REPUBLIC OF LATVIA
CIVIL AVIATION AGENCY
Airport "Riga", Biroju iela 10, Mārupes novads, LV-1053, Latvia,
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CAA approval No.*: _____

APPLICATION AND REPORT FORM *(according to AMC1 to Appendix 9)*
ATPL, MPL, TYPE RATING, TRAINING, SKILL TEST AND PROFICIENCY CHECK
AEROPLANES (A)

Applicant's last name(s):	**Aircraft:**	SE-SP: A ☐	ME-SP: A ☐
		SE-MP: A ☐	ME-MP: A ☐
Applicants first name(s):	**Operations:**	SP ☐ MP ☐	PIC ☐ CP ☐ other ☐
Signature of applicant:	**Checklist:**	Training record: ☐	Type rating: ☐
Type of licence held:		Skill test: ☐	Class rating: ☐
Licence number:		Proficiency check: ☐	
State of licence issue:		IR: ☐	ATPL: ☐ MPL: ☐

1. Theoretical Training for the issue of a type class rating performed during period

From:	**To:**	**At:**
Mark obtained:	**% (Pass mark 75%):**	**Type and number of licence:**
Signature of HT:	**Name(s) in capital letters:**	

2. FSTD

FSTD (aircraft type):	**Three or more axes:** YES ☐ NO ☐	**Ready for service and used:**
FSTD manufacturer:	**Motion or system:**	**Visual aid:** YES ☐ NO ☐
FSTD operator:		**FSTD ID code:**
Total Training time at the controls:	**Instrument approaches at aerodromes to a decision altitude or height of:**	
Location, date and time:	**Type and number of licence:**	
Type rating instructor ☐ **Class rating instructor** ☐ ..... **instructor** ☐		
Signature of instructor:	**Name(s) in capital letters:**	

3. Flight training: in the aircraft ☐ in the FSTD (for ZFTT) ☐

Type of aircraft:	**Registration:**	**Flight time at the controls:**
Take-offs:	**Landings:**	**Training aerodromes or sites (take-offs, approaches and landings):**
Take-off time:		**Landing time:**
Location and date:		**Type and number of licence held:**
Type rating instructor ☐ **Class rating instructor** ☐		
Signature of instructor:		**Name(s) in capital letters:**

4. Skill test ☐ Proficiency check ☐

Skill test and proficiency check details:			
Aerodrome or site:			**Total flight time:**
Take-off time:			**Landing time:**
Pass ☐	**Fail** ☐	**Partial Pass** ☐	**Reason(s) why, if failed:**
Location and date:			**SIM of aircraft registration:**
Examiner's certificate number (if applicable):			**Type and number of licence:**
Signature of examiner:			**Name(s) in capital letters:**

** in case of skill test*

Specific requirements for the aeroplane category

(according to Part-FCL Appendix 9 B. 6.)

Applicant's name(s): _____

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres / Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FFS A	Examiner initials when test completed
SECTION 1					
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	
1.5. Taxiing in compliance with ATC instructions or instructions 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 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 V2	P–>	–>			
(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 the 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)					
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	

Specific requirements for the aeroplane category

(according to Part-FCL Appendix 9 B. 6.)

Applicant's name(s): _____

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres / Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FFS A	Examiner initials when test completed
SECTION 3					
3. Flight manoeuvres and procedures 3.1. Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P–>	–>			
3.1.1. At different speeds (including slow flight) and altitudes within the FSTD training envelope	P–>	–>			
3.1.2. Steep turns using 45° bank, 180° to 360° left and right	P–>	–>			
3.1.3. Turns with and without spoilers	P–>	–>			
3.1.4. Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P–>	–>			
3.2. Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P–>	–>X An aeroplane shall not be used for this exercise		FFS only	
3.3. Normal operation of systems and controls engineer's panel (if applicable)	OTD P–>	–>			
3.4. Normal and abnormal operations of following systems:				M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0. Engine (if necessary propeller)	OTD P–>	–>			
3.4.1. Pressurisation and air conditioning	OTD P–>	–>			
3.4.2. Pitot/static system	OTD P–>	–>			
3.4.3. Fuel system	OTD P–>	–>			
3.4.4. Electrical system	OTD P–>	–>			
3.4.5. Hydraulic system	OTD P–>	–>			
3.4.6. Flight control and trim system	OTD P–>	–>			
3.4.7. Anti-icing/de-icing system, glare shield heating	OTD P–>	–>			
3.4.8. Autopilot/flight director	OTD P–>	–>		M (single pilot only)	

Specific requirements for the aeroplane category

(according to Part-FCL Appendix 9 B. 6.)

Applicant's name(s): _____

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres / Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FFS A	Examiner initials when test completed
3.4.9. Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P–>	–>			
3.4.10. Ground proximity warning system, weather radar, radio altimeter, transponder	P–>	–>			
3.4.11. Radios, navigation equipment, instruments, FMS	OTD P–>	–>			
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–>	–>			
Intentionally left blank					
3.6. Abnormal and emergency procedures:				M	A mandatory minimum of 3 abnormal 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 (AFM)	P–>	–>			
3.6.9. TCAS event	OTD P–>	An aeroplane shall not be used		FFS only	

Applicant's name(s): _____

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres / Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FFS A	Examiner initials when test completed
3.7. Upset recovery training 3.7.1. Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration.	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise			
3.7.2. The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS only	
3.8. Instrument flight procedures					
3.8.1. *Adherance to departure and arrival routes and ATC instruction	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 (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 1 000 ft above aerodrome level 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 3.8.4. 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 3.8.3.4.	P–>	–>		M	

Specific requirements for the aeroplane category

(according to Part-FCL Appendix 9 B. 6.)

Applicant's name(s): _____

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres / Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FFS A	Examiner initials when test completed
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) within a distance of not more than 4 NM 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 3.8.4. The go-around shall be initiated when reaching the published 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 3.8.3.4.	P–>	–>		M	
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 the 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					
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	

Applicant's name(s): _____

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres / Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FFS A	Examiner initials when test completed
4.5. Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (baulked 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–>	–>			
SECTION 5					
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)	
General remarks: Special requirements for the 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.					

Specific requirements for the aeroplane category

(according to Part-FCL Appendix 9 B. 6.)

Applicant's name(s): _____

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL / MPL / TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres / Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FFS A	Examiner initials when test completed
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 runway visual range (RVR)	P*–>	–>X An aeroplane shall 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-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, 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 performed in accordance with the applicable air operations requirements.

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.

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 simulation training device

The starred items (*) shall be flown solely by reference to instruments.

Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

COMPLETED BY EXAMINER			
FCL.1030(a)(1) I have ensured that communication with the applicant can be established without language barriers.		YES ☐	NO ☐
FCL.1030(a)(2) I have verified that the applicant complies with all the qualification, training and experience requirements in Part-FCL for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test, proficiency check or assessment of competence is taken.		YES ☐	NO ☐
FCL.1030(a)(3) I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.		YES ☐	NO ☐
FCL.1030(b)(1) I have informed the applicant of the result of the test.		YES ☐	NO ☐
FCL.1030(b)(1), In the event of a partial pass or fail: I have informed the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained and detailed any further training requirement and explain the applicant's right of appeal.	N/A ☐	YES ☐	NO ☐
FCL.1030(b)(2) in the event of a pass in a proficiency check for revalidation or renewal I endorsed the applicant's licence with the new expiry date of the rating.	*Expiry date of current rating:*	*New rating valid until:*	
According to **FCL.1030(b)(3)** I have provided the applicant with a signed report of the skill test or proficiency check.		YES ☐	NO ☐
FCL.1030(b)(3)(ii) I confirm that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, I have record the reasons for this assessment.		YES ☐	NO ☐
FCL.1030 (3)(iv)(v) In the case if the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate			
I hereby declare that I,_____, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version_____of the Examiner Differences Document.		YES ☐	NO ☐
I have attached to this report a copy of the examiner certificate containing the scope of my privileges as examiner.		YES ☐	NO ☐
Any comment on, or disagreement with, an examiner's test or check evaluation or assessment made during a debriefing:			
_____ *Examiner's Name, Surname / Date / Signature*			

COMPLETED BY APPLICANT
I confirm that I understand and agree with all the above mentioned information and have no objections. **In the event of a partial pass or fail:** I agree ☐ / disagree ☐ / N/A ☐ for re-examination with the same examiner
_____ *Applicant's Name, Surname / Date / Signature*

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