



APPLICATION AND REPORT FORM ATPL, TYPE RATING, TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR HELICOPTERS (H)

Applicant's license number: _____

Appendix 9(C) to Annex I of Commission Regulation (EU) 1178/2011				
APPLICATION AND REPORT FORM				
Applicant's first name(s)		Aircraft:	SE-SPH: <input type="checkbox"/>	ME-SPH: <input type="checkbox"/>
Applicant's last name(s)			SE-MPH: <input type="checkbox"/>	ME-MPH: <input type="checkbox"/>
State of licence issue		Operations:	SP <input type="checkbox"/>	MP <input type="checkbox"/>
Type of licence held		Checklist:	Training record <input type="checkbox"/>	Type rating: <input type="checkbox"/>
Licence number			ATPL <input type="checkbox"/>	Please specify the rating: _____
Signature of applicant			IR: <input type="checkbox"/>	
			Proficiency check <input type="checkbox"/>	Skill test <input type="checkbox"/>

SATISFACTORY COMPLETION OF TYPE RATING - TRAINING ACCORDING TO REQUIREMENTS AS CERTIFIED BELOW:	
YES <input type="checkbox"/> NO <input type="checkbox"/>	Revalidation requirement in accordance with FCL.740.H(a)(2) 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 (Helicopter type):		FSTD ID Code:	
Three or more axes:	<input type="checkbox"/> YES <input type="checkbox"/> NO	Ready for service and use:	<input type="checkbox"/> YES <input type="checkbox"/> NO
FSTD manufacturer:		Motion or system:	
FSTD operator:		Visual aid:	<input type="checkbox"/> YES <input type="checkbox"/> NO
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"/> instructor (specify)	Signature of TRI/TRE*:		



3. FLIGHT TRAINING: <input type="checkbox"/> IN THE AIRCRAFT or <input type="checkbox"/> IN THE FSTD (for ZFTT)					
Type of helicopter:			Registration:		
Training Aerodromes/Sites (<i>take-offs, approaches, and landings</i>):		Take-offs:		Landings:	
Take-off time:		Landing time:		Flight time at the controls:	
<input type="checkbox"/> Type rating instructor					
Location and date:			Type and Number of licence:		
Name in capital letters:			Signature of instructor:		
4. SKILL TEST <input type="checkbox"/> PROFICIENCY CHECK <input type="checkbox"/>					
Skill Test and proficiency check details:					
Aerodrome or site:		FSTD or helicopter registration:			
Take-off time:		Landing time:		Total flight time:	
PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>	Reason(s) why, if failed:			
Examiner's certificate number (if applicable):		Type and number of licence:			
Name(s) in capital letters:		Location and date:		Signature of examiner:	
THE EXAMINER CONFIRMS THE ADHERENCE TO FCL.1030 a) THROUGH d)					
Location:		Date:		Type and number of licence:	
Name in capital letters:				Signature of the authorised examiner	

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C. Specific requirements for the helicopter category

1. In the case of a skill test or proficiency check for type ratings and the ATPL, applicants shall pass Sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require applicants to repeat the test or check. Applicants failing not more than five items shall repeat the failed items. Failure in any item in the case of a retest, recheck or failure in any other items already passed will require the applicants to repeat the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.
2. In the case of a proficiency check for an IR, applicants shall pass Section 5 of the proficiency check. Failure in more than 3 items will require applicants to repeat the entire Section 5. Applicants failing not more than 3 items shall repeat the failed items. Failure in any item in the case of a recheck or failure in any other items of Section 5 already passed will require applicants to repeat the entire check.

FLIGHT TEST TOLERANCE

3. Applicants shall demonstrate the ability to:
 - (a) operate the helicopter 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 helicopter 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 helicopter used.

(a) IFR FLIGHT LIMITS

<u>Height</u>	
Generally,	± 100 ft
Starting a go-around at decision height/altitude	+ 50 ft/- 0 ft
Minimum descent height/MAPt/altitude	+ 50 ft/- 0 ft
<u>Tracking</u>	
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 1000 ft above the aerodrome level.



<u>Heading</u>	
all engines operating	± 5°
with simulated engine failure	± 10°
<u>Speed</u>	
all engines operating	± 5 knots
with simulated engine failure	+ 10 knots/- 5 knots

(b) VFR FLIGHT LIMITS

<u>Height</u>	
Generally.	± 100 ft
<u>Heading</u>	
Normal operations	± 5°
Abnormal operations/emergencies	± 10°
<u>Speed</u>	
Generally.	± 10 knots
With simulated engine failure	+ 10 knots/- 5 knots
<u>Ground drift:</u>	
T.O. hover I.G.E.	± 3 ft
Landing	± 2 ft (with 0 ft rearward or lateral flight)

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK GENERAL

5. The following symbol means:

P = Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PM for the issue of a type rating for multi-pilot helicopters (MPH).

6. 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:

- FFS = full-flight simulator
- FTD = flight training device
- H = helicopter

7. The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.

8. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or an FTD 2/3 may be used for this purpose.

8a. 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.



9. Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise.
10. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:
 - (a) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);
 - (b) the qualifications of the instructor and examiner;
 - (c) the amount of FSTD training provided on the course;
 - (d) the qualifications and previous experience in similar types of pilots under training; and
 - (e) the amount of supervised flying experience provided after the issue of the new type rating.

MULTI-PILOT HELICOPTERS

11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only sections 1 to 4 and, if applicable, section 6.
12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall take only sections 1 to 4 and, if applicable, section 6.

SINGLE-PILOT HELICOPTERS

13. To exercise the privileges of the type rating in accordance with point FCL.725(d), applicants for the issue, revalidation or renewal of a single-pilot helicopter type rating shall:
 - (a) for single-pilot operations, complete the skill test or proficiency check in single-pilot operations;
 - (b) in multi-pilot operations, complete the skill test or proficiency check in multi-pilot operations;
 - (c) for both single-pilot and multi-pilot operations, complete the skill test or proficiency check in multi-pilot operations and, additionally, the following manoeuvres and procedures in single-pilot operations:
 - (1) for single-engine helicopters: 2.1 take-offs and 2.6 and 2.6.1 autorotative descent and autorotative landing;
 - (2) for multi-engine helicopters: 2.1 take-offs and 2.4 and 2.4.1 engine failures shortly before and shortly after reaching TDP;
 - (3) for IR privileges, in addition to point (1) or (2), as applicable, one approach of Section 5, unless the criteria of Appendix 8 are met;
 - (d) to remove a restriction to multi-pilot operations from a single-pilot helicopter type rating following point FCL.725(d)(2), complete a proficiency check that includes the manoeuvres and procedures referred to in points (c)(1) or (c)(2), as applicable.

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Date:	Applicant's licence number:
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Appendix 9(C) to Annex I of Commission Regulation (EU) 1178/2011 (continued)

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test or check completed
SECTION 1 PRE-FLIGHT PREPARATIONS AND CHECKS						
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection		P		M (if performed in the helicopter)	
1.2	Cockpit inspection	P	---->		M	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	---->		M	
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	P	---->		M	
1.5	Pre-take-off procedures and checks	P	---->		M	
SECTION 2 FLIGHT MANOEUVRES AND PROCEDURES						
2.1	Take-offs (various profiles)	P	---->		M	
2.2	Sloping ground or cross-wind take-offs & landings	P	---->			
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	---->			
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	P	---->		M	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	---->		M	
2.5	Climbing and descending turns to specified headings	P	---->		M	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	---->		M	
2.6	Autorotative descent	P	---->		M	



2.6.1	2.6.1 For single-engine helicopters (SEH): — autorotative landing; or — power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants' logbook by the instructor. For multi-engine helicopters (MEH): power recovery.	P	----->		M	
2.7	Landings, various profiles	P	----->		M	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P	----->		M	
2.7.2	Landing following simulated engine failure after LDP or DPBL	P	----->		M	
SECTION 3 NORMAL AND ABNORMAL OPERATIONS OF THE FOLLOWING SYSTEMS AND PROCEDURES						
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test or check completed
3.	Normal and abnormal operations of the following systems and procedures:				M	A mandatory minimum of three items shall be selected from this section
3.1	Engine	P	---->			
3.2	Air conditioning (heating, ventilation)	P	---->			
3.3	Pitot/static system	P	---->			
3.4	Fuel system	P	---->			
3.5	Electrical system	P	---->			
3.6	Hydraulic system	P	---->			
3.7	Flight control and trim system	P	----->			
3.8	Anti-icing and de-icing system	P	----->			
3.9	Autopilot/Flight director	P	----->			
3.10	Stability augmentation devices	P	----->			
3.11	Weather radar, radio altimeter, transponder	P	----->			
3.12	Area Navigation System	P	----->			
3.13	Landing gear system	P	----->			
3.14	APU	P	----->			
3.15	Radio, navigation equipment, instruments, and FMS	P	----->			



SECTION 4 ABNORMAL AND EMERGENCY PROCEDURES						
4	Abnormal and emergency procedures				M	A mandatory minimum of three items shall be selected from this section
4.1	Fire drills (including evacuation if applicable)	P	----->			
4.2	Smoke control and removal	P	----->			
4.3	Engine failures, shutdown, and restart at a safe height	P	----->			
4.4	Fuel dumping (simulated)	P	----->			
4.5	Tail rotor control failure (If applicable)	P	----->			
4.5.1	Tail rotor loss (if applicable)	P	A Helicopter shall not be used for this exercise			
4.6	Incapacitation of crew member — MPH only	P	----->			
4.7	Transmission malfunctions	P	----->			
4.8	Other emergency procedures as outlined in the appropriate Flight Manual	P	----->			
SECTION 5 INSTRUMENT FLIGHT PROCEDURES (TO BE PERFORMED IN IMC OR SIMULATED IMC)						
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test or check completed
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	----->*			
5.1.1	Simulated engine failure during departure	P*	----->*		M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	----->*		M*	
5.3	Holding procedures	P*	----->*			
5.4	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	P*	----->*			



5.4.1	Manually, without a flight director. 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 5.4.1 in the case of such AFM limitation).	P*	---->*		M* (Unless Exercise 5.4.2 is completed)	
5.4.2	Manually, with the flight director	P*	---->*		M* (Unless Exercise 5.4.1 is completed)	
5.4.3	With coupled autopilot	P*	---->*			
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during the final approach before passing 1000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*	---->*		M*	
5.5	2D operations down to the minimum descent altitude MDA/H	P*	---->*		M*	
5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH	P*	---->*			
5.6.1	Other missed approach procedures	P*	---->*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	P*	---->*		M*	
5.7	IMC autorotation with power recovery	P*	---->*		M*	
5.8	Recovery from unusual attitudes	P*	---->*		M*	
SECTION 6						
USE OF OPTIONAL EQUIPMENT						
	Manoeuvres/Procedures	FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test or check completed
6	Use of optional equipment					

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

Personnel licenses
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,
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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.).

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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>