

# Certifikat

Vem skriver under kursintyg/sektion D när HoT utökar med ny typ eller genomgår annan utbildning vid den egna flygskolan?

<b>D. To be completed by the ATO</b>	<b>TRAINING COMPLETED AND APPLICATION APPROVED</b>		
	Name of ATO		Date
	Flight time during course		Total time in FS/FFS during course FTD:                      FFS:
	<input type="checkbox"/> Refresher training completed	<input type="checkbox"/> Attending ZFTT course	<input type="checkbox"/> Approved for PC renewal
	Recommendation by Head of Training or other person nominated by the Head of Training		Name in block letters

# Flygprovsprotokoll – instruktören ska signera alla övningar

Section 3 – Flight manoeuvres and procedures TSL7077

3.4.14	Auxiliary power unit	OTD P →	→		N/A
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Section 3 – Normal and abnormal operations of the following systems and procedures TSL7076

3.9	Autopilot/Flight director	P	→	→	N/A
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J.

## ADDITIONAL INFORMATION

3.4.14 ej genomförd då APU saknas på luftfartyget

# Förnyelse av klass-/typ-/IR-behörigheter

- AMC1 FCL740(b), AMC1 FCL.625(c) IR
- Ska bedömas case by case av ATO
- Training completion certificate eller i PC protokollet
- AMC1 FCL740(b) (e) Taking into account the factors listed in (a) above, the ATO, the DTO or the instructor, as applicable, may also decide that the applicant already possesses the required level of proficiency and that no refresher training is necessary. In such case, the certificate or other documental evidence referred to in (c) above should contain a respective statement including sufficient reasoning

# Kontrollanter - Sektion B i blankett TSL7076 (helikopter)

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

Date of test/check	If test performed in aircraft: registration
Single pilot certified helicopter, note type of operation(s) <input type="checkbox"/> Single pilot operations (see instructions) <input type="checkbox"/> Multi pilot operations (see instructions) <input type="checkbox"/> Multi pilot operation entered, by the examiner, in the applicant's logbook (see instructions) <input type="checkbox"/> Multi pilot helicopter (either by certification or by 965/2012 see instructions)	Type of helicopter
<input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> PIC <input type="checkbox"/> Co-Pilot <input type="checkbox"/> Extension SPO→MPO (see instructions)	

**ATPL / type rating skill test or proficiency check for single- or multi-pilot helicopter** 9 (12)

**INSTRUCTIONS FOR COMPLETING FORM**

**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 completed an approved recurrent training before PC. See part "F", page 2 in the protocol.

**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.

**Multi pilot operation** entered in the applicant's logbook explanation:  
 For multi-pilot operations in single-pilot helicopters, the form of operation, name and signature of the examiner conducting the skill test or proficiency check or operator proficiency check, and the name of the operator in the case of the operator proficiency check (Ref: ABC1 FCL-05) Recording of flight time

**Multi pilot helicopter**, either by certification or by 965/2012. To be checked by the examiner if the test is conducted in a multi pilot helicopter.

Multi pilot helicopter is one of the following options:

- Helicopter certified for two pilots
- Helicopter certified for one pilot but regulation 965/2012 requires more than one pilot. See table 3 below.

**Table 3**

Type of operation	Additional requirements
HELMS night flight with two pilots. <small>(see 965/2012)</small>	
Operations of helicopters with an MOPSC of more than 10. <small>(see 965/2012)</small>	
Operations under IFR of helicopters with an MOPSC of more than 10. <small>(see 965/2012)</small>	MCC course; or at least 500 hours of flight time as a pilot in multi-pilot operations. <small>(see 965/2012)</small>
Flying between offshore locations located in class G airspace where the overwater sector is less than 10 NM under certain weather conditions. <small>(see 965/2012)</small>	Have at least 70 hours as PIC on helicopters and have passed the ATPL(H) theoretical knowledge examinations. <small>(see 965/2012)</small>
Certain weather conditions such as, below the VFR minima at the offshore vessel or structure, adverse weather conditions at the HPO site or the type of helicopter requires a second pilot to be carried because of: cockpit visibility, handling characteristics, or lack of automatic flight control systems. <small>(see 965/2012)</small>	
<b>Extension SPO→MPO (operations)</b> A pilot who already holds a type rating for an aircraft type, with the privilege for either single-pilot or multi-pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same aircraft type. Such a pilot shall complete additional flight training for the other form of operation in the relevant type in accordance with Appendix 8 to this Annex, unless specified otherwise in the operational suitability data established in accordance with Annex I (part 21) to Commission Regulation (EU) No 748/2012. This training shall be completed at either of the following:	
(i) an ATD	
(ii) an organisation to which Annex III (Part-ORO) to Regulation (EU) No 965/2012 applies and that is entitled to provide such training on the basis of either an approval or, in the case of single-pilot helicopters, a declaration (SPO).	
If privileges for both single-pilot and multi-pilot operations are sought, complete the skill test or proficiency check in multi-pilot operation and, additionally, the following manoeuvres and procedures in single-pilot operation:	
(i) For single-engine helicopters: 2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing;	
(ii) For multi-engine helicopters: 2.1 take-off and 2.4 and 2.4.1 engine failures shortly before and shortly after reaching TDP;	
(iii) For RT privileges, in addition to point (i) or (ii), as applicable, one approach of Section 5, unless the criteria of Appendix 8 to this Annex are met.	