

Applicant's name or licence number:

**TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR ATPL, TYPE RATING, SINGLE/MULTI-PILOTE HELICOPTERES
AND PROFICIENCY CHECK FOR IRs**

Applicant	Last name(s)*:		Type of licence held:
	First name(s)*:		Licence number:
	Date of birth:		State of licence issue:

Skill test Proficiency check:	Type rating: _____	Helicopter	Operations	IR	Licence Skill test
	Skill test	SE-SPH	Complex⁽¹⁾		
	Revalidation	ME-SPH	YES	SPO	Revalidation
	Renewal	ME-MPH	NO	MPO	Renewal
ATPL(H)					

Training designation:

1	Theoretical training for the issue of a type rating performed during period (if relevant)	
From:	To:	
Mark obtained % (Pass mark 75%):		
Signature of HT:	Name(s)*:	
2	FSTD (if relevant)	
FSTD (aircraft type):		
FSTD manufacturer:		
FSTD operator:	FSTD ID code:	
Total training time at the controls:		
Location and date:		
Instructor: FI TRI SFI STI Other: _____	Signature of instructor:	
Name(s)*:		
3	Flight training	
Type of helicopter:	Variant:	Training flight time at the controls:
Training aerodromes or sites (take-offs, approaches and landings):		
Instructor: FI TRI Other: _____	Signature of instructor:	
Name(s)*:		

TO BE FILLED BY THE ATO TRAINING STAFF

Ref : 11Formexa

4	ATO informations
The ATO confirms that the candidate : - has been trained according to the approved syllabus and assures the level of proficiency required. OR - has the level of proficiency required to present a renewal examination without retraining.	
ATO name:	Registration number:
Name of head of training*:	
Location & date:	
Signature of head of training & ATO stamp:	

If applicable, this form is also the certificate of completion of the training course.

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5	Skill test and proficiency check details:												
Revalidation of type ratings : 2 Hours on relevant helicoptere type, check included (FCL.740.H(a)(2))													
Date of exam first attempt: _____						Date of exam second attempt: _____							
Aerodrome or site: _____						Aerodrome or site: _____							
SIM or aircraft registration: _____						SIM or aircraft registration: _____							
Take-off time: _____		Landing time: _____		Total flight time: _____				Total flight time: _____					
TR		Pass		Partial Pass**		Fail**		TR		Pass		Fail**	
IR		Pass		Partial Pass**		Fail**		IR		Pass		Fail**	
ATPL(H)		Pass		Fail**				ATPL(H)		Pass		Fail**	
PBN privileges verified (at least one RNP APCH has been performed) YES						PBN privileges verified (at least one RNP APCH has been performed) YES							
Examiner's certificate number: _____						Examiner's certificate number: _____							
Type and licence number : _____						Type and licence number : _____							
<p>I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction complying with the applicable requirements in Part FCL.</p> <p>I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theorecal knowledge examination when applicable.</p> <p>Validation of European IR/PBN</p> <p>I confirm that the applicant's IR qualification is endorsed with PBN privilege (see recto of applicant's licence)</p> <p>Examiner's name(s)* and signature:</p>						<p>I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction complying with the applicable requirements in Part FCL.</p> <p>I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theorecalknowledge examination when applicable.</p> <p>Validation of European IR/PBN</p> <p>I confirm that the applicant's IR qualification is endorsed with PBN privilege (see recto of applicant's licence)</p> <p>Examiner's name(s)* and signature:</p>							
<p>In case of Partial Pass or Fail</p> <p>I confirm that in the event of a partial pass or fail I must not exercise the privileges of the rating until a full pass has been obtained.</p> <p>Applicant name(s)* and signature:</p>													

*In capital letters:

6	Remarks	**Give reasons and detail any further training, and mail this form to dsac-examineur-pro-helico-bf@aviation-civile.gouv.fr :
<div style="border-bottom: 1px solid black; margin-bottom: 5px; width: 95%;"></div> <div style="border-bottom: 1px solid black; margin-bottom: 5px; width: 95%;"></div> <div style="border-bottom: 1px solid black; margin-bottom: 5px; width: 95%;"></div> <div style="border-bottom: 1px solid black; margin-bottom: 5px; width: 95%;"></div> <div style="border-bottom: 1px solid black; margin-bottom: 5px; width: 95%;"></div> <div style="border-bottom: 1px solid black; margin-bottom: 5px; width: 95%;"></div> <div style="border-bottom: 1px solid black; margin-bottom: 5px; width: 95%;"></div> <div style="border-bottom: 1px solid black; margin-bottom: 5px; width: 95%;"></div>		

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Manoeuvres/Procedures <small>Note : Training shall include MCC for each item, if MPO</small>	PRACTICAL TRAINING			ATPL/TYPE RATING SKILL TEST OR PROF. CHECK				
	FSTD	H	Instructor initials & date training completed	Checked in FSTD/H	Examiner initials when test completed			
					1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
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 or with instructions of instructor	P	→		M				
1.5 Pre-take-off procedures and checks	P	→		M				
SECTION 2								
Flight manoeuvres and procedures If privileges for SPO and MPO are sought, items marked with a double asterisk (**) have to be re-completed in single-pilot operation (see page 7)								
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)	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 For single-engine helicopters (SEH) autorotative landing or for multi-engine helicopters (MEH) 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 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	→						

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Manoeuvres/Procedures <small>Note : Training shall include MCC for each item, if MPO</small>	PRACTICAL TRAINING			ATPL/TYPE RATING SKILL TEST OR PROF. CHECK				
	FSTD	H	Instructor initials & date training completed	Checked in FSTD/H	Examiner initials when test completed			
					1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
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 A mandatory minimum of 3 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 control loss (if applicable)	P	H 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 If privileges for SPO and MPO are sought, one approach of this section have to be re-completed in single-pilot operation (see page 7)								
Instrument flight procedures (*) actual 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 <small>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 case of such AFM limitation).</small>	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 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*				

For section 5 partial pass = 1 up to 3 failed items

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Manoeuvres/Procedures <small>Note : Training shall include MCC for each item, if MPO</small>	PRACTICAL TRAINING			ATPL/TYPE RATING SKILL TEST OR PROF. CHECK				
	FSTD	H	Instructor initials & date training completed	Checked in FSTD/H	Examiner initials when test completed			
					1 attempt		2 attempt	
					Pass	Fail	Pass	Fail
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*				
SECTION 6								
Use of optional equipment								
6 Use of optional equipment	p	→						

For sections 1 to 4 and section 6 partial pass = 1 up to 5 failed items

ATPL ONLY

ADDITIONAL ITEMS TO BE ASSESSED IN CASE OF SPECIAL AGREEMENT FOR ATPL EXAM TO BE CONDUCTED IN BOTH SIMULATOR AND AIRCRAFT

ADDITIONAL ITEMS TO BE ASSESSED FOR ATPL EXAM

		ATPL SKILL TEST ONLY	
		PASS	FAIL
Management of crew cooperation	M		
Maintaining a general survey of the aircraft by appropriate supervision	M		
Setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies	M		

Crew coordination and task-sharing must be assessed during each exercise		ATPL SKILL TEST ONLY			
		1 ST ATTEMPT		2 ND ATTEMPT	
		PASS	FAIL	PASS	FAIL
Standard airport circuit (no engine failure)	M				
Low high airport circuit (no engine failure)	M				
Simulated engine failure on take-off	M				
Standard airport circuit with simulated engine failure	M				
Go-around with simulated engine failure	M				
Landing with simulated engine failure	M				

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C. 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 :
- (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, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

(a) IFR flight limits

Height

Generally	± 100 ft
Starting a go-around at decision height/altitude	+ 50ft / - 0ft
Minimum descent height/MAPt/altitude	+ 50ft / - 0ft

Tracking

On radio aids	± 5°
For '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 of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.

Heading

all engines operating	± 5°
with simulated engine failure	± 10°

Speed

all engines operating	± 5 knots
with simulated engine failure	+ 10 knots / - 5 knots

(b) VFR flight limits

Height

Generally	± 100 ft
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Heading

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

Speed

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

Ground drift

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

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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 PM 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.
- 8a. 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. By way of derogation from subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.
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:
a) the qualification of the FSTD as set out in Part-ARA and Part-ORA;
b) the qualifications of the instructor and examiner;
c) the amount of FSTD training provided on the course;
d) the qualifications and previous experience in similar types of the pilot under training; and
e) 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:
- a) if privileges for single-pilot operation are sought, complete the skill test or proficiency check in single-pilot operation;
 - b) if privileges for multi-pilot operation are sought, complete the skill test or proficiency check in multi-pilot operation;
 - c) 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 are met;
 - d) 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.