



## 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: \_\_\_\_\_

(Regulation (EU) 1178/2011) Annex I, Appendix 9(B)(5)

### APPLICATION AND REPORT FORM

Applicant's last name:		First names:	
Type of licence:		Number:	
State of issue:		Signature of applicant:	
Multi-engine:	<input type="checkbox"/>	Proficiency check:	<input type="checkbox"/>
Single-Engine:	<input type="checkbox"/>	IR:	<input type="checkbox"/>
Training record:	<input type="checkbox"/>	Type / class rating: <i>(please specify)</i>	<input type="checkbox"/>
Skill test:	<input type="checkbox"/>	ATPL(A):	<input type="checkbox"/>
Single-pilot operations:	<input type="checkbox"/>	Multi-pilot operations:	<input type="checkbox"/>

**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 <b>(Multi-Engine Class and Type Ratings only!)</b>
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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 <input type="checkbox"/>	NO <input type="checkbox"/>	FSTD qualification level:
FSTD manufacturer:		Motion or system:	
FSTD operator:		Visual aid:	YES <input type="checkbox"/> NO <input type="checkbox"/>
Total training time at the controls:			
Instrument approaches at aerodromes:			
To a decision altitude/height of:			
Location, date, and time:			
<input type="checkbox"/> Type rating instructor <input type="checkbox"/> Class rating instructor <input type="checkbox"/> (Other – Please specify)..... instructor	Signature of instructor:		
Type and Number of licence:	Name in capital letters:		



<b>3. FLIGHT TRAINING: <input type="checkbox"/> IN THE AIRCRAFT <input type="checkbox"/> IN THE FSTD</b>		
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 Number of licence:
<input type="checkbox"/> Type rating instructor <input type="checkbox"/> Class rating instructor		
Signature of instructor:		Name in capital letters:
<b>4. <input type="checkbox"/> SKILL TEST <input type="checkbox"/> PROFICIENCY CHECK</b>		
<b>Remark:</b> If the applicant failed the examiner shall indicate the reasons why		
Skill Test and proficiency check details:		
<b>PASSED</b> <input type="checkbox"/>	<b>FAILED</b> <input type="checkbox"/>	FSTD/Aircraft Registration:
Aerodrome or site:		Total flight time:
Take-off time:		Landing time:
<b>THE EXAMINER CONFIRMS THE ADHERENCE TO FCL.1030 a) THROUGH d)</b>		
Location and date:		Type and number of licence:
Signature of authorised examiner*		Name in capital letters:

\* Delete as necessary

(Regulation (EU) 1178/2011) Annex I, Appendix 9(B)(5)

#### CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

5. 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



- (c) 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.
- (d) 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.
- (e) 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.
- (f) An FSTD shall be used for practical training for type or ME class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:
- (i) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);
  - (ii) the qualifications of the instructors;
  - (iii) the amount of FSTD training provided on the course; and
  - (iv) the qualifications and previous experience on similar types of the pilots under training.
- (g) To exercise the privileges of a class or type rating in multi-pilot operations in accordance with point FCL.725(d) or (da), pilots that are already entitled to operate the relevant class or type of aeroplane in single-pilot operations shall meet the following conditions:
- (1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an organisation that is specified in point FCL.725(d)(1)(i);
  - (2) pass a proficiency check in multi-pilot operations.
- (h) To exercise the privileges of a type rating in single-pilot operations in accordance with point FCL.725(d), pilots that are already entitled to operate the relevant type of aeroplane in multi-pilot operations shall be trained at an organisation that is specified in point FCL.725(d) (1)(i) and checked for the following additional manoeuvres and procedures in single-pilot operations:
- (i) for SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B;
  - (ii) for ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.
- (i) Pilots that are entitled to exercise the privileges of a class or type rating in both single-pilot and multi-pilot operations in accordance with points (g) and (h) may maintain privileges for both forms of operation by completing either of the following:
- (i) two proficiency checks, one in single-pilot operations and one in multi-pilot operations;
  - (ii) a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(i) or (h)(ii), as applicable, in single-pilot operations.
- Proficiency checks for the revalidation or renewal of class ratings shall always include the exercises referred to in points (h)(i) or (h)(ii), as applicable, in single-pilot operations.
- (j) To remove a restriction to multi-pilot operations from a single-pilot aeroplane type rating in accordance with point FCL.725(d)(2), pilots shall comply with point (h).
- (k) The training, testing, and checking shall follow the table mentioned below.
- (1) Training at an ATO, testing and checking requirements for single pilot privileges.
  - (2) Training at an ATO, testing and checking requirements for multi-pilot privileges.
  - (3) Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course)
  - (4) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course)
  - (5) Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges.
- (l) 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.

## PASS MARKS

- (1) In the case of single-pilot aeroplanes, with the exception of single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in any item of a section will cause applicants to fail the entire section. If they fail only one section, they shall repeat only that section. Failure in more than one section will require applicants to repeat the entire test or check. Failure in any section in the case of a retest or recheck, including those sections that have been passed on a previous attempt, will require applicants to repeat the entire test or check again. For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.
- (2) In the case of multi-pilot and single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing five or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again.

## 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:

<b>Height</b>	
Generally,	± 100 ft
Starting a go-around at decision height/altitude	+ 50 ft/- 0 ft
Minimum descent height/MAPt/altitude	+ 50 ft/- 0 ft
<b>Tracking</b>	
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.
<b>Heading</b>	
all engines operating	± 5°
with simulated engine failure	± 10°
<b>Speed</b>	
all engines operating	± 5 knots
with simulated engine failure	+ 10 knots/- 5 knots



Date:	Applicant's licence number:
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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
<b>SECTION 1</b>						
<b>1</b>	Departure	OTD				
<b>1.1</b>	Pre-flight including: <ul style="list-style-type: none"> <li>- Documentation</li> <li>- Mass and Balance</li> <li>- Weather briefing</li> <li>- NOTAM</li> </ul>					
<b>1.2</b>	Pre-start checks					
<b>1.2.1</b>	External	OTD P#	P		M	
<b>1.2.2</b>	Internal	OTD P#	P		M	
<b>1.3</b>	Engine starting: Normal Malfunctions	P---->	---->		M	
<b>1.4</b>	Taxiing	P---->	---->		M	
<b>1.5</b>	Pre-departure checks: Engine run-up (if applicable)	P---->	---->		M	
<b>1.6</b>	Take-off procedure: <ul style="list-style-type: none"> <li>- Normal with Flight Manual flap settings</li> <li>- Crosswind (if conditions available)</li> </ul>	P---->	---->			
<b>1.7</b>	Climbing: <ul style="list-style-type: none"> <li>- V<sub>x</sub>/V<sub>y</sub></li> <li>- Turns onto headings; and</li> <li>- Level off</li> </ul>	P---->	---->		M	
<b>1.8</b>	ATC liaison – Compliance, R/T procedure	P---->			M	
<b>SECTION 2</b>						
<b>2</b>	Airwork (visual meteorological conditions [VMC])					
<b>2.1</b>	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V <sub>MCA</sub> when applicable)	P---->	---->			
<b>2.2</b>	Steep turns (360° left and right at 45° bank)	P---->	---->		M	
<b>2.3</b>	Stalls and recovery: <ul style="list-style-type: none"> <li>i. clean stall</li> <li>ii. approach to stall in descending turn with bank with approach configuration and power;</li> <li>iii. Approach to stall in landing configuration and power</li> <li>iv. Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplanes only)</li> </ul>	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
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	
<b>SECTION 3A</b>						
3A	En route procedures VFR (see B.5(c) and (d))					
3A.1	Flight plan, dead reckoning, and map reading	P---->	---->			
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---->	---->			
<b>SECTION 3B</b>						
3B	Instrument flight	P---->	---->		M	
3B.1*	Departure IFR	P---->	---->		M	
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"> <li>– Rate 1 turns</li> <li>– Recoveries from unusual attitudes</li> </ul>	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
<b>SECTION 4</b>						
<b>4</b>	Arrival and landings	P---->	---->		M	
<b>4.1</b>	Aerodrome arrival procedure	P---->	---->		M	
<b>4.2</b>	Normal landing	P---->	---->		M	
<b>4.3</b>	Flapless landing	P---->	---->		M	
<b>4.4</b>	Crosswind landing (if suitable conditions)	P---->	---->			
<b>4.5</b>	Approach and landing with idle power from up to 2000ft above the runway (Single-Engine aeroplane only)	P---->	---->			
<b>4.6</b>	Go-around from minimum height	P---->	---->		M	
<b>4.7</b>	Night go-around and landing (If applicable)	P---->	---->			
<b>4.8</b>	ATC liaison – Compliance, R/T procedures	P---->	---->		M	
<b>SECTION 5</b>						
<b>5</b>	Abnormal and emergency procedures (This Section may be combined with Sections 1 through 4)					
<b>5.1</b>	Rejected take-off at a reasonable speed	P---->	---->		M	
<b>5.2</b>	Simulated engine failure after take-off (single engine aeroplanes only)		P		M	
<b>5.3</b>	Simulated forced landing without power (single engine aeroplanes only)		P		M	
<b>5.4</b>	Simulated emergencies: – (i) fire or smoke in flight; and – (ii) systems' malfunctions as appropriate	P---->	---->			
<b>5.5</b>	Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft)	P---->	---->			
<b>5.6</b>	ATC liaison – Compliance, R/T procedures					
<b>SECTION 6</b>						
<b>6</b>	Simulated asymmetric flight. (This Section may be combined with Sections 1 through 5)					
<b>6.1*</b>	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)	---->	--->X		M	
<b>6.2*</b>	Asymmetric approach and go-around	P---->	---->		M	
<b>6.3*</b>	Asymmetric approach and full stop landing	P---->	---->		M	
<b>6.4</b>	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
<b>SECTION 7</b>						
<b>7</b>	UPRT					
<b>7.1</b>	Flight manoeuvres and procedures					
<b>7.1.1</b>	Manual flight with and without flight directors (no autopilot, no auto-thrust / autothrottle, and at different control laws, where applicable)	P---->	---->			
<b>7.1.1.1</b>	At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P---->	---->			
<b>7.1.1.2</b>	Steep turns using 45° bank, 180° to 360° left and right	P---->	---->			
<b>7.1.1.3</b>	Turns with and without spoilers	P---->	---->			
<b>7.1.1.4</b>	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P---->	---->			
<b>7.2</b>	Upset recovery training.					
<b>7.2.1</b>	Recovery from stall events in: <ul style="list-style-type: none"> <li>– take-off configuration;</li> <li>– clean configuration at low altitude;</li> <li>– clean configuration near maximum operating altitude; and</li> <li>– landing configuration</li> </ul>	P---->	---->			
<b>7.2.2</b>	The following upset exercises: <ul style="list-style-type: none"> <li>– recovery from nose-high at various bank angles; and</li> <li>– recovery from nose-low at various bank angles.</li> </ul>	P	X An aeroplane shall not be used for this exercise		FFS only	
<b>7.3</b>	Go-around with all engines operating* from various stages during an instrument approach	P---->	---->			
<b>7.4</b>	Rejected landing with all engines operating: <ul style="list-style-type: none"> <li>– from various heights below DH/MDH 15 m (50 ft) above the runway threshold</li> <li>– after touchdown (balked landing)</li> <li>– 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.</li> </ul>	P---->	---->			





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

<b>Personnel licences</b>
<b>Licences du personnel</b>

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](mailto: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](mailto: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>