Direction de l'Aviation Civile
Grand-Duché de Luxembourg

ATPL/ MPL type rating /skill test and proficiency check on multi-engine multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes.

Applicant's licence number:

Appendix 9.6. to Annex I of Commission Regulation (EU) 1178/2011

APPLICATION AND REPORT FORM

Applicant's last name:				First name(s):	
Type of licence:				Number:	
State of issue:	Type rating as pilot-in-command / co-pilot*			Signature of applicant:	
Multi-engine		Single-engine		Proficiency check:	
Multi-pilot		Single-pilot		IR	
Training record:				Type / class rating: (please specify)	
Skill test:				ATPL(A):	

Satisfactory completion of Type rating - training according to requirements is certified below:

☐ Yes ☐ No Revalidation requirement of either 10 route sectors, one route sector with examiner or combined LPC/OPC fulfilled

1. Theoretical training for the issue of a type rating performed during period

From:	To:	At:
Mark obtained:	% (Pass mark 75%):	Type and number of licence:
Signature of HT:		Name(s) in capital letters:

2. FSTD

FSTD (aircraft type:			FSTD ID Code:			
Three or more axes:	YES	NO	Ready for service and used			
FSTD manufacturer:			Motion or system:			
FSTD operator:			Visual aid:	YES	NO	
Total training time at the controls:						
Instrument approaches at aerodromes to a decision altitude/height of:						
Location, date and time:			Signature of TRI/TRE*:			
☐ Type rating instructor ☐ Class rating instructor ☐ ..... instructor						
Type and No of licence:			Name in capital letters:			

3. Flight training: ■ in the aircraft / ■ in the FSTD (for ZFTT)

Type of aircraft:	Registration:	Flight time at the controls:
Take-offs:	Landings:	Training aerodromes/sites (take-offs, approaches and landings):
Take-off time:		Landing time:
Location and date:		Type and No of licence:
☐ Type rating instructor ☐ Class rating instructor		
Signature of instructor:		Name in capital letters:

4. ■ Skill test ■ Proficiency Check

Remark: if the applicant failed the examiner shall indicate the reasons why

Skill Test and proficiency check details:		
Passed	**Failed**	FSTD/Aircraft Registration:
Aerodrome or site		Total flight time
Take-off time		Landing time
The examiner confirms the adherence to FCL.1030 a) through d)		
Location	Date	Type and number of licence
Signature of authorised examiner*		Name in capital letters

** delete as necessary*

Date:	Applicant's licence number

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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 for the issue of a type rating as applicable.
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 simulator 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) In the case of single-pilot high-performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 have to be completed in addition as single-pilot.

(i) In the case of a restricted type rating issued in accordance with FCL.720.A(c), applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.

(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 subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, 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.

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 prior to 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	Cross wind 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---->	----->			

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Appendix 9.6. to Annex I of Commission Regulation (EU) 1178/2011

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 autothrust/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 aero-plane 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 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---->	---->			

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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---->	----->			
	Intentionally left blank					
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, shut-down 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 aero-plane shall not be used		FFS only	

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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
3.7 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 to 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 taking 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 flight director	P--->	----->		M (skill test only)	
3.8.3.2*	Manually, with flight director	P--->	----->			
3.8.3.3*	With autopilot	P--->	----->			

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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
3.8.3.4*	Manually, with one engine simulated inoperative during 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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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 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*--->	----->			
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	

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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 of the AFM; - aeroplanes with 4 engines: 2 engines at one side	P	X		M FFS only (skill test only)	

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Direction de l'Aviation Civile
Grand-Duché de Luxembourg

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

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