Manoeuvres/Procedures	Practical train	ing performed in A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
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 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 exercise		FFS only		
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	→				
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)	OTD P →	\rightarrow			3.11.1.11.01.03.11	
3.4.1	Pressurisation and air conditioning	OTD P →	→				
3.4.2	Pitot/static system	OTD P →	→				
3.4.3	Fuel system	OTD P →	→				
3.4.4	Electrical system	OTD P →	→				
3.4.5	Hydraulic system	OTD P →	→				
3.4.6	Flight control and trim-system	OTD P →	→				
3.4.7	Anti-icing/de-icing system, glare shield heating	OTD P →	→				
3.4.8	Autopilot/flight director	OTD P →	\rightarrow		M Single-Pilot only		
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P →	→				
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P →	→				
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P →	→				
3.4.12	Landing gear and brake	OTD P →	→				
3.4.13	Slat and flap system	OTD	→				
3.4.14	Auxiliary power unit (APU)	OTD P →	→				

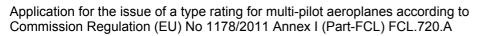
Application for the issue of a type rating for multi-pilot aeroplanes according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.720.A



APPLICANT'S LICENCE NUMBER:

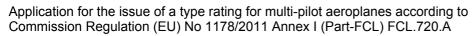
	Multi-pilot aeroplanes and ngle-pilot high-performance complex aeroplanes	Practical Training			ATPL/MPL/Type Rating Skill Test or Proficiency Check	
Manoeuvres/Procedures		Practical trainin	ng performed in A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Intentio	onally left blank					
3.6	Abnormal and emergency procedures:				М	A mandatory min of 3 items shall be selected from 3.6. to 3.6.9 incl.
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P →	\rightarrow			
3.6.2	Smoke control and removal	P →	\rightarrow			
3.6.3	Engine failures, shutdown and restart at a safe height	P →	\rightarrow			
3.6.4	Fuel dumping (simulated)	P →	\rightarrow			
3.6.5	Wind shear at take-off/landing	Р	Х		FFS only	
3.6.6	Simulated cabin pressure failure/emergency descent	P →	\rightarrow			
3.6.7	Incapacitation of flight crew member	P →	\rightarrow			
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P →	\rightarrow			
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 →	\rightarrow		М	
3.8.2*	Holding procedures	P →	\rightarrow			
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).



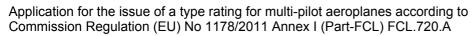


Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes	Practical Training		ATPL/MPL/Type Rating Skill Test or Proficiency Check		
Manoeuvres/Procedures	Practical trainin	ng performed in	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3.8.3.1*manually, without flight director	P →	→		M (skill test only)	
3.8.3.2* Manually, with flight director	P →	\rightarrow			
3.8.3.3* With autopilot	P →	\rightarrow			
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 1000 ft above aerodrome level; and (ii) after passing 1000 ft above aerodrome level. 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.	$P \! o \!$	\rightarrow		M	
3.8.4* 2D operations down to the MDH/A	P* →	\rightarrow		М	
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 final approach used in item (a), at the authorised 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* →	\rightarrow			





S	Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes		Practical Training			ATPL/MPL/Type Rating Skill Test or Proficiency Check	
	Manoeuvres/Procedures	Practical traini	ng performed in A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
	3.8.6 Visual approaches	P →	\rightarrow				
SEC	TION 4 - MISSED APPROACH I	PROCEDURES			•	ı	
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* →	\rightarrow				
4.3	Other missed approach procedures	P* →	\rightarrow				
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		М		
4.5	Rejected landing with all engines operating: - from various heights below DH/MDH; - after touchdown (baulked 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 →	→				
SEC	TION 5 - LANDINGS						
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	Р					
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position	$P \to$	An aeroplane shall not be used for this exercise		FFS only		
5.3	Crosswind landings (aircraft, if practicable)	$P \to$	\rightarrow				
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P →	\rightarrow				
5.5	Landing with critical engine simulated inoperative	$P \to$	→		М		
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	Р	X		M FFS only (skill test only)		





RESULTS OF THE TEST SECTIONS					
"P" - passed "F" - failed	1	2	3	4	5
REMARKS (if any)	_			l l	

10 Result of the skill test		
PASSED	☐ PARTIALLY PASSED	FAILED
Signature of Examiner		Signature of Applicant

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



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.

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°

FO_LFA_ACW_036_EN_v 4_0 22.03.2023 10/12

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



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

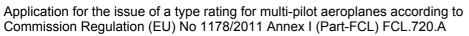
FFS full-flight simulator

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.
- 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.

FO_LFA_ACW_036_EN_v 4_0 22.03.2023 11/12





12 Confirmation of the successfully co	ompleted aircraft tra	ining		
APPLICANT'S LICENCE NUM	ИВЕR:			
Aircraft training was conducted on a				
FFS (ZFTT)				
ZFTT in FFS level D (> 500 hours flig or 100 sectors on similar type)	ght time	ZFTT in FFS level D (> 1500 h or 250 sectors on similar type)		
FSTD:		ID no:		
Number of landings:		Time on controls:		
Location:		Date:		
Aircraft				
6 landings for initial MP(A) rating	[4 landings for further MP(A) ra with > 500 MP(A) hours	atings	
Туре:		Registration mark:		
Number of landings:		Time on controls:		
Aeordromes:		Date:		
Instructor				
First Name / Last Name	Lic	ence Number		
Location / Data	Cia	unah wa af Imahu sakar		
Location / Date	Sig	nature of Instructor		
ATO				
(If not applicable, please fill out form FO_LFArticle 71 of Regulation (EU) 2018/1139"!)	A_ACW_091 "Exemp	otion request - aircraft training out	tside an ATO according to	
Name	Ар	proval Number		
Head of Training (Name)		Licence Number		
Location / Date		nature of Head of Training and S	eal (optionally) of ATO	
Location / Date		mature of fread of Training and S	cal (optionally) of ATO	