CIVIL AVIATION ADMINISTRATION – REPUBLIC OF BULGARIA

APPLICATION and REPORT FORM FOR ATPL/TYPE RATING/TRAINING/SKILL TEST AND PROFICIENCY CHECK ON MULTI-PILOT AEROPLANES

A	**APPLICANT'S DETAILS AND CERTIFICATION:**			
NAME			RANK	
EMPLOYER	TYPE OF LICENCE		LICENCE NUMBER	
DATE (DD/MM/YYYY)	**I CERTIFY THAT I MEET ALL REQUIREMENTS FOR THE LICENCE OR RATING FOR WHICH I AM APPLYING.**	(FOR **TYPE RATING** INSERT A/C TYPE AND CAPACITY)		(FOR **ATPL** TICK BELOW)
APPLICANT"S SIGNATURE		**ISSUE**	**REVALIDATION**	**RENEWAL**

B	**THEORETICAL INSTRUCTIONS:**		
FROM:	TO:	MARK (PASS MARK 75%)	TRAINING CENTER
INSTRUCTOR'S NAME	INSTRUCTOR'S SIGNATURE	INSTRUCTOR'S LICENCE NUMBER	DATE (DD/MMM/YYYY)

C	**(TRI)/(SFI) RECOMMENDATIONS:** I CONSIDER THE ABOVE APPLICANT READY FOR THE SKILL TEST FOR WHICH HE IS APPLYING.		
INSTRUCTOR'S NAME	INSTRUCTOR'S SIGNATURE	INSTRUCTOR'S LICENCE NUMBER	DATE (DD/MMM/YYYY)

D	**Manoeuvres/Procedures (including Multi Crew Cooperation)**					**Type-Rating Skill Test/Prof. Check**		
	OTD	FTD	FS	A	INSTRUCTOR'S INITIALS WHEN TRAINING COMPLETED	CHKD IN FS A	ATTEMPT (1 OR 2)	EXAMINER'S INITIALS WHEN TEST COMPLETED
Section 1. FLIGHT PREPARATION								
1.1 Performance calculation	**P**							
1.2 Aeroplane ext. Visual inspect.; 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 procedure, 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-OFF								
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 Cross wind take off (if practicable)			**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			**P**	→				
2.5.1 * 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**		
Section 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**				
3.3 Normal operation of systems and controls engineer's panel	**P**	-----	-----	→				
3.4 Normal and abnormal operations of following systems:						A 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- 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, 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							
3.6 Abnormal and emergency procedures:						A minimum of 3 items shall be selected from 3.6.1 to 3.6.8 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 at a safe height		P						
3.6.4 Fuel dumping (simulated)		P						
3.6.5 Windshear at take off and landing			P	X		FS 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					FS only		
3.7 Steep turns with 45^0 bank, 180^0 to 360^0 left and right		P						
3.8 Early recognition and counter measures on approaching stall (up to action of stall warning devices) 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 * ILS 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					
3.9.3.4 Manually, with one engine simulated inoperative (engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure).			P			M		
3.9.4 NDB or VOR / LOC or RNAV – approach down to the MDH / A			P			M		
3.9.5 Circling approach under following conditions: (a) * approach to the authorized 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; Remark: 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 after an ILS approach on reaching decision height			P*					
4.2 Other missed approach procedures			P*					
4.3* Go – around with one engine simulated inoperative after an ILS approach on reaching DH (see also 3.9.3.4).			P*			M		
4.4 Reject landing at 15 m (50 ft) above runway threshold and go-around			P					

Section 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 in any out-of-trim position			P	X				
5.3 Cross wind landings (a/c, if practicable)			P	-->				
5.4 Traffic pattern and landing without extended flaps and slats.			P	-->				
5.5 Landing with critical engine simulated inoperative			P	-->		M		
5.6 Landing with two engines simulated inoperative (Not 2 eng. Aircraft) Aeroplanes three engines - centre engine & one outboard engine Aeroplanes four engines - two engines at one side			P	X		M FS Skill Test Only		

Section 6. 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 6.1* Rejected take-off with minimum authorised RVR.			P* -->	X		M		
6.2* ILS approach 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		

EXAMINERS REPORT and DECLARATION

I hereby declare that I,……, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version 01-2014 of the Examiner Differences Document.

Date……..Signature……

I have found the applicant experience and instruction to comply with Annex I to Part FCL. ☐

I confirm that all the required maneuvers and exercises have been completed. ☐

I confirm that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable). ☐

RESULT OF TEST:	PASSED*	EXAMINER'S SIGNATURE	FAILED*	EXAMINER'S SIGNATURE

SIM or SIM LOCATION / AIRCRAFT REGISTRATION:	* EXAMINER TO SIGN NEXT TO PASSED OR FAILED AS APPLICABLE	MCFN issued (Copy Attached)	

START:	END:	TOTAL TIME:	

EXAMINER'S NAME	EXAMINER'S AUTHORISATION	DATE (DD/MM/YYYY).

Note:	TRE/TRI shall refer to PART-FCL as applicable for more details.	Regulation Requirements column, (M) mandatory, (X) not authorised on Aircraft, (*) required for Instrument Rating.