



# TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR ATPL, TYPE AND CLASS RATINGS, AND PROFICIENCY CHECK FOR INSTRUMENT RATINGS

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

Direction de l'Aviation Civile  
Grand-Duché de Luxembourg

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:			
<input type="checkbox"/> Yes <input type="checkbox"/> 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:	Ready for service and used	
FSTD manufacturer:	Motion or system:	
FSTD operator:	Visual aid:	
Total training time at the controls:	YES	NO
Instrument approaches at aerodromes:		
To a decision altitude/height of:		
Location, date and time:	Signature du TRI/TRE*:	
<input type="checkbox"/> Type rating instructor <input type="checkbox"/> 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

<b>Passed</b>	<b>Failed</b>	SIM/Aircraft Reg:
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

Date:	Applicant's licence number
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### CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK GENERAL

5. The following symbols mean:

P= Trained as PIC for the issue of a type rating for SPH or trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating for 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 FTD 2/3 may be used for this purpose.

9. Where the letter 'M' appears in the skill test or proficiency check column this will indicate the 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:

- i. the qualification of the FSTD as set out in the relevant requirements of Part-ARA and Part-ORA;
- ii. the qualifications of the instructor and examiner;
- iii. the amount of FSTD training provided on the course;
- iv. the qualifications and previous experience in similar types of the pilot under training; and
- v. 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.

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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		FTD	FFS	H	Instructor's initials when training completed	Chkd in FFS H	Examiner's initials when test completed
<b>SECTION 1 Pre-flight preparations and checks</b>							
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 air traffic control or with instructions of an instructor		P	---->		M	
1.5	Pre-take-off procedures and checks	P	---->	---->		M	
<b>SECTION 2 Flight manoeuvres and procedures</b>							
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	Autorotative landing (SEH only) or 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	
<b>SECTION 3 Normal and abnormal operations of the following systems and procedures</b>							
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	---->	----->			
3.3	Pitot/static system	P	---->	----->			
3.4	Fuel system	P	---->	----->			
3.5	Electrical system	P	---->	----->			
3.6	Hydraulic system	P	---->	----->			

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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	Auxiliary power unit	P	---->	----->			
3.15	Radio, navigation equipment, instruments flight management system	P	---->	----->			
<b>SECTION 4 Abnormal and emergency procedures</b>							
4	Abnormal and emergency procedures	P	---->	----->			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	---->	Heli-copter may 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	---->	----->			

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Manoeuvres/Procedures		FTD	FFS	H	Instructor's initials when training completed	Chkd in FFS H	Examiner's initials when test completed
<b>SECTION 5 Instrument flight procedures (to be performed in IMC or simulated IMC)</b>							
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 feet (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 (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 feet 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/DH 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/DH or MDA/MDH	P*	---->*	---->*		M*	
5.7	IMC autorotation with power recovery	P*	---->*	---->*		M*	
5.8	Recovery from unusual attitudes	P*	---->*	---->*		M*	
<b>SECTION 6 Use of optional equipment</b>							
6	Use of optional equipment						

