



Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 1 of 12  
 Issue Date: 13/04/2018

**APPLICATION AND REPORT FORM FOR:**  
**TRAINING, SKILL TEST & PROFICIENCY CHECK FOR**  
**MPL, ATPL, TYPE & CLASS RATINGS,**  
**& PROFICIENCY CHECK FOR IRs**  
**(MULTI-PILOT AEROPLANES & SINGLE-PILOT**  
**HIGH-PERFORMANCE COMPLEX AEROPLANES)**  
 (PART-FCL Appendix 9 - PBN Compliant in accordance with EU Reg. 2016/539)

**NOTE:** It is an offence for a person to make, procure to be made, or assist in making any false representations for the purpose of procuring for any reason the issue, validation, extension or re-issue of a licence or the issue, renewal or revalidation of a rating, authorisation or certificate, whether for that person or any other person.

Please complete this form in **BLOCK CAPITALS** having read the guidance notes attached to this form.

**1. APPLICANT DETAILS**

Surname: ..... First Name(s): .....

Type of Licence held: ..... Licence No.: ..... Date of Birth (dd/mm/yyyy): .....

Permanent address (to be entered on the licence): .....  
 ..... Postcode: .....

Contact Tel. No.: ..... E-mail address: .....

Address for correspondence (if different from above): .....  
 ..... Postcode: .....

**Declaration:** I understand that I am taking a Skill Test / Proficiency Check for the purpose(s) selected in section 2 below.

**Applicant Signature:** ..... Date: .....

**2. PURPOSE OF THE SKILL TEST / PROFICIENCY CHECK (tick as applicable)**

Skill Test:		Proficiency Check:		IR:	
Type rating issue	<input type="checkbox"/>	Conversion of a Type rating from a third country licence	<input type="checkbox"/>	Type rating revalidation	<input type="checkbox"/>
ATPL(A) issue	<input type="checkbox"/>	Removal of third country restriction from a type rating	<input type="checkbox"/>	Type rating renewal	<input type="checkbox"/>
MPL Issue	<input type="checkbox"/>	Validation of a third country licence	<input type="checkbox"/>	(Expiry date of previous rating) ...../...../.....	Cat II/III <input type="checkbox"/>
Extend existing type rating privileges to SP*/ MP* Ops (* delete as applicable)	<input type="checkbox"/>				Operator:.....
Aeroplane Type:			Test condition: Single pilot Ops <input type="checkbox"/> Multi-pilot Ops <input type="checkbox"/>		

**3. APPLICATION & DECLARATION**

**Note:** Applications for the issue of an ATPL, MPL or Validation of a 3<sup>rd</sup> country licence must be made using the respective application forms available at [www.iaa.ie](http://www.iaa.ie)

I hereby apply for the: (Tick✓)

Issue  / Revalidation  / Renewal  / Removal of 3rd country restriction  / Conversion of a 3<sup>rd</sup> country type rating  / extension of type rating privileges  of the type rating indicated in Section 2 above. I declare that the information provided on this form is true to the best of my knowledge and belief.

Signature of Applicant: ..... Date: .....

**For IAA Use Only:**

Application Review :	Issue <input type="checkbox"/>	Do not Issue <input type="checkbox"/>
Type Rating Issued:		Expiry Date:
Restrictions:		
Approved by IAA Authorised Officer (Name):		
Signature:		Date:



Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 2 of 12  
 Issue Date: 13/04/2018

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Name of Applicant: .....	Date of Birth (dd/mm/yyyy) .....
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**4. COURSE COMPLETION CERTIFICATE (for Issue or Renewal of a Type rating only)**

(Tick ✓ as applicable)

I certify that (Name) ..... has met all pre-requisites for training established in Part-MED and Part-FCL, and has:

- completed a course of training (excluding MCC) for the initial issue of a type rating in accordance with Part-FCL, or
- completed a course of training (including MCC) for the initial issue of a type rating in accordance with Part-FCL, or
- completed a course of refresher training for the renewal of a type rating, or
- been assessed, and a determination made, that no refresher training is required for the renewal of the type rating.

Date Course Commenced: ..... Date Course Completed: .....

<b>Theoretical Knowledge Training:</b>	From (Date): .....	To (Date): .....	Location: .....
	Hours completed: .....	Date of Exam: .....	Examination result (%): .....

<b>FSTD Training:</b>	From (Date): .....	To (Date): .....	Location: .....
	Training completed in FFS (Hours):	As PF: .....	As PNF: .....
	Training completed in FTD (Hours):	As PF: .....	As PNF: .....
	Training completed in OTD (Hours):	As PF: .....	As PNF: .....
	MCC training (if combined with type rating course): .....		
(FSTDs used (ID No.(s)): .....			

<b>Flight Training:</b>	In the aircraft <input type="checkbox"/>	In the FSTD (ZFTT only): <input type="checkbox"/>	(Operator: .....
	ZFTT only (Applicant experience on similar types:		Type: ..... Hours: ..... Route Sectors: .....
			Type: ..... Hours: ..... Route Sectors: .....
Aircraft Type: ..... A/C Registration / FSTD ID code: ..... Date: .....			
No. of Take-offs: ..... No. of Landings: ..... Training Aerodrome(s) used: .....			
Take-off time: ..... Landing time: ..... Total Flight time at the controls: .....			

<b>Recommendation for Skill Test only:</b>	Recommended by (Name): ..... Lic. No.: .....
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<b>ATO Details:</b>	Name of Head of Training or Authorised Signatory: .....	Position: .....
	Signature of Head of Training or Authorised Signatory: .....	Date: .....
	ATO Name: .....	ATO No.: .....
	Competent Authority of ATO: .....	



Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 3 of 12  
 Issue Date: 13/04/2018

**APPLICATION AND REPORT FORM FOR:**  
**TRAINING, SKILL TEST & PROFICIENCY CHECK FOR**  
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**5. EXAMINER DECLARATION – SEE FCL.1030**

I confirm that:

1. Communication with the applicant can be established without language barriers;
2. I have received information from the applicant regarding his or her experience and instruction, and have found that the experience and instruction complies with the applicable requirements in Part-FCL;
3. The applicant complies with all the qualification, training and experience requirements of Part-FCL for the issue, validation, revalidation or renewal of the licence and/or type rating and/or IR for which this skill test or proficiency check is taken;
4. I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
5. I have reviewed and applied the national procedures and requirements of the applicant's competent authority (only applicable where the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate);
6. I have made the applicant aware of his or her right of appeal to the result of the skill test / proficiency check.

<b>Attempt 1: Examiner Signature:</b>	<b>Date:</b>
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<b>Attempt 2: Examiner Signature:</b>	<b>Date:</b>
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**6. SKILL TEST / PROFICIENCY CHECK DETAILS – FIRST ATTEMPT ONLY**

I hereby certify the conduct of a: **SKILL TEST**  **PROFICIENCY CHECK**

A/C or FSTD Type (incl. variant):	A/C Registration or FSTD ID No.:		
Date:	Off Blocks/Start:	On Blocks/Finish:	Total Time:

**RESULT:** **PASS**  **PARTIAL PASS**  **FAIL**

(Note: if the test is stopped because the Examiner considers that the applicant's demonstration of flying skill requires a complete re-test, the result must be recorded as a Fail)

New type rating validity date:	IR privileges: Cat I <input type="checkbox"/> Cat II/III <input type="checkbox"/>	Type/IR rating invalid until successful completion of further Test or Check <input type="checkbox"/>
.....	PBN privileges: RNP APCH completed Yes <input type="checkbox"/> No <input type="checkbox"/>	

**For Revalidation of Multi-engine Type Rating ONLY:** (Tick✓ as applicable)

The candidate has completed at least 10 route sectors as pilot of the relevant type during the period of validity of the rating, **OR**

The candidate has completed 1 route sector, flown during this proficiency check, **OR**

The candidate has completed a combined LPC/OPC i.a.w. FCL.740.A(a)(3)

Examiner Name:	Examiner Certificate No.:	Expiry Date:
Examiner Signature:		

I acknowledge the result of the skill test / proficiency check detailed above

Applicant Signature:

**EXAMINER REPORT (complete for Partial Pass or Fail only)**

Minimum further training requirement prior to re-test (if applicable): Flight: ..... Hrs. Ground: ..... Hrs.



Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 4 of 12  
 Issue Date: 13/04/2018

**APPLICATION AND REPORT FORM FOR:**  
**TRAINING, SKILL TEST & PROFICIENCY CHECK FOR**  
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**7. SKILL TEST / PROFICIENCY CHECK DETAILS – SECOND ATTEMPT ONLY**

I hereby certify the conduct of a: **SKILL TEST**  **PROFICIENCY CHECK**

A/C or FSTD Type (incl. variant):	A/C Registration or FSTD ID No.:
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Date:	Off Blocks/Start:	On Blocks/Finish:	Total Time:
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**RESULT:** **PASS**  **FAIL**

(Note: if the test is stopped because the Examiner considers that the applicant's demonstration of flying skill requires a complete re-test, the result must be recorded as a Fail)

New type rating validity date:	IR privileges: Cat I <input type="checkbox"/> Cat II/III <input type="checkbox"/>	Type/IR rating invalid until successful completion of further Test or Check <input type="checkbox"/>
.....	PBN privileges: RNP APCH completed Yes <input type="checkbox"/> No <input type="checkbox"/>	

**For Revalidation of Multi-engine Type Rating ONLY:** (Tick ✓ as applicable)

- The candidate has completed at least 10 route sectors as pilot of the relevant type during the period of validity of the rating, **OR**
- The candidate has completed 1 route sector, flown during this proficiency check, **OR**
- The candidate has completed a combined LPC/OPC i.a.w. FCL.740.A(a)(3)

Examiner Name:	Examiner Certificate No.:	Expiry Date:
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Examiner Signature:

I acknowledge the result of the skill test / proficiency check detailed above

Applicant Signature:

**EXAMINER REPORT (complete for Fail only)**

Minimum further training requirement prior to re-test (if applicable): Flight: ..... Hrs. Ground: ..... Hrs.

**8. CONTENT OF THE TRAINING, SKILL TEST / PROFICIENCY CHECK**

- (a) The following symbols mean:
- P = Trained as PIC or Co-pilot and as PF and PNF for the issue of a 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.
- (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
  - FTD = Flight Training Device
  - OTD = Other Training Devices
- (c) 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.
- (d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.



Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 5 of 12  
 Issue Date: 13/04/2018

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Name of Applicant:	Date of Birth (dd/mm/yyyy)
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MULTI-PILOT AEROPLANES & SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL / MPL / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK			
	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials & date training completed	Checked in: FFS A	Attempt 1    2	

**SECTION 1 – FLIGHT PREPARATION**

1.1	Performance calculation	P								
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	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 air traffic control or instructions of instructor			P→	→					
1.6	Before take-off checks		P→	→	→		M			

**SECTION 2 – TAKE-OFFS**

2.1	Normal take-offs with different flap settings, including expedited take-off			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 V <sub>2</sub>  (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 V <sub>2</sub> )			P→	→					
2.5.2*	between V <sub>1</sub> and V <sub>2</sub>			P	X		M FFS Only			
2.6	Rejected take-off at a reasonable speed before reaching V <sub>1</sub> .			P→	→X		M			



Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 6 of 12  
 Issue Date: 13/04/2018

**APPLICATION AND REPORT FORM FOR:**  
**TRAINING, SKILL TEST & PROFICIENCY CHECK FOR**  
**MPL, ATPL, TYPE & CLASS RATINGS,**  
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	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials & date training completed	Checked in:		Attempt		Examiner initials & date completed
FFS							A	1	2		
<b>SECTION 3 – FLIGHT MANOEUVRES &amp; PROCEDURES</b>											
3.1	Turns with and without spoilers			P→	→						
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→	→X An aircraft may not be used for this exercise						
3.3	Normal operation of systems and controls engineer's panel	P→	→	→	→						
3.4	<b>Normal and abnormal operations of following systems</b>						M A mandatory minimum of 3 items shall be selected from 3.4.0 to 3.4.14 inclusive				
3.4.0	Engine (if necessary propeller)	P→	→	→	→						
3.4.1	Pressurisation and air-conditioning	P→	→	→	→						
3.4.2	Pitot / static system	P→	→	→	→						
3.4.3	Fuel system	P→	→	→	→						
3.4.4	Electrical system	P→	→	→	→						
3.4.5	Hydraulic system	P→	→	→	→						
3.4.6	Flight control and Trim-System	P→	→	→	→						
3.4.7	Anti-icing / de-icing system, Glare shield heating	P→	→	→	→						
3.4.8	Autopilot / Flight director	P→	→	→	→		M (single-pilot only)				
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	P→	→	→	→						
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder		P→	→	→						
3.4.11	Radios, navigation equipment, instruments, flight management system	P→	→	→	→						
3.4.12	Landing gear and brake	P→	→	→	→						
3.4.13	Slat and flap system	P→	→	→	→						
3.4.14	Auxiliary power unit	P→	→	→	→						



Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 7 of 12  
 Issue Date: 13/04/2018

**APPLICATION AND REPORT FORM FOR:  
 TRAINING, SKILL TEST & PROFICIENCY CHECK FOR  
 MPL, ATPL, TYPE & CLASS RATINGS,  
 & PROFICIENCY CHECK FOR IRs  
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MULTI-PILOT AEROPLANES & SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					Instructor initials & date training completed	ATPL / MPL / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK		
	Manoeuvres/Procedures	OTD	FTD	FFS	A		Checked in: FFS A	Attempt 1 2	
<b>3.6 Abnormal and emergency procedures</b>						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, 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		P→	→	→				
3.6.9	ACAS event	P→	→	→	An aircraft may not be used		FFS Only		
3.7	Steep turns with 45° bank, 180° to 360° left and right		P→	→	→				
3.8	Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P→	→				
3.8.1	Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	X				
<b>3.9 Instrument flight procedures</b>									
3.9.1*	Adherence to departure and arrival routes and ATC instructions		P→	→	→		M		
3.9.2*	Holding procedures		P→	→	→				
<b>3.9.3 3D operations to DH/A of 200 ft (60m) or to higher minima if required by the approach procedure</b>									
<i>(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 3.9.3.1 in case of such AFM limitation).)</i>									
3.9.3.1*	manually, without flight director			P→	→		M (Skill test only)		
3.9.3.2*	manually, with flight director			P→	→				
3.9.3.3*	with auto-pilot			P→	→				



Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 8 of 12  
 Issue Date: 13/04/2018

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 MPL, ATPL, TYPE & CLASS RATINGS,  
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Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials & date training completed	Checked in:		Attempt		Examiner initials & date completed
						FFS	A	1	2	
3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 feet above aerodrome level until touchdown or through the complete missed approach procedure			P→	→		M				
<b>Note:</b> 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 non-precision approach as described in 3.9.4. 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 3.9.3.4.										
3.9.4* 2D operations down to MDH/A			P*→	→		M*				
3.9.5 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.  <b>Remark:</b> If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed			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 Other missed approach procedures			P*→	→						
4.3* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*→	→		M				
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around			P→	→						





Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 9 of 12  
 Issue Date: 13/04/2018

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	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials & date training completed	Checked in:		Attempt		Examiner initials & date completed
FFS							A	1	2		
<b>SECTION 5 – LANDINGS</b>											
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 aircraft may not be used for this exercise							
5.3 Crosswind landings (a/c, 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 simulated inoperative: - aeroplanes with 3 engines: the centre 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		M FFS only (Skill test only)					

**General remarks:**

Special requirements for 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

**SECTION 6 - Additional authorisation on a type rating for instrument approaches down to a DH 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 RVR			P*→	→X An aircraft 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					



Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 10 of 12  
 Issue Date: 13/04/2018

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**HIGH-PERFORMANCE COMPLEX AEROPLANES)**  
 (PART-FCL Appendix 9 - PBN Compliant in accordance with EU Reg. 2016/539)

Name of Applicant:

Date of Birth (dd/mm/yyyy)

MULTI-PILOT AEROPLANES & SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING					ATPL / MPL / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK			
	OTD	FTD	FFS	A	Instructor initials & date training completed	Checked in: FFS A	Attempt 1      2		Examiner initials & date completed
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 accomplished in accordance with the applicable Air Operations Requirements.

**Note: FCL.605 IR — Privileges requires:**

*“In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an ATO and has passed section 6 of the skill test prescribed in Appendix 9 to this Part in multi-pilot aircraft “*

If section 6 of the Skill Test / Proficiency Check is completed, please give details of Low Visibility Operations below.

**Low Visibility Operations (LVO)**

**(Additional authorisation on a Type Rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III))**

Name of ATO providing specific LVO training:

Name of Air Operator approved for Low Visibility Procedures:

Approving Competent Authority:

Specify Air Operator's

Low Visibility Approvals:

(see Air Operator Ops Spec)



Form. No. RPPL-F-147  
AMDT No. 5.0  
Page No. 11 of 12  
Issue Date: 13/04/2018

**APPLICATION AND REPORT FORM FOR:  
TRAINING, SKILL TEST & PROFICIENCY CHECK FOR  
MPL, ATPL, TYPE & CLASS RATINGS,  
& PROFICIENCY CHECK FOR IRs**  
**(MULTI-PILOT AEROPLANES & SINGLE-PILOT  
HIGH-PERFORMANCE COMPLEX AEROPLANES)**  
(PART-FCL Appendix 9 - PBN Compliant in accordance with EU Reg. 2016/539)

## 9. GUIDANCE NOTES

**Section 1: Applicant Details** – to be completed by the applicant.

**Section 2: Purpose of the Skill Test / Proficiency Check** – to be completed by the applicant. **Note:** if a test/check is to be completed for both SP and MP privileges, a separate form must be completed for each test/check.

A skill test may also serve as a revalidation or renewal Proficiency Check for the applicant's IR.

**Section 3: Application & Declaration** . to be completed by the applicant.

**Section 4: Course Completion Certificate** – to be completed, as applicable, by the ATO Head of Training or authorised signatory for initial issue or renewal of a type rating. An ATO Course Completion Certificate will be accepted in lieu of this section provided it contains the same information.

**Section 5: Examiner Declaration** – to be completed by the Examiner(s) that conduct the Test/Check, and re-test if applicable.

**Section 6: Skill Test / Proficiency Check Details(1<sup>st</sup> Attempt only)** – to be completed by the Examiner that conducts the 1<sup>st</sup> attempt only. If the result of the test/check is a Partial Pass or Fail, the Examiner report must be completed – the report can be continued on a separate sheet of paper if necessary.

**Section 7: Skill Test / Proficiency Check Details (2<sup>nd</sup> Attempt only)** – to be completed by the Examiner that conducts the 2<sup>nd</sup> attempt (re-test following Partial Pass) only. If the result of the re-test is a Fail, the Examiner report must be completed – the report can be continued on a separate sheet of paper if necessary.

**Section 8: Content of the Training, Skill Test / Proficiency Check** – to be completed by the Instructor(s) and Examiner(s), as applicable.

The Examiner(s) should annotate **PASS** or **FAIL** against each item tested in the 'Attempt 1' box as applicable'. If an item is passed, complete the 'Examiner Initials and date completed' box. If an item is failed, do not initial or date the box. On a re-test annotate **PASS** or **FAIL** in 'Attempt 2 box' and sign and date in the 'Examiners Initials and date completed' box. A different Examiner may conduct Attempt 2. All items in Attempt 1 must be completed before starting Attempt 2.

Full details on the conduct of the Test/Check, specific requirements for the Test/Check, pass marks, test tolerances and content of the Training, Skill Test/Proficiency Check are set out in Appendix 9 of the Aircrew Regulation (Commission Regulation (EU) No. 1178/2011 (as amended)).

**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.

If Section 6 (Low Visibility Operations) of the Skill Test / Proficiency Check is completed, the additional ATO/Air Operator details must be given.

**Section 10: Submission Instructions** – **Note:** Failure to submit all required documentation may result in the return of your application

## 10. SUBMISSION INSTRUCTIONS

Send the completed application form to: Personnel Licensing Office, Irish Aviation Authority, The Times Building, 11-12 D'Olier Street, Dublin 2, Ireland.

Please enclose the following:

- Copy of the EU-FSTD Qualification Certificate(s) for each device used for training and/or skill test
- Complete copy of the Examiner's valid Part-FCL Pilot licence (if held) and Part-FCL Examiner Certificate
- Copy of the Notification of Test confirmation email with the declaration signed by the Examiner.

### If Applicable

- Complete copy of the ATO Approval Certificate, including attachments/appendices (**Issue or renewal only**).
- ATO Course completion certificate (if Section 4 is not completed) (**Issue or renewal only**).
- MCC Course Completion Certificate & ATO Approval Certificate (or evidence of exemption) unless combined with Type rating course (**Issue of 1<sup>st</sup> MPA type rating only**).
- Copy of ZFTT agreement between ATO and AOC holder, where the ATO is not also an AOC holder (**ZFTT courses only**)
- Completed payment form (if paying by credit / debit card), or cheque / postal order (**Issue, conversion or removal of 3<sup>rd</sup> country restriction or extension of type rating privileges only**).
- copy of the applicant's signed rating page (**revalidation only**)
- Copy of ICAO flight crew licence with Type rating endorsement (Temporary licences/certificates are NOT accepted) (**Conversion of 3<sup>rd</sup> country type rating only**)
- Evidence of 500 hours flying experience on type (Logbook(s) or letter from Operator) (**Removal of 3<sup>rd</sup> country restriction only**).

**PAYMENT FORM ON REVERSE**



Form. No. RPPL-F-147  
 AMDT No. 5.0  
 Page No. 12 of 12  
 Issue Date: 13/04/2018

**APPLICATION AND REPORT FORM FOR:  
 TRAINING, SKILL TEST & PROFICIENCY CHECK FOR  
 MPL, ATPL, TYPE & CLASS RATINGS,  
 & PROFICIENCY CHECK FOR IRs**  
**(MULTI-PILOT AEROPLANES & SINGLE-PILOT  
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**PAYMENT FORM**

Full details of fees charged and levied by the IAA are published in the Irish Aviation Authority (Fees) Order, (SI 523 of 2015) which can be viewed on the IAA website ([www.iaa.ie](http://www.iaa.ie)).

I am paying by:- **CREDIT / DEBIT CARD**  **CHEQUE**  **POSTAL ORDER**

**- PLEASE DO NOT SEND CASH -**

Please make cheques payable to 'Irish Aviation Authority'.

Please note that we do not accept **AMERICAN EXPRESS** or **DINERS CARD**.

If paying by credit or debit card please complete the information required below (in block capitals). **Note: All card details are destroyed upon completion of the transaction.**

Name of Card holder (as stated on the card) \_\_\_\_\_

Card Number

Valid from:   /   Expiry Date   /

Security Code (last 3 digits on signature strip on reverse of card)