

MPA (Multi Pilot Aeroplanes) - Proficiency Check / ATPL(A) - Skill Test

OBSERVAÇÕES REMARKS:

- 1) As secções A, B e C são de preenchimento obrigatório Section A, B and C are mandatory
- 2) Preencher preferencialmente por via eletrónica, caso contrário deve utilizar letras MAIÚSCULAS com tinta azul ou preta
Preferably complete electronically, otherwise use CAPITAL letters with blue or black ink
- 3) Todas as datas devem ser preenchidas no formato dd/mm/yyyy All dates must be completed in the format dd/mm/yyyy
- 4) Todos os tempos de voo devem ser preenchidos no formato hh:mm All flight times are to be filled in the format hh:mm
- 5) Examinador em supervisão, referir em "C3" e preencher "DLPF Form 003" Examiner under supervision mention in "C3" and fill the form "DLPF Form 003"

A - Dados do candidato Applicant Information

Apelido Primeiro (s) nome (s) Nº de licença
Last name..... First name(s) Licence number

LPC ATPL PIC COFIL Avião Aeroplane Simulador Simulator ATO/OPR

Revalidação de TR Renovação de TR expirado: < 3 meses Entre 3 meses e 1 ano Entre 1 e 3 anos
TR revalidation TR renewal expired < 3 months Between 3 months and 1 year Between 1 and 3 years

Revalidação de IR Renovação de IR expirado: < 3 meses Entre 3 meses e 1 ano Entre 1 e 7 anos
IR revalidation IR renewal expired < 3 months Between 3 months and 1 year Between 1 and 7 years

B1 – Instrução teórica (apenas para renovação) Theoretical training (only for renewal) A preencher pela ATO To be completed by the ATO

Nome da organização Número de Certificado ATO
Organization name ATO Certificate number
Desde dd/mm/yyyy Até dd/mm/yyyy Classificação Obtida (Pontuação mínima 75%) %
From To Mark Obtained (Pass mark 75%)

B2 – FSTD / Avião (apenas para renovação) FSTD / Aeroplane (only for renewal)

Desde From	Até To	Tipo de avião Aeroplane type	Matrícula / Ref.º certificado FSTD FSTD certificate reference	Nível do simulador Simulator Level	Tempo total de voo Total time of flight
dd/mm/yyyy	dd/mm/yyyy				hh:mm

Nome do instrutor Nº de licença Assinatura
Instructor's name Licence number Signature

A organização de formação confirma que o candidato cumpriu o programa teórico e treino de voo aprovado de forma satisfatória. Em anexo envia-se certificado/outro documento comprovativo.
The ATO confirms that the applicant has been trained according to the approved syllabus to a satisfactory level. Certificate/another document in attachment.

Nome do diretor de instrução Assinatura
Head of training name Signature

Repetição de exame de voo com aprovação parcial, ou Repetição de exame de voo efetuado na data dd/mm/yyyy
Repetition of partial passed skill test, or Repetition of failed skill test from date

C1 - Detalhes da verificação Check details A preencher pelo examinador To be completed by the examiner

Data Date	Tipo de avião Aeroplane type	Matrícula/Ref.º certificado FSTD Registration/FSTD certificate reference	Nível do simulador Simulator Level	Tempo total Total time
dd/mm/yyyy				hh:mm

Aeródromo de partida Departure	Aeródromo de destino Destination	Calços retirados Block-OFF	Calços colocados Block-ON	Descolagens Take-offs	Aterragens Landings
		hh:mm	hh:mm		

C2 - Resultado da verificação Check result

IFR Cat. Apto Não apto * Parcialmente apto * Assinatura do candidato
Cat. IFR Pass Fail Partial pass Applicant's signature

C3 - Observações Remarks * Mencionar razão para os itens reprovados Mention reasons for failed items

Apenas para revalidação de TR 10 Setores de rota ou; 10 Route sectors or;
Only for TR revalidation 1 Setor de rota efetuado com Examinador (Avião ou FFS) ou; 1 Route sector flown with an examiner (Aircraft or FFS) or;
 LPC/OPC realizado em contexto operador. LPC/OPC accomplish in air transport operator.

Apenas para revalidações - Confirmo que revalidei no dorso da licença com nova data de validade de: dd/mm/yyyy
Only for revalidation- I confirm that the endorsement of license was made with new validity of:

Confirmo que a experiência do candidato cumpre com os requisitos aplicáveis da Part-FCL.
I confirm that the experience of the applicant comply with the applicable requirements of Part-FCL

Confirmo que as manobras e exercícios requeridos foram completados.
I confirm that the required manoeuvres and exercises have been completed

Nome Número de certificado de examinador
Name Examiner's certificate number
Local e data Assinatura do examinador
Location and date Examiner's signature

MPA (Multi Pilot Aeroplanes) - Proficiency Check / ATPL(A) - Skill Test

MPA (Multi-pilot Aeroplane) Prof. Check	Requirements	Fill by ATO/Operator	Examiner Check	INAC only
Certificate ATO/Operator	Certificate			<input type="radio"/>
Certificate SFE/TRE	Certificate			<input type="radio"/>
Certificate FSTD	Certificate			<input type="radio"/>
Document of identification	Copy		<input type="checkbox"/>	<input type="radio"/>
Pilot License	Hold	Valid until:	<input type="checkbox"/>	<input type="radio"/>
Portuguese EASA Medical Certificate	Class 1	Valid until:	<input type="checkbox"/>	<input type="radio"/>
Logbook filled and signed	Logbook	Total hours:	<input type="checkbox"/>	<input type="radio"/>
1) Proficiency check (CRE/TRE)				<input type="radio"/>
a) Aeroplane, <i>or</i> FSTD				
2) During the period of validity of the rating:*				
a) Route sectors <i>or</i>	Min 10 route <i>or</i>			<input type="radio"/> <i>or</i>
b) Route sector, flown with an examiner <i>or</i>	Min 1 route <i>or</i>			<input type="radio"/> <i>or</i>
c) LPC/OPC accomplish in air transport operator **				<input type="radio"/>
IR (A) – Revalidation	If applicable			<input type="radio"/>
Remarks				
* Complete during the period of validity of the rating, at least: (i) 10 route sectors as pilot of the relevant CR/TR of aeroplane; or (ii) 1 route sector as pilot of the relevant CR/TR of aeroplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check.				
** A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from complying with the requirement in "During the period of validity of the rating".				
• The revalidation of an IR(A), if held, may be combined with a proficiency check for the revalidation of a class or type rating.				

ATPL (A) Skill test	Requirements	Fill by Applicant	Examiner Check	INAC only
Applicant minimum age	21 years	Age:	<input type="checkbox"/>	<input type="radio"/>
Document of identification	Copy		<input type="checkbox"/>	<input type="radio"/>
Portuguese EASA Medical Certificate	Class 1	Valid until:	<input type="checkbox"/>	<input type="radio"/>
Theoretical examination ATPL (A)	Passed	Date:	<input type="checkbox"/>	<input type="radio"/>
Logbook filled and signed	Logbook	Total hours:	<input type="checkbox"/>	<input type="radio"/>
Pilot licence				
1) MPL		Valid until:	<input type="checkbox"/>	<input type="radio"/>
<i>or</i>		<i>or</i>	<i>or</i>	<i>or</i>
2) CPL (A) with:		Valid until:	<input type="checkbox"/>	<input type="radio"/>
a) IR (A) ME (A)		Valid until:	<input type="checkbox"/>	<input type="radio"/>
b) MCC		Valid until:	<input type="checkbox"/>	<input type="radio"/>
Flight experience				
Total flight hours	Min 1500 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
1) FFS or FNPT	Max 100 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
a) FNPT	Max 25 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
Credit TMG or sailplane *(i)	Max 30 H PIC	Credit given:		<input type="radio"/>
Credit Helicopters *(ii)	Max 50% All	Credit given:		<input type="radio"/>
Credit Flight engineer **	50%Max250H	Credit given:		<input type="radio"/>
1) MP (A) experience	Min 500 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
2) Pilot in command:				
a) PICUS	Min 500 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
<i>or</i>	<i>or</i>	<i>or</i>	<i>or</i>	<i>or</i>
b) PIC	Min 250 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
<i>or</i>	<i>or</i>	<i>or</i>	<i>or</i>	<i>or</i>
c) PIC and PICUS	Min 250 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
i) PIC	Min 70 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
ii) PICUS	Max 180 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
3) Cross country experience	Min 200 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
a) PIC or PICUS	Min 100 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
4) Instrument time	Min 75 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
a) ground time	Max 30 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
5) Night flight time (PIC or co-pilot)	Min 100 H	Hours:	<input type="checkbox"/>	<input type="radio"/>
Remarks: FCL.510.A ATPL(A) – c) Crediting				
* Holders of a pilot licence for other categories of aircraft shall be credited with flight time up to a maximum of: (i) for TMG or sailplanes, 30 hours flown as PIC; (ii) for helicopters, 50 % of all the flight time requirements of paragraph "Flight experience".				
** Holders of a flight engineer licence issued in accordance with applicable national rules shall be credited with 50 % of the flight engineer time up to a maximum credit of 250 hours. These 250 hours may be credited against the 1 500 hours requirement of paragraph (a), and the 500 hours requirement of paragraph (b)(1), provided that the total credit given against any of these paragraphs does not exceed 250 hours.				

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Primeiro e último nome do candidato

Data

First and last name of applicant

Date

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING				ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK		
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in	Examiner initials when test completed	
						FFS A		
SECTION 1								
1.	Flight preparation							
1.1	P							
1.2	P#			P				
1.3		P--->	--->	--->				
1.4	P--->	--->	--->	--->		M		
1.5			P--->	--->				
1.6		P--->	--->	--->		M		
SECTION 2								
2.	Take-offs							
2.1			P--->	--->				
2.2*			P--->	--->				
2.3			P--->	--->				
2.4			P--->	--->				
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 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 FFS Only	
2.6	Rejected take-off at a reasonable speed before reaching V1			P--->	--->X		M	

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Manoeuvres/Procedures		OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in	Examiner initials when test completed
							FFS A	
SECTION 3								
3.	Flight Manoeuvres and Procedures							
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---	---	---	---			
Normal and abnormal operations of following systems:							M	A mandatory minimum of 3 abnormal 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---	---	---	---			
Intentionally left blank								
3.6	Abnormal and emergency procedures:							
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---	---	---			

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SECTION 3 (Cont.)								
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			
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 height (DH) not less than 60 m (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---	---			

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Manoeuvres/Procedures		OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in	Examiner initials when test completed
SECTION 3 (Cont.)								
3.9.3.4*	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or through the complete missed approach procedure. 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 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*	Non-precision 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;			p*-->	--->			
(Cont.) 3.9.5	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 to ATC reasons, a simulated low visibility pattern may be performed.			p*-->	--->			

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Manoeuvres/Procedures		OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in	Examiner initials when test completed
SECTION 4								
4.	Missed Approach Procedures							
4.1	Go-around with all engines operating* after an ILS approach 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-->	-->			
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 stabiliser in any out-of-trim position			P-->	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 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)	

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General remarks:							Data	
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.								
MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES				PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructor initials when training completed	Chkd in		Examiner initials when test completed
						FFS	A	
SECTION 6								
<p>Additional authorisation on a type rating for instrument approaches down to a decision height 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.</p>								
6.1*	Rejected take-off at minimum authorised RVR			P*-->	--->X An aircraft May not be used for this exercise		M*	
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 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	

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Flight Checklist Instructions

Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes:

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.

e) 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:

i) the qualification of the FFS or FNPT II;

ii) the qualifications of the instructors;

iii) the amount of FFS or FNPT II training provided on the course; and

iv) the qualifications and previous experience on similar types of the pilot 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, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

i) 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 phases.