

Type Rating MP(A) or SP(A) complex HPA - Revalidation/Renewal/Extension SPO

Application for revalidation/renewal of a type rating for multi-pilot aeroplanes or for single-pilot high performance complex aeroplanes or extension SPO, according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.740 and Appendix 9

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 +43.51703.1536, or by post to:

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

1 Type of Application

I apply for the

revalidation

renewal

of the rating for the type:

VFR

IFR

extension SPO

according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.740 and Appendix 9.

2 Applicant

APPLICANT'S LICENCE NUMBER:

Form of address

Title

First Name(s)

Last Name(s)

Street

City

Postal code

Country

Telephone

E-Mail

Date of Birth (dd/mm/yyyy)

Place of Birth / Country

Citizenship

Place

Date

Signature of Applicant

3 Invoice accepted by / to be sent to

the Applicant via e-mail

the Applicant via postal service

the Company

Company (name/address)

Signature

4 Confirmation of the renewal training by the training organisation (TO) (fill in only in case of renewal)

From (Date)

Until (Date)

Head of Training (or deputy, if applicable) (Name)

Approval Number

The Head of Training confirms that the renewal training was performed in compliance with Part-FCL and the approved training manuals and that the applicant possesses all relevant theoretical knowledge and skills for the rating reendorsement.

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

5 Flight experience for the revalidation of the rating

During the period of validity of the rating, the applicant fulfilled at least:

10 route sectors as pilot of the relevant type of aeroplane, or

1 route sector as pilot of the relevant type of aeroplane or FFS, flown with an examiner
(this route sector may be flown during the proficiency check)

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

- Pilot's licence
- If the training was performed in a different member state: Copy of the ATO certificate
- If the practical skill test was conducted by an examiner of a different member state: Copy of the examiner's licence

7 Conduct of the proficiency check

Applicant	First Name	Last Name	Licence Number
	<input type="text"/>	<input type="text"/>	<input type="text"/>

Type of operation

SPO OR

MPO: PIC / COPI OR

SPO and MPO (In the case of application for both types of operation, the exercises, which have also been completed in single-pilot operation, have to be signed in the proficiency check report under "Section MPO/SPO".)

Examiner	First Name	Last Name	Examiner Number	Seat occupied
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

FSTD if applicable	Class/Type/Variant	FSTD-ID	FSTD Operator/Location
	<input type="text"/>	<input type="text"/>	<input type="text"/>

no FSTD accessible/available

Examiner's initials

Aircraft	Class/Type/Variant	Registration
	<input type="text"/>	<input type="text"/>

Flight details	Date of Test	Time on Controls	# Landings	# Approaches
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Leg #1	Block-off	Departure	Destination	Block-on	Leg #2 (if applicable)	Block-off	Departure	Destination	Block-on
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

8 Proficiency check 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	

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Manoeuvres/Procedures	FSTD	A			
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 <small>(skill test only)</small>	
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. 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 →	→		M	

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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				
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 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* →	→				
3.8.6 Visual approaches	P →	→				
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 →	→				

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Manoeuvres/Procedures	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
	FSTD	A			
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)	

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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
	FSTD	A			
Manoeuvres/Procedures					
SECTION MPO/SPO - The following exercises have been performed in SPO additionally (fill in only if MPO and SPO are intended to be achieved)^{1*}					
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 →	→			
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. 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 →	→		M	
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		M	
5.5 Landing with critical engine simulated inoperative	P →	→		M	

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APPLICANT'S LICENCE NUMBER:

RESULTS OF THE TEST SECTIONS						
	1	2	3	4	5	Section MPO/SPO (if applicable) ^{1*}
„P“ - passed „F“ - failed						
REMARKS (if any)						

^{1*} Fill in only if MPO and SPO are intended to be achieved. Otherwise the field should be deleted.

9 Proficiency check result

PASSED

PARTIALLY PASSED

FAILED

Has a manual licence entry been carried out? (enclose a copy of the licence):

Yes

No

Signature of Examiner

Signature of Applicant

10 Guidelines for the conduct of the proficiency check

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.

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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°

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 that 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.

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- 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.