LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics

Direction de l'aviation civile

MyGuichet online Procedure

ATPL/MPL TYPE RATING / CLASS RATING / IR TRAINING / SKILL TEST AND PROFICIENCY CHECK

On Multi-Pilot aeroplanes and Single-Pilot, High-Performance, Complex aeroplanes

Appendix 9(6) to Annex I of Commission Regulation (EU) 1178/2011

APPLICATION AND REPORT FORM

Applicant's last name(s)		**AIRCRAFT:**	SE-SP: ☐ ME-SP: ☐	
Applicant's first name(s)			SE-MP: ☐ ME-MP: ☐	
Type of licence held		**OPERATIONS:**	SP ☐	MP ☐
Licence number		**CHECKLIST:**	Type / Class rating: _____ ☐	
State of licence issue			Training record ☐	IR ☐
Signature of applicant			Skill test ☐	ATPL ☐
			Proficiency check ☐	MPL ☐

Completed during the period of validity of the rating, at least:

☐	(i) 10 route sectors as pilot of the relevant class or type of aeroplane; **or**
☐	(ii) 1 route sector as pilot of the relevant class or type of aeroplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check

OR

☐	A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from complying with point (i) and (ii) above.

SATISFACTORY COMPLETION OF TYPE RATING TRAINING ACCORDING TO REQUIREMENTS AS CERTIFIED BELOW:

1. THEORETICAL TRAINING FOR THE ISSUE OF A TYPE RATING PERFORMED DURING PERIOD

FROM:		UNTIL:	
The place where theoretical training was conducted			
Mark obtained (Pass mark 75%)	%	Type and number of licence	
HT name(s) in capital letters:		Signature of HT:	

2. FSTD

FSTD ID Code			FSTD (Aircraft Type)		
Three or more axes	☐ YES	☐ NO	Ready for service and used	☐ YES	☐ NO
FSTD manufacturer			Motion or System:		
FSTD operator			Visual Aid	☐ YES	☐ NO

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Total training time at the controls		
Instrument approaches at aerodromes to a decision altitude/height of:		
Location, date, and time:		
☐	Type rating instructor	Name in capital letters (Block letters)
☐	Class rating instructor	
☐	..... instructor (specify)	Signature of instructor:
Type and Number of licence:		

3. FLIGHT TRAINING: ☐ IN THE AIRCRAFT or ☐ IN THE FSTD (for ZFTT)

Type of aircraft:			Registration:		
Training Aerodromes/Sites (*take-offs, approaches, and landings*):					
Take-offs:			Landings:		
Take-off time:		Landing time:		Flight time at the controls:	
☐	Type rating instructor (TRI)	Type and number of licence			
☐	Class rating instructor (CRI)	Location and date			
Name in capital letters (Block letters)		Signature of instructor			

4. SKILL TEST ☐ PROFICIENCY CHECK ☐

Skill Test and proficiency check details:

Aerodrome or site:			FSTD or aircraft registration:		
Take-off time:		Landing time:		Total flight time:	
PASS ☐	**FAIL** ☐	Reason(s) why, if failed*:			
Examiner's certificate number (If applicable)			Type and number of licence:		
Name in capital letters (Block letters):	Location:		Date:		Signature of examiner:

THE EXAMINER CONFIRMS THE ADHERENCE TO FCL.1030 a) THROUGH d)

* please add an additional document as necessary.

Date:	Applicant's licence number:

Appendix 9(6) to Annex I of Commission Regulation (EU) 1178/2011
Contents of the ATPL/ MPL type rating /skill test and proficiency check on multi-engine multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes.

Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes

(a) The following symbols mean:
P = Trained as PIC or co-pilot and as PF and PM
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

(b) 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

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

(d) Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.

(e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course.
The following considerations will apply to the approval of the course:
(i) the qualifications of the instructors;
(ii) the qualification and the amount of training provided on the course in an FSTD; and
(iii) the qualifications and previous experience on similar types of the pilots under training.

(f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high-performance complex aeroplanes in multi-pilot operations.

(g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single-pilot operations.

(h) To remove a restriction to multi-pilot operations in accordance with point FCL.725(d)(2) from a single-pilot high-performance complex aeroplane type rating, pilots shall complete the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 in single-pilot operation.

(i) Applicants for and holders of a restricted type rating issued in accordance with point FCL.720.A(c) shall complete training, skill tests and proficiency checks in accordance with this Appendix. However, unless they undergo a skill test in accordance with point FCL.720.A(c)(3), they shall, during a skill test or a proficiency check, perform at least the landing manoeuvres in the role of the pilot monitoring but shall not be required to perform the following:
(i) take-off manoeuvres;
(ii) landing manoeuvres in the role of the pilot flying.

(j) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.
By way of derogation from the first paragraph, in cases where a proficiency check for revalidation of PBN privileges is performed in an aircraft or an FSTD representing that aircraft, which are not equipped for RNP APCH manoeuvres, the proficiency check may not include RNP APCH exercises.
In such cases, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise for the relevant class or type.
The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.

FLIGHT TEST TOLERANCE

3. Applicants shall demonstrate the ability to:
   (a) operate the aeroplane within its limitations;
   (b) complete all manoeuvres with smoothness and accuracy;
   (c) exercise good judgement and airmanship;
   (d) apply aeronautical knowledge;
   (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
   (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
   (g) communicate effectively with the other crew members, if applicable.

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height	
Generally,	± 100 ft
Starting a go-around at decision height/altitude	+ 50 ft/– 0 ft
Minimum descent height/MAPt/altitude	+ 50 ft/– 0 ft
Tracking	
On radio aids	± 5°
For 'angular' deviations	Half-scale deflection, azimuth, and glide path (e.g., LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) 'linear' lateral deviations	cross-track error/deviation shall normally be limited to ± 21% of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
3D linear vertical deviations (e.g., RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.
Heading	
all engines operating	± 5°
with simulated engine failure	± 10°
Speed	
all engines operating	± 5 knots
with simulated engine failure	+ 10 knots/– 5 knots

Date:	Applicant's licence number:

Appendix 9(6) to Annex I of Commission Regulation (EU) 1178/2011 (continued)

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST/PROF CHECK	
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or Checked in FSTD or A	Examiner initials when test or check completed
SECTION 1						
1 **1.1**	**Flight preparation** 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 before 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 air traffic control or instructions of instructor	P---->	---->			
1.6	Before take-off checks	P---->	---->		M	
SECTION 2						
2 **2.1**	**Take-offs** 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 **2.5.1 ***	Take-offs with simulated engine failure shortly after reaching V2 (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 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)	P---->	----->			

Date:	Applicant's licence number:

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MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		**PRACTICAL TRAINING**			**ATPL/MPL/TYPE RATING SKILL TEST/ PROF CHECK**	
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or Checked in FSTD or A	Examiner initials when test or check completed
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	
SECTION 3						
3 **3.1**	**Flight Manoeuvres and Procedures** Manual flight with and without flight directors (no autopilot, no auto-thrust/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 the following systems:				M	A mandatory minimum of 3 abnormal 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---->	---->			

Date:	Applicant's licence number:

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MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		**PRACTICAL TRAINING**			**ATPL/MPL/TYPE RATING SKILL TEST/ PROF CHECK**	
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or Checked in FSTD or A	Examiner initials when test or check completed
3.4.5	Hydraulic system	OTD P---->	---->			
3.4.6	Flight control and trim system	OTD P---->	---->			
3.4.7	Anti- and de-icing system, Glare shield heating	OTD P---->				
3.4.8	Autopilot/Flight director	OTD P---->			M (single pilot only)	
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---->	----->			
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3.6	Abnormal and emergency procedures				M	A mandatory minimum of 3 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	

Date:	Applicant's licence number:

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Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or Checked in FSTD or A	Examiner initials when test or check completed
3.7 **3.7.1.**	Upset recovery training. 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*	Adherence to departure and arrival routes and ATC instructions	P---->	----->		M	
3.8.2*	Holding procedures	P---->	----->			
3.8.3*	3D operations to DH/A of 200 feet (60 m) or 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 to take into account such limitations (for example, choose an ILS for 3.8.3.1 in case of such AFM limitation).						
3.8.3.1*	Manually, without the flight director	P--->	----->		M (Skill test only)	
3.8.3.2*	Manually, with the flight director	P--->	----->			
3.8.3.3*	With autopilot	P--->	----->			

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MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		**PRACTICAL TRAINING**			**ATPL/MPL/TYPE RATING SKILL TEST/ PROF CHECK**	
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or Checked in FSTD or A	Examiner initials when test or check completed
3.8.3.4*	Manually, with one engine simulated inoperative during the final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1,000 ft above aerodrome level; and (ii) after passing 1,000 ft above aerodrome level. 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 2D approach in accordance with 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 exercise 3.8.3.4.	P--->	----->		M	
3.8.4*	2D operations down to the MDH/A	P*--->	----->		M	

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Date:	Applicant's licence number:

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MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		**PRACTICAL TRAINING**			**ATPL/MPL/TYPE RATING SKILL TEST/ PROF CHECK**	
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or Checked in FSTD or A	Examiner initials when test or check completed
3.8.5	Circling approach under following conditions: (a)* approach to the authorised minimum circling approach altitude at the aerodrome in question following 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**	P*--->	----->			
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	

Date:	Applicant's licence number:

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MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		**PRACTICAL TRAINING**			**ATPL/MPL/TYPE RATING SKILL TEST/ PROF CHECK**	
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or Checked in FSTD or A	Examiner initials when test or check 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 **5.1**	**Landings** 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 aircraft may not be used for this exercise		FFS only	
5.3	Cross wind 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 3 engines: the centre engine and one outboard engine as far as practicable according to data from the AFM; - aeroplanes with 4 engines: 2 engines on one side	P	X		M FFS only (skill test only)	

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INFORMATION NOTE ON DATA PROTECTION
NOTICE D'INFORMATION SUR LA PROTECTION DES DONNEES

Personnel licences
Licences du personnel

Personal data are processed for the purpose of aviation safety by guaranteeing that only persons possessing the required competences obtain a pilot licence, aircraft maintenance licence or cabin crew attestation.

Les données à caractère personnel sont traitées en vue de la sécurité des activités aériennes en garantissant que seules les personnes possédant les compétences requises obtiennent une licence de pilote, une licence de maintenance d'aéronef ou un certificat de membre d'équipage.

The data subject has the right :
- to access to their personal data,
- to rectification or erasure of personal data or restriction of processing,
- to object to processing,

by contacting the data protection officer (dpo@av.etat.lu). Proof of identity has to be included in the request (ex. copy of identity card or passport, licence number, etc.).

Toute personne concernée a le droit :
- d'accéder à ses données personnelles,
- de demander la rectification ou l'effacement des données personnelles, ou la limitation du traitement,
- de s'opposer au traitement,

en contactant le délégué à la protection des données (dpo@av.etat.lu). Une preuve de l'identité doit être jointe à la demande (ex. copie de la carte d'identité ou du passeport, numéro de la licence, etc.).

Failure to provide the requested data will prevent the issuance, renewal/revalidation or transfer of the licence or attestation.

Le fait de ne pas fournir les données à caractère personnel requises à la DAC fera obstacle à la délivrance, le renouvellement/la revalidation ou le transfert de la licence ou du certificat en question.

For more detailed information on the protection of your personal data, please consult our website:
https://dac.gouvernement.lu/en/data-protection.html

Pour des informations plus détaillées sur la protection de vos données personnelles, veuillez consulter notre site web :
https://dac.gouvernement.lu/fr/protection-donnees.html