

ATPL / TYPE RATING SKILL TEST OR PROFICIENCY CHECK FOR SINGLE- OR MULTI-PILOT HELICOPTER

1 (10)

APPLICATION AND REPORT FORM FOR THE ATPL(A) SKILL TEST, TYPE RATING SKILL TEST AND PROFICIENCY CHECKS ON MULTI PILOT HELICOPTER AND SINGLE PILOT HELICOPTER ACCORDING TO APPENDIX 9 TO COMMISSION REGULATION (EU) NO 1178/2011 OF 3 NOVEMBER 2011

A. To be completed by the examiner

Skill test : <input type="checkbox"/> Type rating		
Skill test : <input type="checkbox"/> ATPL - applicant experience shall be documented in section F, page 2.		
<input type="checkbox"/> PC Revalidation	<input type="checkbox"/> PC Renewal	
<input type="checkbox"/> Single pilot helicopter		
<input type="checkbox"/> Multi pilot helicopter		
<input type="checkbox"/> VFR	<input type="checkbox"/> PIC	<input type="checkbox"/> SP incl.
<input type="checkbox"/> IFR	<input type="checkbox"/> CO pilot	(see instructions)

B. To be completed by the examiner

Date of test/check
Type of helicopter
Flight time Total helicopter
If test performed in aircraft;
Registration
Licence no

C. To be completed by the applicant

Date of birth (yyyy-mm-dd)	State of licence issue	
Last name		First and middle names
Street or box	Country	Telephone
Postal code and city	E-mail address	
<input type="checkbox"/> Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c) (See instructions, page 8)		
Total flight time	FSTD/FNPT /	
Total time multi pilot helicopters	Total time as PIC/PICUS /	
Cross country PIC/PICUS /	Instrument/Instrument ground time /	
Night flight	<input type="checkbox"/> PICUS verification attachment, (See instructions, page 8)	

D. To be completed by the ATO

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

Scan as PDF, send by e-mail to: certifikat.w3d3@transportstyrelsen.se

or by mail to: Transportstyrelsen, SE-601 73 Norrköping

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**E. To be
completed by
the examiner**

RESULT OF THE TEST			
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	<input type="checkbox"/> Revalidation of multiple types (see instructions)	
I have entered the following details in the applicant's licence (PC only)			
Rating	Date of test/check	Rating valid until	IR valid until
Signature of examiner:		Stamp(or name in block letters)	
Examiner's certificate number:			

F. Before Test/check <input type="checkbox"/> Valid PPL/CPL/ATPL licence <input type="checkbox"/> Valid language proficiency <input type="checkbox"/> Approved to be tested on PBN (BSL 14254 attached to this application if PBN privileges not confirmed in logbook) Valid R/T certificate: <input type="checkbox"/> Swedish <input type="checkbox"/> English <input type="checkbox"/> Personal identification card <input type="checkbox"/> Medical (required only if test performed in aircraft)	Before ATPL skill test have completed as a pilot of helicopters a minimum of <input type="checkbox"/> 1000 hours of flight time, Of the 1 000 hours, a maximum of 100 hours may have been completed in an FSTD, of which not more than 25 hours may be completed in an FNPT. <input type="checkbox"/> 350 hours in multi-pilot helicopters <input type="checkbox"/> 250 hours; or <input type="checkbox"/> 100 hours PIC and 150 hours PICUS; or <input type="checkbox"/> 250 hours PICUS in multi pilot helicopters* <input type="checkbox"/> 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision; <input type="checkbox"/> 30 hours of instrument time of which not more than 10 hours may be instrument ground time; and <input type="checkbox"/> 100 hours of night flight as PIC or as co-pilot.	Before multiple revalidation using one PC for single engine turbine helicopter <input type="checkbox"/> Min 2 hours PIC on each relevant type during the validity period (PC included) <input type="checkbox"/> 300 hours as PIC on helicopters <input type="checkbox"/> 15 hours on each of the types revalidated' <input type="checkbox"/> PC performed on different type than last PC/skill test
Before type rating Skill Test <input type="checkbox"/> Theoretical training <input type="checkbox"/> Flight training <input type="checkbox"/> Min 70 PIC (ME)	Before type rating Skill Test MP <input type="checkbox"/> Valid ATPL theory (or equivalent) <input type="checkbox"/> Approved MCC course or <input type="checkbox"/> >500h MPO	Before multiple revalidation of single-engine piston helicopters <input type="checkbox"/> Min 2 hours PIC on each relevant type during the validity period (PC included)
Before PC revalidation <input type="checkbox"/> Valid type rating <input type="checkbox"/> Min 2h within validity period (PC included)	Before PC renewal <input type="checkbox"/> Renewal training performed by ATO (Copy of renewal training certificate must be attached to the application)	All prerequisites checked, documented as required in section C, and confirmed including latest revision of Examiners Differences Document EDD revision nr: Examiner

*In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed;

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Before PBN test/check (initial)

- ☐ Approved to be tested on PBN (BSL 14254 attached to this application if PBN privileges not confirmed in logbook or by other means)

Before test/check if PBN approach is not included in the test

- ☐ Applicant has previously met PBN requirements (must be confirmed by logbook entry or operator statement)
- ☐ Test to be performed **not** including PBN approach, applicant informed of limitations in IR following a successful test.

G.

M=Mandatory		P=Trained as PIC or COP for issue			X=FS only		*=Actual or simulated IMC		
SECTION 1 Pre-flight preparation and checks (Including MCC)		FTD	ES	I	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
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				

SECTION 2 Flight manoeuvres and procedures		FTD	ES	±	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
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"/>
2.3	Take-off at maximum take-off mass(actual or simulated maximum take-offmass)	P	→	→				<input type="checkbox"/>	<input type="checkbox"/>
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO		P	→		M (ME only)		<input type="checkbox"/>	<input type="checkbox"/>
2.4.1	Take off with simulated engine failure shortly after reaching TDP, or DPATO		P	→		M (ME only)		<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 only)		<input type="checkbox"/>	<input type="checkbox"/>
2.7.2	Landing following simulated engine failure after LDP or DPBL		P	→		M (ME only)		<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when section completed				

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SECTION 3 Normal and abnormal operations of the following systems and procedures:		LD	SS	II	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"/>
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:		LD	SS	II	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)							<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	→	Helicopter may not be used				<input type="checkbox"/>	<input type="checkbox"/>
4.6	Incapacitation of crew member	P	→	→				<input type="checkbox"/>	<input type="checkbox"/>
4.7	Transmission malfunctions	P	→	→				<input type="checkbox"/>	<input type="checkbox"/>
4.8	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):		PL	ES	±	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
Starred items (*) shall be flown solely by reference to instruments in actual or simulated IMC									
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		<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	3D operations to DH/A of 200 feet (60 m) or to higher minima of required by approach procedure								
5.4.1	Manually, without flight director <i>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 taking into account such limitations (for example, choose an ILS for 5.4.1 in case of such AFM limitation)</i>	P*	→*	→*		M*		<input type="checkbox"/>	<input type="checkbox"/>
5.4.2	Manually, with flight director	P*	→*	→*		M*		<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 1000 feet above aerodrome level until touchdown or until completion of the missed approach procedure)	P*	→*	→*		M*		<input type="checkbox"/>	<input type="checkbox"/>
5.5	2D operations 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*		<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				

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

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H.

Details of the flight		
Helicopter registration or FSTD qualification no	Rotor stopped/end of FSTD slot	
Departure aerodrome	Rotor turning/start of FSTD slot	
Destination aerodrome	Applicant tested as PF <input type="checkbox"/> PNF <input type="checkbox"/>	Total flight time
Helicopter type and variant	Pilot in command	Other Flight crew

I.

REMARKS	
Item no	Comment
<input type="checkbox"/> Additional items for revalidation/renewal of SP-rating performed successfully. See instructions part J.	
Note! Applicants who have completed a type rating course at a ATO <u>not</u> approved by the Swedish Transport Agency must attach the following documents to the application: <ul style="list-style-type: none"> • Course completion certificate. • ATO 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 parts of comments above	Signature of applicant:

J.

ADDITIONAL INFORMATION REGARDING THE TEST/PC

K.

AIRCRAFT TRAINING			
Aircraft training completed date:			
Place	Date	Aircraft variant	No of landings/flight time /
Signature of TRI	Name in block letters	Licence number	

Applicant licence no .

Instructions for completing form**ATPL / TYPE RATING SKILL TEST OR PROFICIENCY CHECK FOR SINGLE- OR MULTI-PILOT
HELICOPTER**

- A.** Please tick the appropriate boxes. If the PC is aimed to revalidate a valid rating, please tick "Revalidation". If the rating has expired, tick the appropriate box for renewal. The applicant must have accomplished an approved recurrent training before PC. See part "F" page 2 in the protocol. "SP incl." Is to be used if the PC is to revalidate both Multi Pilot and Single Pilot rating on the type. Please note that this protocol cannot be used for skill test for initial issue of Single Pilot rating on a type of helicopter.
- B.** Please enter the complete information. "Type of helicopter" means the relevant class 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

AMC1 ARA.GEN.315 Applicant VERIFICATION OF COMPLIANCE**By ticking this box you certify that you:**

- (1) do not hold any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State;
- (2) has not applied for any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category in another Member State; and
- (3) has never held any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State.

Incorrect information could disqualify you from being granted a personnel licence, certificate, rating, authorization or attestation.

- D.** This section is to be completed by the Head of Training or by him/her nominated person of the ATO. Please tick if recurrent training completed and if the applicant is approved for renewal PC.
- E.** The result of the test. **Several Single Turbine Engine Helicopters with a maximum take-off mass of 3175 kg or Single Engine Piston Helicopters may be revalidated with one PC. If this is the case, tick applicable box and write each type on a separate line. If not enough lines, use additional information, section J.**
- F.** This section is a checklist of prerequisites for the examiner to check before the test/check and in case of ATPL skilltest the applicant shall document his/her experience prior to the test. **Please note that the examiner must sign and thus affirm that he/she has checked all prerequisites before the test.**

If the applicant states PICUS flight experience, verification is required according to the following: Crediting of Pilot In Command Under Supervision (PICUS) flight time, with the purpose of reaching the requirement for an ATPL skilltest may be recorded as long as it is performed in accordance with AMC1 FCL.050 (b) (5). The Swedish transport agency require a written verification, from a manager such as a chief pilot, NP flight operations, chief flight instructor or equivalent position in the organization that the recording of the PICUS time has been done in accordance with AMC1 FCL.050 (b) (5). The actual recording of the PICUS flight time shall be done in accordance with AMC 1 FCL.050 (b) (1) (v).

G.
Protocol

The following limits shall apply corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:

Height:

Generally	±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	±5°
3D "angular" deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) "linear" deviations	Cross track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	Not more than -75 feet below the vertical profile at any time, and not more than +75 feet above the vertical profile at or below 1000 feet above aerodrome level.

Heading (IFR):

All engines operating	±5°
With simulated engine failure	±10°

Heading (VFR)

Normal operations	±5°
Abnormal operations/emergencies	±10°

Speed (IFR):

All engines operating	±5 knots
With simulated engine failure	+10 knots/-5 knots

Speed (VFR):

Generally	±10 knots
With simulated engine failure	+10 knots/-5 knots

Ground drift (VFR)

T.O. hover I.G.E.	±3 feet
Landing	±2 feet (with 0 feet rearward or lateral flight)

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.

The following symbols mean:

1. P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.
X = flight simulator

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 (→).

2. The following abbreviations are used to indicate the training equipment used:
FS = Flight Simulator
FTD = Flight Training Device
H = Helicopter

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3.
 - a) 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.
 - b) 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.
 - a. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) for multi-pilot helicopter or extend the privileges of that rating to another multi pilot type.
 - b. The starred items (*) shall be flown in actual or simulated IMC only by applicants wishing to renew or revalidate an IR(H) for multi-pilot helicopter, or extend the privileges of that rating to another type. The starred (*) 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 starred (*) 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.
4. Where the letter 'M' appears in the skill test/ proficiency check column this will indicate the mandatory exercise.
5. A flight simulator shall be used for practical training and testing if the flight 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 as set out in Part-ORA;
 - b) the qualifications of the instructor;
 - c) the amount of line-orientated flight training provided on the course;
 - d) the qualifications and previous line operating experience of the pilot under training; and
 - e) the amount of supervised line flying experience provided after the issue of the new type rating.
6. When a proficiency check on a single-pilot helicopter is performed in a multi-pilot operation in accordance with an AOC Operations Manual, the type rating will be restricted to multi-pilot. See also J below.

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 or any other information to the licence issuing authority.

If the PC is aimed to revalidate both Multi pilot and Single Pilot ratings on the type the applicant shall also demonstrate the following items in the single pilot role:

1. IFR precision approach manually down to DA/DH followed by a go-around OEI (for IR).
2. Engine fire
3. Engine failure before and after TDP
4. Flight and landing AFCS/AP OFF
5. Hydraulic failure including landing (if relevant).

The examiner shall note under **I.** in the protocol if these items have been successfully passed or not.

K. Details of the aircraft training (which shall be given by an authorized TRI according to the approved course) when completed (if pertinent).