PAC-FCL Partea 3 - Anexa 93
AACR Nr. _____/ _____

APPLICATION FOR
ATPL, MPL, TYPE RATING, TRAINING, SKILL TEST AND PROFICIENCY CHECK
AEROPLANES (H)

Please complete the form in block capitals using blue ink.

Applicant's last name(s):	Aircraft:	SE-MP: A		H		SE-MP: A		H	
Applicant's first name(s):		SE-MP: A		H		SE-MP: A		H	
Signature of applicant:			SP			MP			
Operations:									
Type of licence held:	Checklist:	Training record:			Type rating:				
Licence number:	Skill test:			Class rating:				IR:	
State of licence issue:		Proficiency check:		ATPL:		MPL:			

1	**Theoretical training for the issue of a type or class rating performed during period**		
From:	To:	At:	
Mark obtained:	% (Pass mark 75%):	Type and number of licence:	
Signature of HT:	Name(s) in capital letters:		

2	**FSTD**					
FSTD (aircraft type):	Three or more axes: Yes		Ready for service and used:			
	No					
FSTD manufacturer:	Motion or system:	Visual aid: Yes		No		
FSTD operator:	FSTD ID code:					
Total training time at the controls:	Instrument approaches at aerodromes to a decision altitude or height of:					
Location, date and time:	Type and number of licence:					
Type rating instructor Class rating instructor …… instructor						
Signature of instructor:	Name(s) in capital letters:					

3	**Flight training: in the aircraft**			in the FSTD (for ZFTT)	
Type of aircraft:		Registration:		Flight time at the controls:	
Take-offs:		Landings:		Training aerodromes or sites (take-offs, approaches and landings):	
Take-off time:		Landing time:			
Location and date:		Type and number of licence held:			
Type rating instructor		Class rating instructor			
Signature of instructor:		Name(s) in capital letters:			

4	**Skill test**				**Proficiency check**	
Skill test and proficiency check details:						
Aerodrome or site:		Total flight time:				
Take-off time:		Landing time:				
Pass	Partial pass		Fail		Reason(s) why, if failed:	
Location and date:		SIM or aircraft registration:				
Examiner's certificate number (if applicable):		Type and number of licence:				
Signature of examiner:		Name(s) in capital letters:				

Specific requirements for the helicopter category

1. In the case of skill test or proficiency check for type ratings and the ATPL, applicants 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 applicants to repeat the entire test or check. Applicants failing not more than five items shall repeat the failed items. Failure in any item in the case of a retest or a recheck or failure in any other items already passed will require the applicants to repeat the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.
2. In the case of proficiency check for an IR, applicants shall pass Section 5 of the proficiency check. Failure in more than 3 items will require applicants to repeat the entire Section 5. Applicants failing not more than 3 items shall repeat

the failed items. Failure in any item in the case of a recheck or failure in any other items of Section 5 already passed will require applicants to repeat the entire check.

FLIGHT TEST TOLERANCE

1. 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.
2. 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	+50 ft/–0 ft
Minimum descent height/MAP/altitude	+50 ft/–0 ft
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” lateral 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
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)

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

GENERAL

1. The following symbols mean:
P = Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PM for the issue of a type rating for multi pilot helicopters (MPH).
2. 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
3. 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.
4. 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 an FTD 2/3 may be used for this purpose.
5. 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.

6. Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise.

7. 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 the relevant requirements of Annex VI (Part-ARA) and Annex VII (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 pilots under training; and

(e) the amount of supervised flying experience provided after the issue of the new type rating.

MULTI-PILOT HELICOPTERS

1. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall pass only Sections 1 to 4 and, if applicable, Section 6.

2. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall pass only Sections 1 to 4 and, if applicable, Section 6.

SINGLE-PILOT HELICOPTERS

1. 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 to this Annex 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.

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		**FSTD**	**H**	**Instructor initials** when training completed	**Checked in FSTD or H**	**Examiner initials** when test completed
SECTION 1 – Preflight 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 ATC 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	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						
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	---->			

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		**FSTD**	**H**	**Instructor initials** when training completed	**Checked in FSTD or H**	**Examiner initials** when test completed
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	APU	P	---->			
3.15	Radio, navigation equipment, instruments and FMS	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	---->			
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	A helicopter shall 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 ft (60 m) or to higher minima if required by the approach procedure	P*	----->*			
5.4.1	Manually, without flight director.	P*	----->*		M*	

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		**FSTD**	**H**	**Instructor initials** when training completed	**Checked in FSTD or H**	**Examiner initials** when test completed
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 the case of such AFM limitation).						
5.4.2	Manually, with flight director	P*	---->*		M*	
5.4.3	With coupled autopilot	P*	---->*		M*	
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*	---->*		M*	
5.5	2D operations down to the MDA/H	P*	---->*		M*	
5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH					
5.6.1	Other missed approach procedures					
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H 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*	---->*			

I hereby confirm receiving the relevant information from the applicant regarding his/her experience and instruction, and found the applicant being eligible, in accordance with FCL.1030 (b)(3)(i), for the conduct of the requested skill test or proficiency check.
I certify that do not have more than one license per category of aircraft issued under PART FCL and all my PART FCL licenses are issued by the same state

ADDITIONAL DECLARATION FOR NON-ROMANIAN EXAMINERS:
- in accordance with FCL.1030(b)(3)(iv) -

I hereby declare that I, ……, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version …… of the **Examiner Differences Document** published by EASA.

Signature of examiner:		Date:	
Name of examiner, in capitals:			
Examiner position	L/H☐	R/H☐	Rear ☐