

# AIRCRAFT & INSTRUMENT RATING TEST (MULTI-CREW) / MPL TEST

Ins	structions
1.	The AFE shall check the validity of the candidate's licence before commencing the test.
2.	All items assessed in the FSTD shall be flown with 15 knots crosswind, unless otherwise specified.
3.	For aircraft equipped with HUD, SVS, EVS etc, candidates are allowed to use these for all exercises, unless
	otherwise specified.
4.	Any item in the test may only be repeated once. A maximum of 2 items in the test may be repeated. The candidate
	fails if more than 2 items are required to be repeated

- The test comprises of the skill-based items in this report and a real-time flight segment (i.e. Line Oriented Assessment (LOA)). Assessment of Key Competencies is based on the candidate's performance in the LOA and the skill-based items.
- 6. AFE may stop the test at any point if it is considered that the candidate's demonstration of flying skills requires a complete re-test.
- 7. In the event that the test has to be stopped prematurely, the current attempt will be disregarded, and the candidate shall undergo the full test.
- 8. The AFE shall endorse the AR and IR entries on separate lines in the Certificate of Test.
- 9. The completed test report must be uploaded in CAPELS within 48 hours from the date of the test.

Name of Candidate: Licence No./ PID No.:					
Purpose of Test: (Tick all that applies)   Initial □   Renewal □   MPL □	Aircraft Type:	Date of Test: (dd/mm/yyyy)			
AWI Number: AWI/SIM/	Expiry of FSTD Qualification (dd/mm/yyyy)	Expiry of FSTD Approval to use (dd/mm/yyyy)			

In the **Item** column, "**M**" indicates mandatory for both Initial and Renewal tests and "I" indicates applicable for Initial tests only.

Knowledge		Asse	ssment		Remarks
Cald We ath an On anotice a		Pass	Fall		
Cold Weather Operations	IVI				
List other topics that were quizzed:					
1.					
2.					
3.					
Skill Basad		A	ssessm	ent	Remarks
Skii-Dased		Pass	Fail	Repeat	
SECTION 1 – Flight Preparation		-			
1.1 FMS set-up (if applicable)	Μ				
1.2 Use of checklists, before take-off procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	М				
1.3 Taxying in compliance with air traffic control or instructions of instructor	Ι				
1.4 Before Take-off checks	Μ				
SECTION 2 – Take-offs					
2.1 Take-off with 30 knots crosswind (or max. crosswind limit)	Ι				

2.2	Instrument take offer transition to						
2.2	instrument take-oil; transition to						
	instrument flight is required during	Ν.4					
	rotation or immediately after	IVI					
	becoming airborne						
23							
2.5	failure hat us an ) (4 and ) (0 (manual						
	Tallure between VT and VZ (manual	IVI					
	flight until flaps retracted)						
2.4	Rejected take-off before reaching V1	5.4					
	at minimum authorised RVR	IVI					
SEC	TION 3A – Abnormal and Emergency	Proc	edure	s	1		
2 1	Above El 200, manually fly aircraft	1100					
5.1	Above FL300, manually hy allorati						
	with power to exceed speed limit.	I					
	Recover to altitude and stabilise						
3.2	Emergency descent starting above						
	FL300, through at least 15,000ft with						
	recovery not below MORA or 10 000ft	I					
	AGI						
2.2							
3.3	Engine fire drill	М					
31	ΤΟΛΟΡΛ						
5.4		M					
SEC	TION 3B – Upset Prevention and Rec	overv	/ Train	ina (UP	RT)		
35	Above FI 300 and in clean						
0.0	configuration reduce strenged until						
	conliguration, reduce airspeed until	I					
	onset of buffet or stall warning (or						
	stick shaker) and recover						
3.6	During a turn, in approach						
	configuration with the gear down.						
	reduce airspeed until onset of buffet	I					
	or stall warning and recover						
050		-					
SEC	, IION 4 – Instrument flight procedure	s	1	1	1		
4.1	Adherence to departure and arrival						
	routes and ATC instructions	IVI					
1.0							
4.2	Holding procedures (FMS)	Μ					
12	Manually, with and anging incorrective						
4.3	Wanually, with one engine moperative,						
	ILS to DH/A of 200 feet or to higher	М					
	minima if required by the approach						
	procedure						
4.4	RNP/VOR/NDB approach to MDA						
	and final alignment	IVI					
4 5	Instrument feilure (Dequired for Con						
4.5		М					
	3 aircraft only)						
SEC	TION 5 – Missed approach Procedure	es					
E 1	Co around an instruments with all		1	[	[		
5.1	Go-around on instruments with all						
	engines on maximum power with auto	I.					
	pilot off after reaching DH/DA (manual	-					
	flight until flaps retracted)						
5.2	Manual Go-Around, with one engine						
	inoperative, after an instrument	М					
	approach on reaching DH/MDA						
SEC	TION 6 - Landinge		1	l	l		
	6.4 Vieuel enpresent to londing or Co						
0.1	visual approach to landing of Go-	N/					
	around	IVI					
62	Visual Circuit with one engine						
0.2	inoporativo using monual thrust						
		I.					
-	(ivianuai fiight)						
6.3	With one engine failed (or two engines						
	failed on same side for a four-engine	Ν./					
	aircraft), carry out an approach and	IVI					
	landing (manually flown)						
64	No Trailing Edge Flaps approach and						
0.4	landing from 10 miles final (manual	Ν./					
1	flight)	IVI					
i i	111(111)		1				

6.5 Landing with 30 knots crosswind (or max. crosswind limit)	Μ		
6.6 Aircraft with additional authorisations (e.g. HUD, SVS,EVS etc): With one engine failed, approach using manual thrust, followed by a landing without HUD,SVS,EVS etc.	I		

COMPETENCIES	OBSERVABLE BEHAVIOURS	Applicable (n = X)	Observed (n = Y)
Application of Knowledge	OB 0.1 Demonstrates practical and applicable knowledge of limitations and systems and their interaction		
(KNO)	OB 0.2 Demonstrates required knowledge of published operating instructions		
	OB 0.3 Demonstrates knowledge of the physical environment, the air traffic environment including routings, weather, airports and the operational infrastructure		
	OB 0.4 Demonstrates appropriate knowledge of applicable legislation		
	OB 0.5 Knows where to source required information		
	OB 0.6 Demonstrates a positive interest in acquiring knowledge		
	OB 0.7 Is able to apply knowledge effectively		
Application of	OB 1.1 Identifies where to find procedures and regulations		
Procedures and Compliance with	OB 1.2 Applies relevant operating instructions, procedures and techniques in a timely manner		
(PRO)	OB 1.3 Follows SOPs unless a higher degree of safety dictates an appropriate deviation		
	OB 1.4 Operates aeroplane systems and associated equipment correctly		
	OB 1.5 Monitors aircraft systems status		
	OB 1.6 Complies with applicable regulations		
	OB 1.7 Applies relevant procedural knowledge		
Communication (COM)	OB 2.1 Determines that the recipient is ready and able to receive information		
	OB 2.2 Selects appropriately what, when, how and with whom to communicate		
	OB 2.3 Conveys messages clearly, accurately and concisely		
	OB 2.5 Listens actively and demonstrates understanding when receiving information		
	OB 2.6 Asks relevant and effective questions		
	OB 2.7 Uses appropriate escalation in communication to resolve identified deviations		
	OB 2.8 Uses and interprets non-verbal communication in a manner appropriate to the organizational and social culture		
	OB 2.9 Adheres to standard radiotelephone phraseology and procedures		
	OB 2.10 Accurately reads, interprets, constructs and responds to datalink messages in English		

Flight Path Management – Automation	OB 3.1 Uses appropriate flight management, guidance systems and automation, as installed and applicable to the conditions	
(FPA)	OB 3.2 Monitors and detects deviations from the intended flight path and takes appropriate action	
	OB 3.3 Manages the flight path safely to achieve optimum operational performance	
	OB 3.4 Maintains the intended flight path during flight using automation while managing other tasks and distractions	
	OB 3.5 Selects appropriate level and mode of automation in a timely manner considering phase of flight and workload	
	OB 3.6 Effectively monitors automation, including engagement and automatic mode transitions	
Flight Path Management, manual control	OB 4.1 Controls the aircraft manually with accuracy and smoothness as appropriate to the situation	
(FPM)	OB 4.2 Monitors and detects deviations from the intended flight path and takes appropriate action	
	OB 4.3 Manually controls the aeroplane using the relationship between aeroplane attitude, speed and thrust, and	
	OB 4.4 Manages the flight path safely to achieve optimum operational performance	
	OB 4.5 Maintains the intended flight path during manual flight while managing other tasks and distractions	
	OB 4.6 Uses appropriate flight management and guidance systems, as installed and applicable to the conditions	
	OB 4.7 Effectively monitors flight guidance systems including engagement and automatic mode transitions	
Leadership and	OB 5.1 Encourages team participation and open communication	
(LTW)	OB 5.2 Demonstrates initiative and provides direction when	
	OB 5.3 Engages others in planning	
	OB 5.4 Considers inputs from others	
	OB 5.5 Gives and receives feedback constructively	
	OB 5.6 Addresses and resolves conflicts and disagreements in a	
	OB 5.7 Exercises decisive leadership when required	
	OB 5.8 Accepts responsibility for decisions and actions	
	OB 5.9 Carries out instructions when directed	
	OB 5.10 Applies effective intervention strategies to resolve	
	OB 5.11 Manages cultural and language challenges, as applicable	

Problem Solving	OB 6.1 Identifies, assesses and manages threats and errors in a	
and Decision	timely manner	 _
Making (PSD)	OB 6.2 Seeks accurate and adequate information from appropriate sources	
	OB 6.3 Identifies and verifies what and why things have gone wrong if appropriate	
	OB 6.4 Perseveres in working through problems while prioritizing	
	OB 6.5 Identifies and considers appropriate options	
	OB 6.6 Applies appropriate and timely decision making techniques	
	OB 6.7 Monitors, reviews and adapts decisions as required	
	OB 6.8 Adapts when faced with situations where no guidance or procedure exists	
	OB 6.9 Demonstrates resilience when encountering an unexpected event	
Situational	OB 7.1 Monitors and assesses the state of the aeroplane and its	
Management of Information	OB 7.2 Monitors and assesses the aeroplane's energy state, and its anticipated flight path	
	OB 7.3 Monitors and assesses the general environment as it may affect the operation	
	OB 7.4 Validates the accuracy of information and checks for gross errors	
	OB 7.5 Maintains awareness of the people involved in or affected by the operation and their capacity to perform as expected	
	OB 7.6 Develops effective contingency plans based upon potential risks associated with threats and errors	
	OB 7.7 Responds to indications of reduced situational awareness	
Workload	OB 8.1 Exercises self-control in all situations	
Management (WLM)	OB 8.2 Plans, prioritizes and schedules appropriate tasks	
	OB 8.3 Manages time efficiently when carrying out tasks	
	OB 8.4 Offers and gives assistance	
	OB 8.5 Delegates tasks	
	OB 8.6 Seeks and accepts assistance, when appropriate	
	OB 8.7 Monitors, reviews and cross-checks actions conscientiously	
	OB 8.8 Verifies that tasks are completed to the expected outcome	
	OB 8.9 Manages and recovers from interruptions, distractions, variations and failures effectively while performing tasks	

Key Competencies		Observable	Behaviours	Outcome of TEM	Assessment	
		How Many* (Y/X) (Grade 1-5) 1 = 0 to 59% 2 = 60% to 74% 3 = 75% to 89% 4 = 90% to 94% 5 = 95% to 100% *Round down to the nearest whole number	How Often (Grade 1-5)	(Grade 1-5)	(Grade 1-5)	
KNO	Application of Knowledge					
PRO	Application of Procedures and Compliance with Regulations					
СОМ	Communications					
FPA	Flight Path Management Auto					
FPM	Flight Path Management Manual					
LTW	Leadership and Teamwork					
PSD	Problem Solving and Decision Making					
SAW	Situational Awareness and Management of Information					
WLM	Workload Management					
Over	NI Assassment MDI (Aircraft Datin	allastrumont Bati				
Overall Assessment MFL/AlfClatt Rating/instrument Rating Test						

#### □ Pass

🗆 Fail

Note:

1. Any item in the test may only be repeated once. A maximum of 2 items in the test may be repeated. The candidate fails if more than 2 items are required to be repeated.

2. If more than 3 competencies are graded as 2, the candidate FAILS the test.

If any competency is graded as 1, the candidate FAILS the test. 3.

#### **Overall Comments**

Name of AFE	Licence No.	Signature

## FLIGHT TEST TOLERANCES

The following limits given below are for general guidance.

The Authorised Flight Examiner shall provide the allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

	Normal Flight	Flight with Simulated Asymmetric Flight Power
Height		
(a) In level flight (other than at Decision Height)	± 100 ft	± 100 ft
(b) For starting go-around at Decision Height	+ 50 ft / 0 ft	+ 50 ft / 0 ft
(c) Minimum Descent Height/ MAP/altitude	+ 100 ft / 0 ft	+ 100 ft / 0 ft
Tracking on Radio Navigation Aids	± 5°	± 5°
Precision Approach	Half-scale deflection on Localiser and Glidepath	Half-scale deflection on Localiser and Glidepath
Heading	± 10°	± 10°
Speed	+10 / - 0 kts (Aeroplanes)	+10 / - 5 kts (Aeroplanes)

### GRADING SCALE

The performance of a competency is based on the lowest of "How many" and "How often" of the Observable Behaviours (OB) and the Outcome of the TEM. An example is shown below whereby the trainee's performance is graded as indicated by the yellow boxes. The trainee obtained a "Grade 2" for his/her competency assessment.

