



Flight Examiner Manual

Module 2.5 - MPL (A)



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MPL (A) Skill Test

V2021.1

General Applicable Framework

Flight rules:	IFR/VFR
Operational rules:	Part-CAT
Crew concept:	MPO
Equipment:	FSTD (FFS)/Aeroplane if FSTD not available
Applicable type or class:	CAT A
Required examiner certificate:	TRE(A), SFE(A) with MPL-credentials



1. Introduction

The privileges of the holder of an MPL(A) are, within the appropriate aircraft category, to act as Copilot of aircraft of the applicable category/class or type engaged in commercial air transport operations for remuneration. In addition a MPL(A) holder can act as PIC in all categories, classes and on types, for which they have passed the required training and tests in single-pilot-operation but not in commercial air-transport or for any kind of remuneration.

Applicants for an MPL(A) shall pass a skill test in accordance with Appendix 9 to Part FCL to demonstrate the ability to perform, as Copilot of a multi-pilot aeroplane under IFR and VFR the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

For the issue of an MPL(A) Applicants shall have fulfilled the requirements for the type rating of the aircraft used in the skill test. The MPL(A) skill test is combined with a type rating skill test. Therefore the applicable FEM test module Typing skill-test shall be used by the Examiner in addition to this module. Section 6 (CAT II or CAT III) is not part of the MPL (A) skill test. If Applicants only fail or do not take Sections 6, the type rating will be issued without CAT II or CAT III privileges. All theoretical and hours requirements must have been met before the skills test is completed.



2. Test Administration

Test profiles should be planned to make efficient use of time. The Examiner may choose between different skill test or proficiency check scenarios to ensure the mandatory items of the applicable test schedule are completed. Full-flight simulators and other training devices shall be used, as established in the Annex (Part-FCL).

Examiners should plan 120 minutes for the test profile and 4 hours for the whole examination, avoiding protracted flight time beyond that reasonably required for the Candidate to display the required skills.

Before proceeding with the test, the Examiner shall verify that the prerequisites are met, including the skill test recommendation if applicable. The Examiner should verify the Candidates credentials and check documentation such as:

- Valid ID or passport
- The Candidate is at least 18 years old
- Medical EASA certificate class 1
- Valid English language proficiency;
- Verify the Candidate's logbook for the required flight hours;
- Any other documentation required for the applicable class or type rating test
- Radiotelephony privileges and language proficiency requirements
- Successful completion of the MPL(A) theoretical exam within the last 36 months
- EASA logbook, showing the relevant minimum experience and flight instruction, including UPRT, as per Part-FCL Appendix 3
- Course completion certificate from the ATO
- Relevant MPL(A) skill test form filled, and endorsed by the ATO if applicable

If the other crewmember required for the conduct of the skill-test is not a second MPL(A)-Candidate, the Examiner shall check their licenses and credentials.

When the Examiner is satisfied that the prerequisite requirements are met, they should seek confirmation that the Candidate is fit and ready for the test. If so, the Examiner formally starts the test; it is a good practice to take this opportunity to show the examiner credentials.



3. Examiner Briefing

The Examiner should clarify the roles of the Examiner and Candidate(s) during the test to ensure no ambiguity exists.

The Examiner must brief the following elements:

- Freedom for the Candidate to ask questions
- Purpose and aim of the skill test
- Applicable weather minimum (e.g. Part-NCO, NAA, ATO, or test requirements)
- Role-play in normal operations and simulated emergencies according to MPO-principles
- Simulator-Safety / Simulator-Evacuation
- Pass, fail, and partial pass criteria, repeat items option, and examination termination rules

When covering pass/fail criteria the Examiner should brief and agree with the Candidate the minimum standards for successful completion of the test items defined in the applicable FEM test module for the test being conducted by the Candidate.

4. Candidate Flight Briefing

The Examiner should allow the Candidate adequate time to prepare for the skill test scenario using simulated flight information. The Examiner should facilitate an uninterrupted briefing on the flight details for the planned LOFT-part from the Candidate.



5. Oral Examination on Ground

The Examiner should verify the relevant theoretical knowledge of the Candidate during the briefing by asking questions related, as far as possible, to the test covering, for example, the following areas:

- Follow-up questions to the Candidate's briefing
- Regulations (EU and relevant specific national requirements)
- Licensing (e.g. MPL(A) privileges, ratings validity, currency requirements)
- Operational aspects
- Weather information and interpretation
- Airspace structure and limitations
- Aircraft systems, limitations, performance, mass and balance
- Flight planning
- Navigation charts/database
- Emergency procedures

6. Skill Test Items

Refer to the General section 3.0 for the applicable FEM test module for the test being conducted by the Candidate.

7. Standard of Completion

Refer to the General section 3.0 for the applicable FEM test module for the test being conducted by the Candidate.

8. Competence Assessment Guidance

Refer to the General section 3.0 for the applicable FEM test module for the test being conducted by the Candidate.



9. Decision Making Flow Chart

Refer to the General section 3.0 for the applicable FEM test module for the test being conducted by the Candidate.

10. Test Debriefing

The debriefing should begin with the Examiner informing the Candidate the result of the test. After that, the Examiner should make use of a facilitated discussion and emphasise the relevant strengths and weaknesses demonstrated by the Candidate. If the test is failed, the Examiner shall inform the Candidate and the training organisation regarding any training requirements. The Candidate shall be explained their right of appeal, according to the procedures set by the Candidate's competent authority. With the agreement of the Candidate, the Examiner may allow, the responsible Instructor, a Senior Examiner or an Inspector of the NAA, to take part in the debriefing.

11. Completion of all applicable records

All relevant records required by the candidate's licensing authority must be completed. Please refer to EASA Examiner Differences Document.

For any failed or partially failed test, the justification for failure must be printed on the examiner report. The ground for failure must be clear and motivated; a mere indication of which item was failed is not adequate nor sufficient. Any re-training recommendation should equally be written in the examiner report.