



LICENCE PROFICIENCY CHECK / OPERATOR
 PROFICIENCY CHECK
 MULTI-PILOT AEROPLANE (MPA)
 TYPE/INSTRUMENT RATING
 REVALIDATION OR RENEWAL

FORM REF
 LPC / OPC – MPA
 Issue Date
 01st April 2007

PART ONE
 (PARAGRAPHS 8 & 9 OF THIS FORM DETAIL – FORM ADMINISTRATION)

1 LICENCE HOLDER'S DETAILS (BLOCK CAPITALS PLEASE)

Surname: Forenames:
 Address for correspondence:
 Post Code:
 Employer Name (Airline or Corporate pilots only)
 Telephone No: Mobile: Date of Birth:
 Type of Licence held: Number: State of Issue:

2 LICENCE HOLDER'S APPLICATION AND DECLARATION (*delete as applicable)

I hereby apply for the **Revalidation / Renewal*** of my MPA Type Rating (including MPA IR) to be included in my pilots licence and I certify that the information provided on this form is true to the best of my knowledge and belief.
 Aeroplane Type: Date of LPC:
 Signature of Applicant: Date:

IMPORTANT NOTE

IT IS AN OFFENCE TO MAKE, WITH INTENT TO DECEIVE, ANY FALSE REPRESENTATIONS FOR THE PURPOSE OF PROCURING THE GRANT, ISSUE, RENEWAL OR VARIATION OF ANY CERTIFICATE, LICENCE, RATING, APPROVAL, PERMISSION OR OTHER DOCUMENT.

3 EXAMINERS NOTIFICATION OF COMPLETION (*delete as applicable)

Completion of the revalidation / renewal requirements are certified beneath:

ENGLISH LANGUAGE PROFICIENCY CERTIFICATE: This is to certify that the above named flight crew member has satisfactorily demonstrated his/her ability to use the English Language in accordance with the requirements of JAR-FCL 1.200 and JAR-OPS 1.025.

LPC: PASS / FAIL / PARTIAL PASS*

Aeroplane/STD Type used: Date Check Completed:
 Off Chocks Time: On Chocks Time:
 Signature of Examiner: Name:
 Examiner No: Date:

PARTIAL RE-CHECK (if applicable) LPC: PASS / FAIL*

Aeroplane/STD Type used: Date Check Completed:
 Off Chocks Time: On Chocks Time:
 Signature of Examiner: Name:
 Examiner No: Date:

New Type Rating Valid until: Date/...../..... Day / Month / Year

Licence Holder's Name: Licence No:

Aeroplane Type:

I understand that I have failed this LPC and that I may not use the privileges of the rating until a further successful LPC has been completed.

Attempt One Fail (including Partial Pass)

I acknowledge the retraining requirements of (Optional)

No. of hours:

I acknowledge the re-check requirements of:

(Items)

Signature of Applicant:

.....

Date:

.....

Attempt Two Fail

I acknowledge the retraining requirements of (Mandatory)

.....

No. of hours:

I acknowledge the re-check requirements of:

.....

(Items/Sections)

Signature of Applicant:

.....

Date:

.....

FOR OFFICIAL USE ONLY

Update MPA Type Rating Licence Page
(Renewal only)

Record Rating in FCLS
(Revalidation or Renewal)

Actioned by:

Date:

.....

Fee Amount (Renewal only): EURO:

Receipt Issue Date:

When completed return Part One to :

Flight Crew Licensing Section

Irish Aviation Authority

Hawkins Street

Dublin 2

FEES RECEIVED STAMP:



1. MPA TYPE / INSTRUMENT RATING LICENCE PROFICIENCY CHECK SCHEDULE (*delete as applicable) &

2. Certificate of Validity of Aircraft Rating Certificate and CATII/IIIa Operations Status

Captain/First Officer* FTD/FS Used: Revalidation / Renewal*

Surname: A/C Rating / I/R Valid to date:

Forename: Medical Valid to date:

Licence No: OPC/LowVis CII/CIIIa Valid to date:

I certify that the Licence, Aircraft Rating Certificate and CATII/IIIa Operations Status of Captain/F/O are valid, current and have been signed by me as necessary:

TRE Name: TRE Sign: TRE Number:

LPC/OPC and LVO Lisline System updated: Sign..... Trg Admin	ATTEMPT			ATTEMPT	
	1	2		1	2
1 Flight Preparation			3.9 Instrument flight procedures To be flown in actual or Simulated IMC		
1.4 Use of check list			3.9.1 Departure/Arrival procedures		
1.6 Pre-flight check			3.9.3.4 Precision Instrument approach to DA with one engine inoperative (manually flown)		
2 Take Off with simulated engine failure One item only from 2.5.1, 2.5.2, 2.5.3			3.9.4 Non precision approach to MDA (manually or Automatic)		
*2.5.1 after V2			3.9.5 Circling approach		
*2.5.2 between V1-V2 (sim only)			4.3 Manual Go-around from 3.9.3.4 or 3.9.4 with one engine inoperative		
*2.5.3 after V1 when V1=V2 (sim only)			5 Landing		
2.6 Rejected Take-off (RTO) (if not completed at 6.1 below)			5.5 Landing with critical engine inoperative		
3.4 Abnormal Operations (3 items from the list - see over)			6 Low visibility operations 6.2/6.3 To be flown in Simulated IMC		
			6.1 RTO at minimum authorised RVR		
			6.2 Precision Instrument approach DH<200ft		
			6.3 Go around from DH <200ft		
3.6 Abnormal/Emergency Operations (3 items from the list - see over)			6.4 Landing from DH <200ft		
			APP 1 JAR OPS 1.450(g)(1): Takeoff in Minimum T/O RVR <150m		
			THEORETICAL EXAMINATION	PASS	FAIL
			10 route sectors <input type="checkbox"/> or 1 route sector with Examiner <input type="checkbox"/> Please tick appropriate box		

**Notes: 1. Item numbers are referenced to Appendix 2 to JAR FCL 1.240 & 1.295.
2. For items 2.6 and 6.1 – Not to be conducted in aircraft other than a static touch drill procedure.**

First Examiner Date of Attempt 1: (* delete as applicable)
Examiners Name: **Examiner No:**
Signature: **Proficiency Check:** **PASS * / PARTIAL* / FAIL***

Second Examiner* Date of Attempt 2: (* delete as applicable)
Examiners Name: **Examiner No:**
Signature: **Proficiency Check** **PASS * / FAIL***

COMMENTS:	Captains RHS Training completed (Tick box if completed) <input type="checkbox"/>
LPC/OPC GRADES:	1 <input type="checkbox"/> Outstanding 2 <input type="checkbox"/> Very Good 3 <input type="checkbox"/> Good 4 <input type="checkbox"/> Fair 5 <input type="checkbox"/> Fail
CRM ASSESSMENT	1 = Outstanding - Observed performance was exceptional 2 = Good - Observed performance was effective 3 = Marginal - Observed performance was only adequate with no safety implications 4 = Poor - Observed performance had safety implications
CRM GRADE:	1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/>
Signed Pilot:	Signed TRE:

3.4	Normal and Abnormal Operations		
3.4.0	Engine (if necessary propeller)	3.4.12	Landing gear and brake system
3.4.1	Pressurisation and air-conditioning	3.4.13	Slat and flap system
3.4.2	Pitot/Static system	3.4.14	APU
3.4.3	Fuel system	3.6	Abnormal and Emergency Procedures
3.4.4	Electrical system	3.6.1	Fire drills ENG/APU/Cabin/Flt. Deck/Wing/Elect
3.4.5	Hydraulic system	3.6.2	Smoke control and removal
3.4.6	Flight control and Trim system	3.6.3	Engine failures, shut-down and restart at a safe height
3.4.7	Anti and De-icing system/glareshield heating	3.6.4	Fuel dumping (simulated)
3.4.8	Auto-pilot/Flight Director	3.6.5	Wind shear at Take-off/Landing
3.4.9	Stall warning or avoidance devices and Stability augmentation devices	3.6.6	Simulated cabin pressure fail/Emergency descent
3.4.10	GPS system / Wx Radar / Radar Alt / Txpdr	3.6.7	Incapacitation of flight crew member
3.4.11	Radios/Navigation equipment/ Instruments/ FMC	3.6.8	Other emergency procedures
		3.6.9	TCAS
The operator should keep a record of abnormal and emergency items chosen from 3.4 and 3.6 to ensure all items are covered over a period of time.			

GUIDANCE NOTES FOR EXAMINERS

1. Form LPC (MPA) is used for the revalidation or renewal of a MPA Typing Rating. Examiners must ensure that required 'refresher' training has been completed before commencing a RENEWAL LPC. The Examiner(s) conducting the LPC must certify ALL section.
2. Should an applicant choose not to continue with the LPC, for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the LPC is terminated for reasons considered adequate by the examiner, only those items not completed shall be checked in a further LPC.
3. All Performance Data for take-off, approach and landing shall be calculated by the applicant in compliance with the approved Operations/Flight Manual for the aeroplane and should be determined by the candidate and agreed with the examiner prior to the LPC.
4. Decision Heights/Altitudes and Minimum Descent Heights/Altitudes and the Missed Approach Point for each procedure should be determined by the candidate and agreed with the examiner prior to the LPC.
5. The LPC will be performed in a multi-crew environment, and, as far as possible, in a simulated commercial air transport environment, with the applicant acting as "pilot flying" (PF) and another pilot or applicant acting as "pilot not flying" (PNF) for all Sections of the LPC. If an aeroplane is used the TRE must occupy a pilot seat.
6. For each item the check will be conducted in a Flight Simulator (FS) or, if not available, in an Aeroplane (A). The FS must hold an appropriate JAT-STD Qualification Level for the check of the particular manoeuvre or procedure and have a JAR-STD User Approval.
7. Pass/Fail Criteria: Mandatory items are in 'non-shaded boxes' ('shaded box items' may be checked at the examiner's discretion)
8. The applicant must pass all items of the LPC. Failure in more than 5 items will require the applicant to take the entire LPC again. At the discretion of the examiner, any item, in Attempt 1 only, may be repeated once. For an item pass, write PASS in Attempt 1. for an item fail, write FAIL in Attempt 1. Complete the First Examiner signature boxes in Part 1 & 2 of the form.
9. A failure in 5 items, or less, is a Partial Pass and requires a re-check in those items only. You, or another examiner, may complete the re-check. For an item pass, write PASS in Attempt 2; for an item fail, write FAIL in Attempt 2. Complete the Second Examiner signature boxes in Parts 1 & 2 of this Form. A failure of one item in the re-check will require the applicant to take the entire LPC again.
10. Attempt One must be fully completed before starting Attempt Two.

FORM ADMINISTRATION

EXAMINERS

1. The TRE must Sign the candidates licence (if permitted by the State of Issue) (Revalidation ONLY)
2. If permitted to sign the Licence the TRE will give the candidate a **copy** and replace the **original** LPC/OPC in the envelope provided. (**If Renewal** the TRE must NOT sign the licence and must give the original documentation to the candidate as below.)
3. If not permitted to sign the licence the TRE will make a **GOOD quality copy** of the LPC/OPC form, place this in the envelope, give the original LPC/OPC documentation to the Candidate and inform the Candidate to send this to his/her Authority.
4. The Original LPC/OPC or GOOD Quality Copy will be scanned into TOPCLASS records by EMT Training Administration.

PILOTS

1. If the TRE has signed the licence the Original LPC/OPC form will be sent to the Authorities by Training Administration.
2. If the TRE is not authorised to sign the licence (or if it is a renewal) the Pilot is responsible for sending the original LPC/OPC to his/her Authority safely and without delay; this may be done via postal service or by hand. Authority addresses are found either on the Licence or the applicable Authority website.
3. Any change or new entry to your existing licence must be communicated to EMT by faxing copies of the amended / updated document to: +44 (0) 8452802898 as soon as possible after receipt.