Direction de l'Aviation Civile
Grand-Duché de Luxembourg

Application and report form ATPL, type rating, training, skill test and proficiency check for helicopters (H)

Applicant's licence number:

Appendix 9.C. 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:	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 rating: (please specify)	
Skill test:				ATPL(H):	

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

☐ Yes ☐ No 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 (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 du TRI/TRE*:			
☐ Type rating instructor ☐ Flight instructor						
Type and No of licence:			Name in capital letters:			

3. Flight training:

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:		Signature of type rating instructor/examiner*:
Type and No of licence:		Name in capital letters:

4. ■ Skill test ■ Proficiency Check

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

Passed	**Failed**	SIM/Aircraft Reg:
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

Direction de l'Aviation Civile

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

FLIGHT TEST TOLERANCE

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.

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 1 000 ft above 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)

Date:	Applicant's licence number

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 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 the 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. Applicants for the issue, revalidation or renewal of a single-pilot helicopter type rating shall:

(a) if privileges for single-pilot operation are sought, complete the skill test or proficiency check in single-pilot operation;

(b) if privileges for multi-pilot operation are sought, complete the skill test or proficiency check in multi-pilot operation;

(c) if privileges for both single-pilot and multi-pilot privileges are sought, complete the skill test or proficiency check in multi-pilot operation and, additionally, the following manoeuvres and procedures in single-pilot operation:

(1) for single-engine helicopters: 2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing;

(2) for multi-engine helicopters: 2.1 take-off 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 to this Annex are met;

(d) in order to remove a restriction to multi-pilot operation from a non-complex single-pilot helicopter type rating, complete a proficiency check that includes the manoeuvres and procedures referred to in point (c)(1) or (c)(2), as applicable.

Date:	Applicant's licence number

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 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	For single-engine helicopters (SEH) autorotative landing or 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						
3.	Normal and abnormal operations of 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	---->			

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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 completed
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)						
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*	----->*			

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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 completed
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 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 taken into account such limitations (for example choose an ILS for 5.4.1 in case of such AFM limitation)	P*	----->*		M*	
5.4.2	Manually, with Flight Director	P*	----->*		M*	
5.4.3	With coupled autopilot	P*	----->*			
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during 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						
6	Use of optional equipment					

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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