**CHECK LIST (A) TYPE RATING ATPL, MPL MPA-SP HPCA REV 24 SETTEMBRE 2019**

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| **logoENAC_engl** | **MULTI-PILOT AEROPLANES****and****SINGLE- PILOT HIGH-PERFORMANCE****COMPLEX AEROPLANES .****ATPL/MPL/TYPE RATING****SKILL TEST/ PROFICIENCY CHECK****CHECKLIST****Ref.: Appendix 9 reg. 1178/2011** |  **ATPL MPL**  **SE ME IR** **Type Rating M.P.** **Type Rating S.P.H.P.** **Proficiency Check**  **Training record** **Skill test** |

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| **Cognome:***Applicant’s last name* | **Nome:***Applicant’s first name*  | **Firma del richiedente**:*Signature of applicant* |
| **Tipo di licenza:***Type of licence* | **Numero:***Number* | **Stato**:*State* |

1. The following symbols mean:

 P = Trained as PIC or Co-pilot and as PF and PNF for the issue of type rating as applicable.

 X = Simulators shall be used for this exercise, if available: otherwise an aircraft shall be used if appropriate

 for the manoeuvre or procedure.

 P# = The training shall be complemented by supervised aeroplane inspection.

1. 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

 FTD = Flight Training Device

 OTD = Other Training Device

1. The starred items (\*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
2. Where letter “M” appears in the skill test/proficiency check column this will indicate mandatory exercise.
3. 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:
4. the qualificationof the FFS or FNPTII**;**
5. the qualifications of the instructors;
6. the amount of FSS or FNPTII training provided on the course; and
7. the qualifications and previous experience on similar types of the pilot under training.
8. Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single pilot high performance complex aeroplanes in multi-pilot operations.
9. Manoeuvres and procedures shall be conducted in single-pilot for single-pilot high performance complex aeroplanes in single pilot operations.
10. 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, 3.9, 3.4, 4.3,5.5 and at least one moneuver/procedure from section 3.4 have to be completed in addition as single –pilot.
11. 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 phase.
12. 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.

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| **MULTI-PILOT AEROPLANES AND SINGLE PILOT HIGH-PERF COMPLEX AEROPLANES** | **PRACTICAL TRAINING** | **ATPL/MPL/TYPE-RATING****SKILL TEST OR PROF****CHECK** |
| **Manœuvres/Procedures** |  |  | FSTD | A | Instructor initials when training completed | Ckd in | Examiner initials when test completed |
| FSTDA |  |  |
|  |  |  |  |
| **SECTION 1** |  |  | OTDP |  |  |  |  |
| **1 Flight preparation**1.1 Performance calculation |
| 1.2 Aeroplane ext.visual inspect. ; location of each item and purpose of inspection |  |  | OTDP# |  P |  |  |  |
| * 1. Cockpit inspection
 |  |  | P…> | ……..> |  |  |  |
| 1.4 Use of checklist prior to start 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 instruction of instructor |  |  | P…> | ……..> |  |  |  |
| * 1. Before take-off checks
 |  |  | P…..> | ……..> |  | M |  |
| **MULTI-PILOT AEROPLANES AND SINGLE PILOT HIGH-PERF COMPLEX AEROPLANES** | **PRACTICAL TRAINING** | **ATPL/MPL/TYPE-RATING****SKILL TEST OR PROF****CHECK** |
|  |  |  | FSTD | **A** | Instructor initials when training completed | Ckd in  FSTDA | Examiner initials when test completed |
| **Manœuvres/Procedures** |
| **SECTION 2****2 Take offs**2.1 Normal take offs with different flaps setting, including rolling take off |  |  | 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  |  |  | P…...> | ……..> |  |  |  |
| 2.4 Take-off at maximum take off mass (actual or simulated MTOM) |  |  | P…...> | ……..> |  |  |  |
| * 1. Take-offs with simulated engine failure

2.5.1\* Shortly after reaching V2(in aeroplanes wich are not certificated as tranport category or commuter category aeroplanes the engine failure shall not be simulated until reaching a minimum heght 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 |  | MFFS only |  |
| * 1. Rejected take-off at a

reasonable speed before reaching V1. |  |  | P…...> | ….….> |  | M |  |
| **SECTION 3** |  |  | P…...>P…...>P…..>P…..>P….. >  | ……>……>……>……>……> |  |  |  |
| 1. **Flight Manœuvres and Procedures**

3.1 Manual flight with and without flight director(no autopilot, no autothrust/autothrottle, and at different control laws, when applicable)3.1.1 At different speed (including slow flight) and altitudes within the FSTD training envelope.3.1.2 Steep turns using 45° bank, 180° to 360° left and right3.1.3 Turns with and without spoilers3.1.4 Procedural instrument flying and manoeuvering including instrument departure and arrival and visual approach. |
| 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…...> | ….>XAn aeroplane shall not be used for this exercise  |  | FFS only |  |
| 3.3 Normal operation of systems and controls engineer’s panel  |  |  | OTDP….> | ……..> |  |  |  |  |  |  |
| **3.4** **Normal and abnormal operation of following systems :**  |  |  |  |  |  | M | A mandatoryMinimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14Inclusive. |
| * 1. Engine (if necessary propeller)
 |  |  | OTDP…> | ……..> |  |  |  |  |  |  |
| 3.4.1 Pressurization and air conditioning |  |  | OTDP…> | ……..> |  |  |  |  |  |  |
| * + 1. Pitot/static system
 |  |  | OTDP…> | ……..> |  |  |  |  |  |  |
| * + 1. Fuel system
 |  |  | OTDP…> | ……..> |  |  |  |  |  |  |
| * + 1. Electrical system
 |  |  | OTDP….> | ……..> |  |  |  |  |  |  |
| * + 1. Hydraulic system
 |  |  | OTDP…> | ……..> |  |  |  |  |  |  |
| * + 1. Flight Control and Trim system
 |  |  | OTDP….> | ……..> |  |  |  |  |  |  |
| * + 1. Anti-icing/ de-icing system.

Glare shield heating |  |  | OTDP…> |  |  |  |  |  |  |  |

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|  **Manœuvres/Procedures** |  | FTD | FSTD | A | Instructor initials when training completed | Ckd in | Examiner initials when test completed |
|  FSTDA |  |  |
| 3.4.8 autopilot/Flight Director |  |  | OTDP…> |  |  | M (single pilot Only) |  |  |  |  |
| 3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices |  |  | OTDP…> |  |  |  |  |  |  |  |
| 3.4.10 Ground Proximity Warning system, Weather radar, radio altimeter, transponder |  |  | P…..> |  |  |  |  |  |  |  |
| 3.4.11 Radios, navigation equipment, instruments, flight management system |  |  | OTDP…> |  |  |  |  |  |  |  |
| 3.4.12 Landing gear and brake |  |  | OTDP….> | ……..> |  |  |  |  |  |  |
| 3.4.13 Slat and Flap system |  |  | P…> | ……..> |  |  |  |  |  |  |
| 3.4.14 Auxiliary Power Unit |  |  | OTDP….> | ……..> |  |  |  |  |  |  |
| **3.6** **Abnormal and Emergency Procedures** |  |  |  |  |  | M | A mandatory Minimum of 3 items shall be selected from 3.6.1 to 3.6.9Inclusive. |
| 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 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  |  |  | OTDP…> | An aeroplane shall not be used |  | FFS only |  |  |  |  |
| **3.7** Upset recovery training3.7.1 Recovery from stall events in:- Take off configuration- Clean configuration at low altitude- Clean configuration near maximum operating altitude- landing configuration3.7.2 The following upset exercise:- recovery from nose high at various bank angle- recovery from nose low at vatious bank angle |  |  | PFFS qualified for the training task onlyPFFS qualified for the training task only | **X**An aeroplane shall not be used for this exercise**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 feet (60 m) or higher minima if required by the approach procedure |  |  |  |  |  |  |  |  |  |  |
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| 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 limitation (for example, choose an ILS for 3.9.3.1 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 ; engine failure has to be simulated during final approach before passing 1000 feet above the aerodrome level until touchdown or through the complete missed approach procedure.In aeroplanes wich are not certificated as transport category (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 non-precision approaches described in 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 feet above 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 3.8.3.4.3.8.3.5 Manually, with one engine simulated inoperative ; engine failure has to be simulated during final approach after passing the outer marker (OM) with a distance of not more than 4 NM until touchdown or through the complete missed approach procedure.In aeroplanes wich are not certificated as transport category (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 non-precision approaches described in 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 feet above 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 3.8.3.4. |  |  | P…...>P…...> | ……..>…….> |  |  M M |  |  |  |  |
| 3.8.4\* 2D operations down to the MDH/A |  |  | P\*….> | ……..> |  | M |  |  |  |  |
| 3.8.5 Circling approach under 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 centerline from final approach used in item a), at the authorised minimum circling approach altitude. Remark : if a) and b) are not possible due ATC reasons a simulated low visibility pattern may be performed3.8.6 Visual approach |  |  | P\*….>P…..> | ……..>…….> |  |  |  |  |  |  |
|  **SECTION 4** |  |  | P\*….> | ……..> |  |  |  |
| 1. **Missed Approach Procedures**
	1. Go-around with all engines operating\* after an 3D operation on reaching decision height
 |
| * 1. Go-around with all engines operating\* various stages during an istrument approach
	2. Other missed approach procedures
 |  |  | P\*….>P….> | ……..>…….> |  |  |  |

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| **MULTI-PILOT AEROPLANES AND SINGLE PILOT HIGH-PERF COMPLEX AEROPLANES** | **PRACTICAL TRAINING** | **ATPL/ MPL/TYPE-RATING****SKILL TEST/PROF****CHECK** |
| **Manœuvres/Procedures** |  |  | FSTD | A | Instructor initials when training completed | Ckd in | Examiner initials when test completed |
| FSTDA |
| 4.4\*Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt |  |  | P\*….> | ……..> |  | M |  |
| * 1. Rejected landing with all engines operating:
* From various heights below DH/MDH
* Aftyer touchdown (baulked landing)

In aeroplanes wich are not certificated as transport category aeroplane (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** |  |  | P |  |  |  |  |
| **5 Landings**5.1 Normal landings\* with visual reference established when reaching DA/H following an instrument approach operation |
| 5.2 Landing with simulated jammed horizontal stabilizer in any out-of-trim position |  |  | P…...> | An aircraft may not be used for this exercise |  | FFS only |  |
| 5.3 Cross wind landings (a/c if practicable) |  |  | P….> | ……..> |  |  |  |
| 5.4 Traffic pattern and landing without extended or partially extended flaps and slats. |  |  | P….> | ……..> |  |  |  |
| 5.5 Landing with critical engine simulated inoperative   |  |  | P….> | ……..> |  | M |  |
| 5.6 Landing with two engines simulated inoperative :* Aeroplanes with 3 engines : the center engine and 1 outboard engine as far as practicable according to data of the AFM.
* Aeroplanes with 4 engines : 2 engines at one side.
 |  |  |  P |  X |  | MFFS only(Skill test only) |  |

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| Signature of T.R.I.(as applicable) |  | Name of T.R.I.(as applicable) |  |
| Signature of T.R.E |  | Name of T.R.E  |  |
| Location and date: |  | Type & number of Examiner Licence |  |

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| *General remarks :*Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e Cat II/III operations. |

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| **MULTI-PILOT AEROPLANES AND SINGLE PILOT HIGH-PERF COMPLEX AEROPLANES** | **PRACTICAL TRAINING** | **ATPL/ MPL/TYPE-RATING****SKILL TEST/PROF****CHECK** |
| **Manœuvres/Procedures**(including Multi-Crew-Cooperation) |  |  | FSTD | A | Instructor initials when training completed | Ckd in |  |
| FFSA | Examiner initials when test completed |
|  **SECTION 6** |  |  |  |  |  |  |  |
| 6 Additional authorization on a type rating for instrument approaches down to a decision height less than 60 m (200 ft) (CAT II/III)The following manœuvres 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 60m (200ft) shall be used. |
| 6.1\* Rejected take-off at minimum authorised RVR |  |  | P\*…> | …….XAn aeroplane may 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-aroundafter approaches as indicated in 6.2 on reaching DH.The training also shall 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 accomplished in accordance with the applicable air operations requirements.*

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| Signature of T.R.I |  | Name of T.R.I  |  |
| Location and date: |  | Type & number of Licence  |  |
| Signature of T.R.E  |  | Name of T.R.E  |  |
| Location and date: |  | Type & number of Licence  |  |

**END**