

**REPORT FORM**

**TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR  
MPL, ATPL, TYPE AND CLASS RATINGS, AND PROFICIENCY  
CHECK FOR IRs AND BIRs, HELICOPTERS (H)**

**PART-FCL APPENDIX 9**

<b>Applicant's information</b>	Applicant's last name(s)		SE-SP <input type="checkbox"/> H	ME-SP <input type="checkbox"/> H
	Applicant's first name(s)		SE-MP <input type="checkbox"/> H	ME-MP <input type="checkbox"/> H
	Type of licence held		Operations <input type="checkbox"/> SP <input type="checkbox"/> MP	<input type="checkbox"/> PIC <input type="checkbox"/> Co-pilot
	Licence number or date of birth		<input type="checkbox"/> Initial issue <input type="checkbox"/> Revalidation by experience	<input type="checkbox"/> Revalidation by proficiency check <input type="checkbox"/> Renewal
	State of licence issue		<input type="checkbox"/> Type rating. Including variants _____ <input type="checkbox"/> Including type specific IR	
			<input type="checkbox"/> Class rating _____ <input type="checkbox"/> Including class specific IR	
			<input type="checkbox"/> Training record	<input type="checkbox"/> MPL <input type="checkbox"/> ATPL
<b>Theoretical training for the issue of a type or class rating performed during period</b>	From	To	At	
	Mark obtained	% (Pass mark 75 %)	Type and number of licence	
	Signature of HT		Name(s) in capital letters	
<b>FSTD</b>	FSTD (aircraft type)	Three or more axes <input type="checkbox"/> Yes <input type="checkbox"/> No	Ready for service and used	
	FSTD manufacturer	Motion or system	Visual aid <input type="checkbox"/> Yes <input type="checkbox"/> No	
	FSTD operator			
	Total training time at the controls		Instrument approaches at aerodromes to a decision altitude or height of	
	Location, date and time		Type and number of licence	
	<input type="checkbox"/> Type rating instructor <input type="checkbox"/> Class rating instructor <input type="checkbox"/> instructor _____			
	Signature of instructor		Name(s) in capital letters	
<b>Flight training</b>	<input type="checkbox"/> in the aircraft <input type="checkbox"/> in the FSTD (for ZFTT)			
	Type of aircraft	Registration	Flight time at the controls:	
	Take-offs	Landings	Training aerodromes or sites (take-offs, approaches and landings)	
	Take-off time		Landing time	
	Location and date		Type and number of licence held	
	<input type="checkbox"/> Type rating instructor <input type="checkbox"/> Class rating instructor _____			
	Signature of instructor		Name(s) in capital letters	

<b>Details of the flight / result of the test</b>	Aircraft type/class (including variants)		Aircraft registration	
	Identification number of FSTD			
	Aerodrome or site			
	Off block time	Take-off time	Landing time	On block time
	Flight time		Total flight time	
	<input type="checkbox"/> Skill test <input type="checkbox"/> Proficiency check			
	Skill test and proficiency check details			
	Result of skill test or proficiency check			
	<input type="checkbox"/> Pass <input type="checkbox"/> Fail <input type="checkbox"/> Partial pass			
	Reason(s) why, if failed			
	Remarks			
	<input type="checkbox"/> Applicant's experience and instruction comply with Annex 1 Part-FC			
	<input type="checkbox"/> All the required manoeuvres and exercises have been completed			
	<input type="checkbox"/> PBN (Performance based navigation) requirements checked			
	<input type="checkbox"/> Applicant's theoretical knowledge has been confirmed by verbal examination			
Revalidation by experience of class or type ratings		<input type="checkbox"/> Applicant has met the requirements of Part-FCL.740.A / H for revalidation by experience		
Expiry of new class or type rating, (dd/mm/yyyy)		<input type="checkbox"/> I have <input type="checkbox"/> I have not endorsed the certificate of revalidation in the applicant's licence		
Expiry of new IR/SPA, (dd/mm/yyyy)		<input type="checkbox"/> I have <input type="checkbox"/> I have not endorsed the certificate of revalidation in the applicant's licence		
		<input type="checkbox"/> SE <input type="checkbox"/> ME		
Temporary rating: type/IR issued until (dd/mm/yyyy) (8 weeks)				
<b>Signature</b>	Location and date			
	Examiner's certificate number (if applicable)			
	Type and number of licence			
	Signature of examiner		Signature of applicant	
	Name(s) in capital letters		Name(s) in capital letters	
<b>Attachments</b>	<input type="checkbox"/> Foreign examiner: copy of licence, medical and examiner certificate			
	<input type="checkbox"/> Foreign FSTD: copy of approval certificate			

<p><b>Part-FCL Appendix 9</b></p>	<p><b>Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs</b></p> <ol style="list-style-type: none"> <li>1. An applicant for a skill test shall have received instruction on the same class or type of aircraft to be used in the test.</li> <li>2. Failure to achieve a pass in all sections of the test in two attempts will require further training.</li> <li>3. There is no limit to the number of skill tests that may be attempted.</li> </ol> <p>CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK</p> <ol style="list-style-type: none"> <li>4. Unless otherwise determined in the operational suitability data established in accordance with Part-21, the syllabus of flight instruction shall comply with this Appendix. The syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with Part-21.</li> <li>5. Except in the case of skill tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part-21 for the specific type, credit may be given for skill test items common to other types or variants where the pilot is qualified.</li> </ol> <p>CONDUCT OF THE TEST/CHECK</p> <ol style="list-style-type: none"> <li>6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used, as established in Part-FCL.</li> <li>7. During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.</li> <li>8. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.</li> <li>9. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.</li> <li>10. An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed and to carry out the test as if there is no other crew member if taking the test/check under single-pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.</li> <li>11. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the check-list for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.</li> <li>12. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.</li> </ol>
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SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR MULTI-PILOT AIRCRAFT TYPE RATINGS, FOR SINGLE-PILOT AEROPLANE TYPE RATINGS, WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.
14. The applicant shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PNF. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.
15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PNF:
  - a) management of crew cooperation;
  - b) maintaining a general survey of the aircraft operation by appropriate supervision; and
  - c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
16. The test/check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.
17. When the type rating course has included less than 2 hours flight training on the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training on the aircraft. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicant's licence.

### Specific requirements for the helicopter category

1. In case of skill test or proficiency check for type ratings and the ATPL the applicant 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 the applicant to take the entire test or check again. An applicant failing not more than five items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.
2. In case of proficiency check for an IR the applicant shall pass section 5 of the proficiency check. Failure in more than three items will require the applicant to take the entire section 5 again. An applicant failing not more than three items shall take the failed items again. Failure in any item of the re-check or failure in any other items of section 5 already passed will require the applicant to take the entire check again.

### FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to:
  - operate the helicopter within its limitations;
  - complete all manoeuvres with smoothness and accuracy;
  - exercise good judgement and airmanship;
  - apply aeronautical knowledge;
  - 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;
  - understand and apply crew coordination and incapacitation procedures, if applicable; and
  - 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.

### IFR flight limits

#### Height

- Generally  $\pm 100$  feet
- Starting a go-around at decision height/altitude + 50 feet/- 0 feet
- Minimum descent height/altitude + 50 feet/- 0 feet

#### Tracking

- On radio aids  $\pm 5^\circ$

### Precision approach half scale deflection, azimuth and glide path

#### Heading

- Normal operations  $\pm 5^\circ$
- Abnormal operations/emergencies  $\pm 10^\circ$

#### Speed

- Generally  $\pm 10$  knots
- With simulated engine failure + 10 knots/- 5 knots

### VFR flight limits

#### Height

- Generally  $\pm 100$  feet

#### Heading

- Normal operations  $\pm 5^\circ$
- Abnormal operations/emergencies  $\pm 10^\circ$

#### Speed

- Generally  $\pm 10$  knots
- With simulated engine failure + 10 knots/- 5 knots

#### Ground drift

- T.O. hover I.G.E.  $\pm 3$  feet
- Landing  $\pm 2$  feet (with 0 feet rearward or lateral flight)

## 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 Part-OR;
- 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.

## SINGLE-PILOT HELICOPTERS

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

- if privileges for single-pilot operation are sought, complete the skill test or proficiency check in single-pilot operation;
- if privileges for multi-pilot operation are sought, complete the skill test or proficiency check in multi-pilot operation;
- 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;
- 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.

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		FTD	FFS	H	Instructor initials when training completed	Chkd in FFS 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 air traffic control 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 crosswind 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	
SECTION 3 — Normal and abnormal operations of the following systems and procedures							
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	---	---			

	SINGLE/MULTI-PILOT HELICOPTERS	PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
		FTD	FFS	H	Instructor initials when training completed	Chkd in	Examiner initials when test completed
						FFS H	
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	Auxiliary power unit	P	---	---			
3.15	Radio, navigation equipment, instruments flight management system	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	---	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	---	---			
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 *	---	---	*		



	SINGLE/MULTI-PILOT HELICOPTERS	PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK	
		FTD	FFS	H	Instructor initials when training completed	Chkd in	Examiner initials when test completed
						FFS H	
	Manoeuvres/Procedures						
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 the case of such AFM limitation)limitations (for example, choose an ILS for 5.4.1 in the 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 1 000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P *	—> *	—> *		M *	
5.5	2D operations down to the 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	P	—>	—>			