CIVIL AVIATION AUTHORITY
CZECH REPUBLIC
CAA-F-ZLP-016-0-22
Flight Division

APPLICATION AND REPORT FORM
ATPL, training, skill test and proficiency check for
SINGLE / MULTI-PILOT HELICOPTERS

Applicant's First and Last Name(s):							
Applicant's Date of Birth:							
Type and No. of Licence Held:				Type of test:	Skill test: ☐	Proficiency check ☐	
Aircraft type:				ATPL skill test:	YES: ☐	NO: ☐	
SP Operation:	YES: ☐	NO: ☐		MP Operation:	YES: ☐	NO: ☐	
IR:	YES: ☐	NO: ☐		PBN:	YES: ☐	NO: ☐	
1 Theoretical training for the issue of a type or class rating performed during period:							
From: / To:	**PASS** ☐		**FAIL** ☐		% (Pass mark 75%): %		
Name of ATO / DTO:	Name of HT: (in capital letters)				Signature of HT:		
2 Training on FSTD							
FSTD (aircraft type):	Three or more axes: Yes ☐ / No ☐				Ready for service and used:		
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:				Name of ATO / DTO:			
Type rating instructor ☐ / Class rating instructor ☐				Type and number of licence (instructor):			
Name of instructor: (in capital letters)				Signature of instructor:			
3 Flight training:	Helicopter ☐			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: (only for take-offs and landings training)				Landing time: (only for take-offs and landings training)			
Location and date:				Name of ATO / DTO:			
Type rating instructor ☐ / Class rating instructor ☐				Type and number of licence (instructor):			
Name of instructor: (in capital letters)				Signature of instructor:			

4 Skill test ☐ / Proficiency check ☐ details:					
Aerodrome or site:				Total flight time:	
Take-off time:				Landing time:	
PASS	☐	**FAIL**	☐	Reason(s) why, if failed:	
Location and date:					
Type of helicopter and registration:				FSTD ID Code:	
Examiner's certificate number:				Type and number of licence:	
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.					
Signature of examiner:				Name in capital letters:	

Rating:	Original validity until:	New rating valid to:
Rating:	Original validity until:	New rating valid to:
Rating:	Original validity until:	New rating valid to:
Rating:	Original validity until:	New rating valid to:
Rating:	Original validity until:	New rating valid to:

Only the following SEP helicopter types can be considered for crediting of the proficiency check. Other SEP helicopters (for example the R22) should not be given credit for: Bell47, Brantley B2, ENF28, Cabri G2, UH12, R44, HU269.

Signature of applicant:

5 Refresher training determination for renewal of class and type rating
Experience of applicant:
Amount of time elapsed since the privileges of the rating were last used:
Complexity of aircraft:
Applicant has a current rating on another aircraft type or class:
Where considered necessary, the performance of the applicant during a simulated proficiency check for the rating in an FSTD or an aircraft of the relevant type or class:
Determinated refresher training:
This is to certify, the determinated training was successfully completed. Name of ATO: Approval No.: Name of DTO: Declaration No.: Name of CRI / TRI: Licence No.: Signature of CRI / TRI:

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manouvres / 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 multiengine 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---->	---->			
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---->	---->			

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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. 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).	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 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*---->	---->*		M*	

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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	P*---->	----->*			
5.6.1	Other missed approach procedures	P*---->	----->*			
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 recover	P*---->	----->*		M*	
5.8	Recovery from unusual attitudes	P*---->	----->*		M*	
SECTION 6 — Use of optional equipment						
6	Use of optional equipment	P---->	----->			
SECTION 7 — Oral TK for SE Type Rating Skill Test						
7.1	Weight limitations/MAUM/MTOW					
7.2	Vne, Vno, Vy					
7.3	Power limitations					
7.4	Sloping ground limitations					
7.5	Avoid curve parameters					
7.6	Starter / Start limitations					
7.7	Fuel capacity/consumption/endurance					
7.8	Autorotation speeds					
7.9	RRPM limits (power on/power off)					
7.10	Wind limitations/critical wind azimuth areas					
7.11	Other limitations from the appropriate FM					

Symbols meaning: **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). 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. 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. 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. 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. Where the letter '**M**' appears in the skill test or proficiency check column, this will indicate a mandatory exercise.

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

(Applicable from 30 October 2022) 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:
    a. for single-engine helicopters: 2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing;
    b. for multi-engine helicopters: 2.1 take-off and 2.4 and 2.4.1 engine failures shortly before and shortly after reaching TDP;
    c. for IR privileges, in addition to point (1) or (2), as applicable, one approach of Section 5, unless the criteria of Appendix 8;
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.