ENAC ENTE NAZIONALE PER L'AVIAZIONE CIVILE ITALIAN CIVIL AVIATION AUTHORITY	**ATPL(A)-MPA** **TYPE RATING-TRAINING-SKILL TEST** **PROFICIENCY CHECK** **CHECK LIST** ***Ref. Appendix 2 to JAR FCL 1.240&1.295***	☐ **ATPL** ☐ **Type Rating** ☐ **Proficiency Check** ☐ **Training record** ☐ **Skill test**

Cognome *Applicant's last name*		**Nome** *Name*	
Tipo di licenza *Type of licence*		**Numero** *Number*	
Stato *State*		**Firma del richiedente** *Signature of applicant*	

1 The following symbols mean:
- P = Trained as Pilot in command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (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.

2 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
- FS = Flight Simulator
- FTD = Flight Training Device
- OTD = Other Training Device

3 The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency ck, the type rating will be restricted to VFR only.

4 Where letter M appears in the skill test/proficiency ck column this will indicate mandatory exercise.

5 A Flight Simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course.(continued) (refer to app.dx 2 to JAR-FCL 1.240&1.295 paragraph 5).

	PRACTICAL TRAINING					**ATPL/TYPE-RATING SKILL TEST/PROF CHECK**				
Manœuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in FS A	Examiner's initials when test completed Attempt 1 P	F	Attempt 2 P	F
SECTION 1										
1 Flight preparation 1.1 Performance calculation	P									
1.2 Aeroplane ext.visual inspect. ; location of each item and purpose of inspection				P						
1.3 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…>	……..>						
1.6 Before take-off checks		P……>	……..>	……..>		M				
SECTION 2										
2 Take-offs 2.1 Normal take offs with different flap settings, 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 (A, if practicable)			P……>	……..>						
2.4 Take-off at maximum take off mass (actual or simulated MTOM)			P……>	……..>						

Applicant's name:	PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF CHECK				
Manœuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in FS A	Examiner's initials when test completed Attempt 1 P	Attempt 1 F	Attempt 2 P	Attempt 2 F
2.5 Take-offs with simulated engine failure 2.5.1* Shortly after reaching V2 (in aeroplanes wich are not certificated as tranport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), 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		M FS only				
2.6 Rejected take-off at a reasonable speed before reaching V1.			P……>	….>X		M FS only				
SECTION 3										
3 Flight Manœuvres and Procedures 3.1 Turns with and withouth 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						
3.3 Normal operation of systems and controls engineer's panel	P…..>	……..>	……>	……..>						
3.4 Normal and abnormal operation of following sytems :						M	A mandatory Minimum of 3 items shall be selected from 3.4.1 to 3.4.14 Inclusive.			
3.4.0 Engine (if necessary propeller)	P……>	……..>	……>	……..>						
3.4.1 Pressurization 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 and de-icing system glare shield heating	P……>	……..>	……>	……..>						
3.4.8 Autopilot/Flight Director	P……>	……..>	……>	……..>						
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, FMS	P……>	……..>	……>	……..>						

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Manœuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in FS A	Examiner's initials when test completed			
							Attempt 1		Attempt 2	
							P	F	P	F
3.4.12 Landing gear and brake	P……>	……..>	……>	……..>						
3.4.13 Slat and Flap system	P……>	……..>	……>	……..>						
3.4.14 Auxiliary Power Unit	P……>	……..>	……>	……..>						
3.6 Abnormal and Emergency Procedures						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, shut down and restart in flight at a safe altitude		P……>	……>	……..>						
3.6.4 Fuel dumping		P……>	……>	……..>						
3.6.5 Windshear at take-off/landing			P	X		FS only				
3.6.6 Simulated cabin pressure failure/emergency descent			P……>	……..>						
3.6.7 Incapacitation of a crew member		P……>	……>	……..>						
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual		P……>	……>	……..>						
3.6.9 ACAS event (TCAS)	P……>	……..>	……>			FS 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 (flap in take off position), in cruising flight configuration and in landing configuration (flap in landing position, gear extended) 3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P……> P	……..> X						
3.9 Instrument flight procedures										
3.9.1* Adherence to departure and arrival routes and ATC instructions		P……>	……>	……..>		M				
3.9.2* Holding procedures		P……>	……>	……..>						
3.9.3* Precision approaches down to a decision heght (DH) not less than 60m (200 ft)										
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 autopilot			P……>	……..>						

Applicant's name:	PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF CHECK				
						Ckd in	Examiner's initials when test completed			
							Attempt 1		Attempt 2	
Manœuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	FS A	P	F	P	F
3.9.3.4* Manually, with one engine simulated inoperative ; engine failure has to be simulated during final approach from before passing the OM until touchdown or through the complete missed approach procedure In aeroplanes wich are not certificated as tranport category (JAR/FAR 25) or as a 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 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent heght/altitude (MDH/A) of 500 ft 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.			P……>	……..>		M				
3.9.4* NDB or VOR-LOC approach down to the MDH/A			P*….>	……..>		M				
3.9.5 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 ; <u>followed by :</u> (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 performed			P*….>	……..>						
SECTION 4 **4 Missed Approach Procedures** 4.1 Go-around with all engines operating* after an ILS approach on reaching decision heght 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 rwy threshold and go-around			P……>	……..>						

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Manœuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in FS A	Examiner's initials when test completed			
							Attempt 1		Attempt 2	
							P	F	P	F
SECTION 5 **5 Landings** 5.1 Normal landings*also after an ILS approach with transition to visual flight on reaching DH			P….>	……..>						
5.2 Landing with simulated jammed horizontal stabilizer			P……>	An aircraft may not be used		FS 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 three engines : (center engine and one outboard as far as practicable according to data of the AFM. - Aeroplanes with four engines. Two engines at one side.			P	X		M FS only Skill test only				

Location and date:		Type & number of Licence	
Signature of authorised T.R.I/T.R.E (as applicable):		Name of T.R.I/T.R.E in capitals (as applicable):	

END

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.

(Refer to Subpart E, JAR-FCL 1.180)

Applicant's name:	**PRACTICAL TRAINING**					**ATPL/TYPE-RATING SKILL TEST/PROF CHECK**				
Manœuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in FS A	Examiner's initials when test completed			
							Attempt 1		Attempt 2	
							P	F	P	F
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 these approaches shall be used : 6.1* Rejected take-off at minimum authorised RVR			P*….>	An aircraft may not be used for this exercise …….X		M* FS only				
6.2* ILS 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 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 Operational Rules.

Location and date:		Type & number of Licence	
Signature of authorised T.R.I/T.R.E (as applicable):		Name of T.R.I/T.R.E in capitals (as applicable):	

END