



TYPE RATING SINGLE PILOT HELICOPTER

APPLICATION AND REPORT FORM FOR THE TYPE RATING SKILL TEST AND PROFICIENCY CHECK ON HELICOPTER ACCORDING TO PART FCL SUBPART D AND APPENDIX TO COMMISSION REGULATION (EU) NO 1178/2011 OF 3 NOVEMBER 2011

A.

<input type="checkbox"/> Skill test		
<input type="checkbox"/> PC Renewal	<input type="checkbox"/> PC Revalidation	
<input type="checkbox"/> VFR	<input type="checkbox"/> IFR	
<input type="checkbox"/> MEH	<input type="checkbox"/> SEPH	<input type="checkbox"/> SETH
<input type="checkbox"/> Revalidation of more than one helicopter type (see E2 below)		

B.
To be completed by the examiner

Date of test/check
Type of helicopter
Flight time total helicopter

C.
To be completed by the applicant

Date of birth (yyyy-mm-dd)	State of licence issue	Licence no
Last name	First and middle names	
Street or box	Country	Telephone
Postal code and city	E-mail address	
Place	Date	Signature of applicant

D.
To be completed by ATO

TRAINING COMPLETED AND APPLICATION APPROVED		
Name and approval number of ATO	Signature Head of Training	
Date	Name of HT in block letters	
<input type="checkbox"/> Refresher training completed	<input type="checkbox"/> Approved for PC renewal	
Total time during course	Instrument time during course:	Total time in FFS/FTD during course FFS: FTD:

E.1
To be completed by the examiner

RESULT OF THE TEST/CHECK			
Final result:	All items passed <input type="checkbox"/> Passed	1 – 5 items failed <input type="checkbox"/> Partial pass	6 or more items failed <input type="checkbox"/> Failed
<input type="checkbox"/> Temporary rating issued		<input type="checkbox"/> Temporary rating not issued	
I have entered the following details in the applicant's licence (type used for the PC).			
Rating	Date of check	Valid until	

E.2
To be completed by the examiner

Revalidation of Single Turbine Engine Helicopters with a maximum take-off mass of 3175 kg or Single Engine Piston Helicopters	
<i>I, undersigned examiner, hereby certify that the applicant fulfils the requirement of revalidation (See instructions)</i>	
Type/-s and valid until, that I have entered in the licence	
Place and date:.....	Stamp
Examiner certificate number:	
Signature of examiner:.....	

L 1676-10

F.

<p>Before Test/check</p> <input type="checkbox"/> Valid PPL/CPL/ATPL licence, <input type="checkbox"/> Valid Medical Class 1/2 <input type="checkbox"/> Valid language proficiency Valid R/T certificate: <input type="checkbox"/> Swedish <input type="checkbox"/> English <input type="checkbox"/> Personal identification card	<p>Before PC revalidation</p> <input type="checkbox"/> Valid Type rating <input type="checkbox"/> Min 2 hours flight time within validity period (PC included)	
<p>Before Skill test</p> <input type="checkbox"/> Flight training <input type="checkbox"/> Theoretical training <input type="checkbox"/> Max 6 month since start of theoretical Training <input type="checkbox"/> Preparation course (ME only) <input type="checkbox"/> Min 70h PIC <input type="checkbox"/> Turbine course (first turbine only)	<p>Before PC, renewal</p> <input type="checkbox"/> Approved training performed by ATO (Copy of training approval must be attached) <input type="checkbox"/> Min 2 hours flight time within preceding 12 month	<p>I hereby declare that I have read the information according to FCL.1015 c, and checked all prerequisites for this test</p> <p>..... (examiner)</p>
M=Mandatory P=Trained as PIC or COP for issue X=FS only * =Actual or simulated IMC ME= Multi engine only		

G.

		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
SECTION 1 Departure									
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection			P		M (if performed in the helicopter)		<input type="checkbox"/>	<input type="checkbox"/>
1.2	Cockpit inspection		P	--->		M		<input type="checkbox"/>	<input type="checkbox"/>
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	--->	--->		M		<input type="checkbox"/>	<input type="checkbox"/>
1.4	Taxiing/air taxiing in compliance with air traffic Control instructions or on instructions of an instructor		P	--->		M		<input type="checkbox"/>	<input type="checkbox"/>
1.5	Pre take-off procedures	P	--->	--->		M		<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when section completed.....				

		FTD	FS	A	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
SECTION 2 Flight manoeuvres and procedures									
2.1	Take-offs (various profiles)		P	--->		M		<input type="checkbox"/>	<input type="checkbox"/>
2.2	Sloping ground take-offs & landings		P	--->				<input type="checkbox"/>	<input type="checkbox"/>

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SECTION 2 AIRWORK (cont'd)		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	--->	---->				<input type="checkbox"/>	<input type="checkbox"/>
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO		P	→		M		<input type="checkbox"/>	<input type="checkbox"/>
2.4.1	Take off with simulated engine failure shortly before reaching TDP, or DPATO		P	--->		M ME		<input type="checkbox"/>	<input type="checkbox"/>
2.4.2	Take off with simulated engine failure shortly after reaching TDP, or DPATO		P	--->		M ME		<input type="checkbox"/>	<input type="checkbox"/>
2.5	Climbing and descending turns to specified headings	P	--->	--->		M		<input type="checkbox"/>	<input type="checkbox"/>
2.5.1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments	P	--->	--->		M		<input type="checkbox"/>	<input type="checkbox"/>
2.6	Autorotative descents	P	--->	--->		M		<input type="checkbox"/>	<input type="checkbox"/>
2.6.1	Autorotative landing or power recovery		P	--->		M		<input type="checkbox"/>	<input type="checkbox"/>
2.7	Landings various profiles		P	--->		M		<input type="checkbox"/>	<input type="checkbox"/>
2.7.1	Go around or landing following simulated engine failure before LDP or DPBL		P	--->		M ME		<input type="checkbox"/>	<input type="checkbox"/>
2.7.2	Landing following simulated engine failure after LDP or DPBL		P	--->		M ME		<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when section completed.....				

SECTION 3 Normal and abnormal operations of the following systems and procedures:		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
(A mandatory minimum of 3 items shall be selected from this section)									
3.1	Engine	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.2	Air conditioning (heating, ventilation)	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.3	Pitot/static system	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.4	Fuel System	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.5	Electrical system	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.6	Hydraulic system	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.7	Flight control and Trim-system	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.8	Anti- and de-icing system	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.9	Autopilot/Flight director	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.10	Stability augmentation devices	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>

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SECTION 3 Normal and abnormal operations of the following systems and procedures: (Contd.)		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
3.11	Weather radar, radio altimeter, Transponder	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.12	Area Navigation System	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.13	Landing gear system	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.14	Auxiliary power unit	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
3.15	Radio, navigation equipment, instruments flight management system	P	--->	--->				<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when section completed.....				

SECTION 4 Abnormal and emergency procedures:		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
A mandatory minimum of 3 items shall be selected from this section									
4.1	Fire drills (including evacuation if applicable)	P	--->					<input type="checkbox"/>	<input type="checkbox"/>
4.2	Smoke control and removal	P	--->					<input type="checkbox"/>	<input type="checkbox"/>
4.3	Engine failures, shut down and restart at a safe height	P	--->					<input type="checkbox"/>	<input type="checkbox"/>
4.4	Fuel dumping (simulated)	P	--->					<input type="checkbox"/>	<input type="checkbox"/>
4.5	Tail rotor control failure (if applicable)	P	--->					<input type="checkbox"/>	<input type="checkbox"/>
4.5.1	Tail rotor loss (if applicable)	P	--->	H may not be used for this exercise				<input type="checkbox"/>	<input type="checkbox"/>
4.6	Transmission malfunction	P	--->	---->				<input type="checkbox"/>	<input type="checkbox"/>
4.7	Other emergency procedures as outlined in the appropriate Flight Manual	P	--->	---->				<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when section completed.....				

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SECTION 5 Instrument Flight Procedures (to be performed in IMC or simulated IMC):		FTD	FS	A	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	--->*	--->*				<input type="checkbox"/>	<input type="checkbox"/>
5.1.1	Simulated engine failure during departure	P*	--->*	--->*		M* ME		<input type="checkbox"/>	<input type="checkbox"/>
5.2	Adherence to departure and arrival routes and ATC instructions	P*	--->*	--->*		M*		<input type="checkbox"/>	<input type="checkbox"/>
5.3	Holding Procedures	P*	--->*	--->*				<input type="checkbox"/>	<input type="checkbox"/>
5.4	ILS-approaches down to CAT 1 decision height								
5.4.1	Manually, without flight director	P*	--->*	--->*		M* (Skill test only)		<input type="checkbox"/>	<input type="checkbox"/>
5.4.2	Manually, with flight director	P*	--->*	--->*				<input type="checkbox"/>	<input type="checkbox"/>
5.4.3	With coupled autopilot	P*	--->*	--->*				<input type="checkbox"/>	<input type="checkbox"/>
5.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure)	P*	--->*	--->*		M* ME		<input type="checkbox"/>	<input type="checkbox"/>
5.5	Non-precision approach down to the minimum descent altitude MDA/H	P*	--->*	--->*		M*		<input type="checkbox"/>	<input type="checkbox"/>
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	--->*	--->*				<input type="checkbox"/>	<input type="checkbox"/>
5.6.1	Other missed approach procedures	P*	--->*	--->*				<input type="checkbox"/>	<input type="checkbox"/>
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P*	--->*	--->*		M* ME		<input type="checkbox"/>	<input type="checkbox"/>
5.7	IMC autorotation with power recovery	P*	--->*	--->*		M*		<input type="checkbox"/>	<input type="checkbox"/>
5.8	Recovery from unusual attitudes	P*	--->*	--->*		M*		<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when section completed.....				

SECTION 6 Use of Optional equipment		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
6	Use of optional equipment Eq:.....	P	→	→				<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed.....				

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H.

FLIGHT DETAILS		
Helicopter registration or FSTD qualification no:		Rotor stop/end of FSTD slot
Departure aerodrome		Rotor turning/Start of FSTD slot
Destination aerodrome		Total flight time
Helicopter type/variant	Pilot in command	Other flight crew, if any

I.

REMARKS		
Item no	Comment	
<p>Note! Applicants who has completed a JAR type rating course at a FTO/TRTO <u>not</u> approved by the Swedish Transport Agency must attach the following documents to the application:</p> <ul style="list-style-type: none"> • Course completion certificate. • FTO/TRTO Approval Certificate. • FSTD qualification certificate. • The Examiners authorization documents including copy of the licence. • Copy of the licence of the TRI responsible for the aircraft training. 		
Debriefing/taken part of comments above <input type="checkbox"/>	Date	Signature of applicant

J.

ADDITIONAL INFORMATION REGARDING THE TEST/PC

K.

AIRCRAFT TRAINING (AFTER SKILL TEST IN FS ONLY)		
Aircraft training completed date:	Aircraft variant	No of landings/flight time /
Signature of TRI	Name in block letters	Licence number

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Instructions for completing form

L 1647-Type rating Single Pilot Helicopter,

- A.** Please tick the appropriate boxes. If the PC is aimed to revalidate a valid rating, please tick "Revalidation".

Note: When a proficiency check on a single-pilot helicopter is performed in a multi-pilot operation in accordance with an OM or equivalent document the type rating will be restricted to multi-pilot and form L 1676 shall be used.

- B.** Please enter the complete information. "Type of helicopter" means the relevant type of helicopter according to EASA Class and Type Rating List/Licence Endorsement list (Helicopters). "Flight time total" is the applicants total flight time on helicopter.

- C.** Personal information of the applicant

- D.** This section is to be completed by the Head of Training of the FTO/TRTO/RF.

- E.1** The result of the test.

- E. 2** If the PC is aimed to revalidate **Single Engine Piston** helicopters the examiner can revalidate other SEPH types provided that the applicant has flown a minimum of 2 hours as pilot in command during the last period of validity on each type that is to be revalidated.

If the PC is aimed to revalidate a **Single engine turbine helicopters** the examiner can revalidate other SETH types with a MTOM equal to or less than 3 175 kg provided that the applicant has:

1. a minimum of 300h pilot in command on helicopters
2. a minimum of 15 hours total on each type that is to be revalidated
3. a minimum of 2 hours as pilot in command during the last period of validity on each type

In both cases above the PC must be each time on a different type.

- F.** This section is a checklist of prerequisites for the examiner to check before the test/check. **Please note that the examiner must sign and thus affirm that he has checked all prerequisites before the test.**

- G.** Protocol

1. The following symbols mean:

P = Trained as Pilot-in-Command or co-pilot for the issue of the class/type rating as applicable.
X = Flight simulators shall be used for this exercise, if available, otherwise a helicopter shall be used if appropriate for the manoeuvre or procedure.
ME= Multi engine only

2. 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 (---->)

3. The following abbreviations are used to indicate the training equipment used:

H = Helicopter
FS = Flight Simulator
FTD = Flight Training Device (including FNPT)

4. Instructor initials are required for skill test and for PC renewal after 12 months of lapsed rating. For PC without prior mandatory training, instructor initials are not required.

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5. The items of section 5 shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the skill test or proficiency check. If the items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of instrument rating privileges, the type rating will be restricted to VFR only.
6. Where the letter 'M' appears in the skill test/proficiency check column this will indicate a mandatory exercise or a choice where more than one exercise appears.
7. When a proficiency check on a single-pilot helicopter is performed in a multi-pilot operation in accordance with JAR-OPS, the type rating will be restricted to multi-pilot operations.
8. A flight simulator shall be used for practical training for type ratings if the simulator forms part of an approved type rating course. The following considerations will apply to the approval of the course:
 - (a) the qualification of the flight simulator or FNPT II as set out in JAR-STD;
 - (b) the qualifications of the instructors and examiner;
 - (c) the amount of line-oriented flight training on the course.
 - (d) the qualifications and previous experience of the pilot under training.
 - (e) the amount of supervised line flying experience provided after the issue of the new type rating

- H.** Details of the flight.
- I.** Comments regarding tested items please indicate the item commented. The applicant signs that he/she has taken part of the result of the test (it is not a formal acceptance of the result).
- J.** Additional information regarding the conditions during test, simulators etc.
- K.** Details of the aircraft training when completed (if pertinent).

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