

TR/IR SP(H)/MP(H) - Issuance/Revalidation/Renewal

Application for issuance/revalidation/renewal for single-pilot/multi-pilot helicopters according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart H

Please fill in the framed fields of the form, sign it and send it together with attachments to pilots@austrocontrol.at, or by post to:

AUSTRO CONTROL GmbH, Aviation Agency, Schnirchgasse 17, 1030 Vienna, Austria

1 Type of application

I apply for

- issuance of initial SE type rating (skill test)
- issuance of initial ME type rating (skill test)
- issuance of initial type rating combined with initial instrument rating on type (skill test)
- revalidation of type rating (prof. check)
- revalidation of instrument rating (prof.check)
- renewal of expired type rating
- renewal of expired instrument rating

according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart H.

2 Applicant

APPLICANT'S LICENCE NUMBER:

Title First Name Last Name

Street Place Postal Country

Telephone E-Mail

Place Date Signature of Applicant

3 Invoice accepted by / to be sent to

- the Applicant via e-mail
- the Applicant via postal service
- the Company

Company (name/address)

Signature

5 Confirmation of the training by the training organisation (TO)

From (Date) Until (Date) Head of Training (or deputy, if applicable) (Name) Approval Number

Signature of Head of Training and Seal (optionally) of TO

The Head of Training confirms that the training has been performed in compliance with Part-FCL and the approved training manuals, and that the applicant possesses all relevant theoretical knowledge and skills for the rating endorsement.

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5 Confirmation of the renewal training by the training organisation (TO) (fill in only in case of renewal)

From (Date)	Until (Date)	Head of Training (or deputy, if applicable) (Name)	Approval Number
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

The Head of Training confirms that the renewal training was performed in compliance with Part-FCL and the approved training manuals and that the applicant possesses all relevant theoretical knowledge and skills for the rating reendorsement.

Signature of Head of Training and Seal (optionally) of TO

6 Revalidation of further type ratings: FCL.740.H / ACM1 FCL.740.H (b) (1)

<input type="checkbox"/> SEP	<input type="checkbox"/> SET < 3175 kg MTOM
<input type="checkbox"/> Type 1 used for last test/check	Type* <input type="text"/>
<input type="checkbox"/> YES / >15 hours TT on type	<input type="checkbox"/> YES / >2 hours PIC since last revalidation
<input type="checkbox"/> Type 2 used for last test/check	Type* <input type="text"/>
<input type="checkbox"/> YES / >15 hours TT on type	<input type="checkbox"/> YES / >2 hours PIC since last revalidation

*FE/TRE/SFE delete as necessary

7 Summary of knowledge and flight experience

a) Medical certificate	<input type="checkbox"/> 1 <input type="checkbox"/> 2/IR <input type="checkbox"/> 2	valid until: <input type="text"/>
b) theoretical examination passed (TR ME(H) only, within the preceding 6 months prior to skill test)		date: <input type="text"/>
c) Flight instruction according to AMC2 FCL.725(a)		
H helicopter		hours: <input type="text"/>
FFS full flight simulator		hours: <input type="text"/>
FTD flight training device		hours: <input type="text"/>

Revalidation of further types according to FCL.740.H

A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups.

The revalidation of an IR(H), if held may be combined with a proficiency check for a type rating.

An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In this case, the applicant shall not exercise his/her privileges in any of the types in the relevant group.

To revalidate a **single-engine piston helicopter type rating** with a group the applicant shall complete:

- 1) Minimum 2 hours as PIC in the relevant helicopter type within the validity period
- 2) The proficiency check shall be performed each time on a different type
- 3) Complete point 6 for type ratings to be revalidated with this proficiency check and indicate type used for last proficiency check

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To revalidate a **single-engine turbine helicopter type rating (MTOM <3175 kg)** within a group the applicant shall complete:

- 1) Minimum 300 hours PIC on helicopters
- 2) Minimum 15 hours on each of the types held; and at least 2 hours of PIC flight time on each of the other types during the validity period
- 3) The proficiency check shall be performed each time on a different type
- 4) Complete point 6 for type ratings to be revalidated with this proficiency check and indicate type used for last proficiency check

Skill test for TR on SP ME(H)

d) Hold a certificate of satisfactory completion of a pre-entry approved course in accordance with FCL.720H (c) conducted by an ATO (required only for the first multi-engine helicopter type rating)

Certificate of satisfactory course completion; or

date:

Theory in accordance with FCL.515 (a)(b) for helicopters

date:

e) flight experience as PIC(H)

hours:

f) flight instruction according to AMC2 FCL.725 (a)

H helicopter

hours:

FFS C/D flight simulator

hours:

FTD 2/3 flight training device

hours:

8 Attachments (Please attach, if not specified differently, copies of the listed documents to the application)

- Pilot logbook (relevant pages)
- FSTD qualification certificate
- Examiner authorisation (only if not an austrian examiner!)

9 Conduct of the skill test / proficiency check

Applicant	First Name	Last Name		Licence Number					
Examiner	First Name	Last Name		Examiner Number	Seat occupied				
Aircraft	Type/Variant		Registration						
FSTD if applicable	Type/Variant		FSTD-ID	FSTD Operator/Location					
Flight details	Date of Test		Time on Controls		# Landings		# Approaches		
Leg #1	Block-off	Departure	Destination	Block-on	Leg #2 (if applicable)	Block-off	Departure	Destination	Block-on

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10 Report of the skill test / proficiency check

Single/Multi-Pilot Helicopters	Practical Training				Skill Test or Proficiency Check	
	Practical training performed in			Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	H		FFS H	
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

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Single/Multi-Pilot Helicopters		Practical Training			Skill Test or Proficiency Check	
Manoeuvres/Procedures	Practical training performed in			Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	H		FFS H	
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 3 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	→	→		
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 3 items shall be selected from this section.
4.1	Fire drills (including evacuation if applicable)	P	→	→		

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Manoeuvres/Procedures	Practical training performed in			Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	H		FFS H	
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	→	Helicopter 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*	→*	→*			
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*	→*	→*			

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	Practical training performed in				Chkd in	Examiner initials when test completed
Manoeuvres/Procedures	FTD	FFS	H	FFS H		
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 or 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 altitudes	P*	→*	→*		M*	
SECTION 6 - USE OF OPTIONAL EQUIPMENT						
6 Use of optional equipment	P	→	→			

RESULT OF THE SKILL TEST SECTIONS						
	1	2	3	4	5	6
„P“ - passed „F“ - failed						
REMARKS (if any)						

11 Result of the skill test / proficiency check

PASSED PARTIALLY PASSED FAILED

Manual licence entry was carried out (enclose a copy of the licence)

2 hours as PIC on type within validity period

Signature of Examiner

Signature of Applicant

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12 Guidelines for the conduct of the skill test / proficiency check

PASS MARKS

1. In case of a skill test or a proficiency check for type ratings and 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 a 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:
 - a) operate the helicopter within its limitations;
 - b) complete all manoeuvres with smoothness and accuracy;
 - c) exercise good judgement and airmanship;
 - d) apply aeronautical knowledge;
 - e) 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;
 - f) understand and apply crew coordination and incapacitation procedures, if applicable; and
 - g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, which may be corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:
 - a) IFR flight limits

Height		Tracking	
Generally	± 100 feet	On radio aids	± 5°
Starting a go-around at decision height/altitude	+ 50 feet / - 0 feet	For „angular“ deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
Minimum descent height/MAP/altitude	+ 50 feet / - 0 feet	2D (LNAV) and 3D (LNAV/VNAV) “linear” lateral deviations	cross-track error/deviations 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.
Speed		Heading	
All engines operating	± 5 knots	All engines operating	± 5°
With simulated engine failure	+ 10 knots / - 5 knots	With simulated engine failure	± 10°

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b) VFR flight limits

Height		Ground drift	
Generally	± 100 feet	T.O. hover I.G.E	± 3 feet
-	-	Landing	± 2 feet (with 0 feet rearward or lateral flight)
Speed		Heading	
Generally	± 10 knots	Normal operations	± 5°
With simulated engine failure	+ 10 knots / - 5 knots	Abnormal operations/emergencies	± 10°

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

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:

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