



Direction de l'Aviation Civile
Grand-Duché de Luxembourg

CLASS AND TYPE RATING (SP)

Class/type rating/training/skill test and proficiency check form on
single-pilot aeroplanes except for high performance complex aeroplanes

Applicant's licence number:

Appendix 9.5. to Annex I of Commission Regulation (EU) 1178/2011

APPLICATION AND REPORT FORM

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

I hereby certify proper completion of the theoretical and practical instruction in accordance with the requirements:

<input type="checkbox"/> Yes	<input type="checkbox"/> No	Revalidation requirement of 10 route sectors or one route sector with examiner within 12 months in acc. with FCL.740.A(a)(2) fulfilled (Multi-engine class and type ratings only!)
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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*:	
<input type="checkbox"/> Type rating instructor <input type="checkbox"/> Class rating instructor <input type="checkbox"/> instructor			
Type and No of licence:		Name in capital letters:	

3. Flight training: ■ in the aircraft / ■ in the FSTD

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:	
<input type="checkbox"/> Type rating instructor <input type="checkbox"/> 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 and date		Type and number of licence
Signature of authorised examiner*		Name in capital letters

* delete as necessary

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Appendix 9.5. to Annex I of Commission Regulation (EU) 1178/2011

Contents of the class/type rating/training/skill test and proficiency check on single-pilot aeroplanes

FLIGHT TEST TOLERANCE

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.

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 ± ½ 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

Single-pilot aeroplanes, except for 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 on any higher level of equipment 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

The starred (*) items of Section 3B and, for multi-engine, Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.

Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if Section 3B is completed.

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.

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.;

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Appendix 9.5. to Annex I of Commission Regulation (EU) 1178/2011

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY 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	Departure	OTD				
1.1	Pre-flight including: <ul style="list-style-type: none"> - Documentation - Mass and Balance - Weather briefing - NOTAM 					
1.2	Pre-start checks					
1.2.1	External	OTD P#	P		M	
1.2.2	Internal	OTD P#	P		M	
1.3	Engine starting: Normal Malfunctions	P---->	---->		M	
1.4	Taxiing	P---->	---->		M	
1.5	Pre-departure checks: Engine run-up (if applicable)	P---->	---->		M	
1.6	Take-off procedure: <ul style="list-style-type: none"> - Normal with Flight Manual flap settings - Crosswind (if conditions available) 	P---->	---->			
1.7	Climbing: <ul style="list-style-type: none"> - Vx/Vy - Turns onto headings; and - Level off 	P---->	---->		M	
1.8	ATC liaison – Compliance, R/T procedure	P---->			M	
SECTION 2						
2	Airwork (visual meteorological conditions [VMC])					
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{MCA} when applicable)	P---->	---->			
2.2	Steep turns (360° left and right at 45° bank)	P---->	---->		M	
2.3	Stalls and recovery: <ul style="list-style-type: none"> i. clean stall ii. approach to stall in descending turn with bank with approach configuration and power; iii. Approach to stall in landing configuration and power iv. Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplanes only) 	P---->	---->		M	

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		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
2.4	Handling using autopilot and flight director (may be conducted in Section 3) if applicable	P---->	---->		M	
2.5	ATC liaison – Compliance, R/T procedures	P---->	---->		M	
SECTION 3A						
3A	En route procedures VFR (see B.5(c) and (d))	P---->	---->			
3A.1	Flight plan, dead reckoning and map reading					
3A.2	Maintenance of altitude, heading and speed	P---->	---->			
3A.3	Orientation, timing and revision of ETAs	P---->	---->			
3A.4	Use of radio navigation aids (if applicable)	P---->	---->			
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P---->	---->			
3A.6	ATC liaison – Compliance, R/T procedures	P---->	---->			
SECTION 3B						
3B	Instrument flight	P---->	---->		M	
3B.1*	Departure IFR					
3B.2*	En route IFR	P---->	---->		M	
3B.3*	Holding procedures	P---->	---->		M	
3B.4*	3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P---->	---->		M	
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P---->	---->		M	
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: <ul style="list-style-type: none"> – Rate 1 turns – Recoveries from unusual attitudes 	P---->	---->		M	
3B.7*	Failure of localiser or glideslope	P---->	---->			
3B.8*	ATC liaison – Compliance, R/T procedures	P---->	---->		M	
	Intentionally left blank					

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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
SECTION 4						
4	Arrival and landings	P---->	---->		M	
4.1	Aerodrome arrival procedure	P---->	---->		M	
4.2	Normal landing	P---->	---->		M	
4.3	Flapless landing	P---->	---->		M	
4.4	Crosswind landing (if suitable conditions)	P---->	---->			
4.5	Approach and landing with idle power from up to 2000ft above the runway (single engine aeroplane only)	P---->	---->			
4.6	Go-around from minimum height	P---->	---->		M	
4.7	Night go-around and landing (if applicable)	P---->	---->			
4.8	ATC liaison – Compliance, R/T procedures	P---->	---->		M	
SECTION 5						
5	Abnormal and emergency procedures (This Section may be combined with Sections 1 through 4)					
5.1	Rejected take-off at a reasonable speed	P---->	---->		M	
5.2	Simulated engine failure after take-off (single engine aeroplanes only)		P		M	
5.3	Simulated forced landing without power (single engine aeroplanes only)		P		M	
5.4	Simulated emergencies: – (i) fire or smoke in flight; and – (ii) systems' malfunctions as appropriate	P---->	---->			
5.5	Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft)	P---->	---->			
5.6	ATC liaison – Compliance, R/T procedures					
SECTION 6						
6	Simulated asymmetric flight					
6.1*	(This Section may be combined with Sections 1 through 5) Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)	---->	--->X		M	
6.2*	Asymmetric approach and go-around	P---->	---->		M	
6.3*	Asymmetric approach and full stop landing	P---->	---->		M	
6.4	ATC liaison – Compliance, R/T procedures	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
SECTION 7						
7	UPRT					
7.1	Flight manoeuvres and procedures					
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P---->	---->			
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P---->	---->			
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right	P---->	---->			
7.1.1.3	Turns with and without spoilers	P---->	---->			
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P---->	---->			
7.2	Upset recovery training					
7.2.1	Recovery from stall events in: <ul style="list-style-type: none"> – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration 	P---->	---->			
7.2.2	The following upset exercises: <ul style="list-style-type: none"> – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles. 	P	X An aeroplane shall not be used for this exercise		FFS only	
7.3	Go-around with all engines operating* from various stages during an instrument approach	P---->	---->			
7.4	Rejected landing with all engines operating: <ul style="list-style-type: none"> – from various heights below DH/MDH 15 m (50 ft) above the runway threshold – after touchdown (balked 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---->	---->			



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.

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.).

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

For more detailed information on the protection of your personal data, please consult our website:

<https://dac.gouvernement.lu/en/data-protection.html>

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.

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.).

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.

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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