



# CIVIL AVIATION AUTHORITY

Czech Republic

CAA-F-SL-003-0-26

## APPLICATION AND REPORT FORM

### Revalidation of Type Ratings for Single-Engine Helicopters up to 3,175 kg MTOM by Refresher Training

#### I. Applicant's details:

Full name:

Date of birth:

Type and number of pilot licence:

Telephone:

Email:

Medical certificate (class in accordance with the pilot licence):

Class:

Valid until:

#### II. Requirements for revalidation:

*For the revalidation of type ratings for single-engine helicopters up to a maximum take-off mass of 3,175 kg, the applicant shall comply with both of the following conditions:*

*A) Within the validity period of the type rating, complete at least 6 hours as PIC;*

*B) Within the 3 months immediately preceding the expiry date of the rating, complete a refresher training of at least 1 hour of total flight time with an instructor.*

*Applicants may choose to complete the refresher training in the helicopter, in an FSTD representing the relevant type, or in a combination of both.*

*When applicants hold more than one type rating for SEP helicopters, they may achieve revalidation of all the relevant type ratings by completing the refresher training in only one of the relevant types held, provided that they have completed at least 6 hours as PIC in each of the other relevant types during the validity period.*

*When applicants hold more than one type rating for SET helicopters, they may achieve revalidation of all the relevant type ratings by completing the refresher training in only one of the relevant types held, provided that they have completed at least 300 hours as PIC on helicopters, at least 15 hours on each of the types held, and at least 6 hours as PIC in each of the other relevant types during the validity period.*

*The refresher training shall be performed each time on a different type. The new validity period of all type ratings revalidated in this way shall commence together with the validity period of the type rating for which the refresher training is completed.*

*Revalidation of type ratings based on refresher training may only be carried out within the same group of types (SEP or SET); revalidation of one group cannot be used for the other.*

#### Experience as PIC during the 12 months preceding the expiry date of the rating:

Helicopter type:	PIC flight time:		
		hours	minutes

#### Total experience for revalidation of the SET group:

PIC flight time on helicopters		hours	minutes
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Flight time of at least 15 hours on each type for which revalidation is requested.

III. Details of the refresher training:					
Helicopter type:		Aircraft registration:		Date:	
Aerodrome:	Departure:	Arrival:	Number landings:	of	Flight time: Total flight time:
Instructor's full name:			Instructor licence number:		
Instructor's signature:			Instructor contact details (Email; mobile)		
<b>Required attachment: For a foreign FI(H) / TRI(H) – a copy of the pilot licence with a valid instructor certificate.</b>					
<input type="checkbox"/> Safety awareness briefing (in accordance with GM1 FCL.740.H) was conducted.					
<p>Safety awareness briefing of approximately 15 minutes / The briefing should be aimed at increasing the pilot's safety awareness in helicopter operations and should include in particular:</p> <ul style="list-style-type: none"> <li>- discussion of relevant accidents and incidents (in general or in relation to the type of operations usually undertaken by the pilot),</li> <li>- identification of specific operational risks,</li> <li>- promotion of TEM principles, including practical examples of their application,</li> <li>- selected safety topics (e.g. weather-related risks, operational pressure, human factors, etc.).</li> </ul> <p>As supporting material, accident and incident reports, information from mandatory or voluntary occurrence reporting, safety campaigns, or the instructor's own operational experience may be used.</p>					
<input type="checkbox"/> Briefing (in accordance with AMC1 FCL.740.H(a)(2)(ii)(B)) was conducted.					
<p>Before the training, a briefing with the pilot was conducted. The briefing focused in particular on:</p> <ul style="list-style-type: none"> <li>- TEM with special emphasis on decision-making when encountering adverse meteorological conditions or unintentional entry into IMC,</li> <li>- navigation flight techniques,</li> <li>- the planned content of the refresher training.</li> </ul>					
<input type="checkbox"/> Refresher training was conducted.					
<p>The training shall be completed to the satisfaction of the instructor, who shall select the flight exercises that allow the applicant to refresh their competence in safely operating the helicopter, including the application of normal, abnormal, and emergency procedures.</p> <p>Training items should be based on the exercise items of the proficiency check, as deemed relevant by the instructor and depending on the experience of the applicant. In any case, the refresher training flight shall include the following exercises from the PPL(H) flight training syllabus (AMC2 FCL.210):</p> <ul style="list-style-type: none"> <li>- Exercise 18: Hover OGE — Vortex ring — unanticipated yaw (LTE);</li> <li>- Exercise 21: Practice forced landings;</li> <li>- Exercise 29: Confined areas</li> </ul>					
Reference list of proficiency check items:					
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection	3.2	Air conditioning (heating, ventilation)		
1.2	Cockpit inspection	3.3	Pitot/static system		
1.3	Starting procedures, check of radio and navigation equipment, selection and setting of navigation and communication frequencies	3.4	Fuel system		
		3.5	Electrical system		
1.4	Taxiing / air taxiing in accordance with ATC or instructor instructions	3.6	Hydraulic system		
1.5	Pre-take-off procedures and checks	3.7	Flight control and trim system		
2.1	Take-offs (various profiles)	3.8	Anti-icing and de-icing system		
2.2	Sloping ground or crosswind take-offs & landings	3.9	Autopilot/Flight director		
2.3	Take-off at maximum take-off mass (actual or simulated)	3.10	Stability augmentation devices		
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	3.11	Weather radar, radio altimeter, transponder		
		3.12	Area navigation system		
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	3.13	Landing gear system		
2.5	Climbing and descending turns to specified headings	3.14	APU		
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	3.15	Radio, navigation equipment, instruments and FMS		
		4	Abnormal and emergency procedures		

2.6	Autorotative descent	4.1	Fire drills (including evacuation if applicable)
2.6.1	Autorotative landing	4.2	Smoke control and removal
2.7	Landings, various profiles	4.3	Engine failures, shutdown and restart at a safe height
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	4.4	Fuel dumping (simulated)
		4.5	Tail rotor control failure (if applicable)
2.7.2	Landing following simulated engine failure after LDP or DPBL	4.5.1	Tail rotor loss (if applicable) - helicopter shall not be used for this exercise
3	Normal and abnormal operations of the following systems and procedures:	4.7	Transmission malfunctions
3.1	Engine	4.8	Other emergency procedures as outlined in the appropriate flight manual

**IV. Pilot applicant declaration:**

*I am not the holder of a licence and rating of the same scope and in the same category issued by another Member State.  
I have not applied for a licence or rating of the same scope and in the same category in another Member State.  
I have not been the holder of a licence or rating of the same scope and in the same category issued by another Member State that has been revoked or suspended in another Member State.  
I hereby declare that all statements made in connection with this application are complete and correct. I understand that any false or misleading information may prevent the revalidation of the rating.*

Date:

Applicant's signature:

**V. Revalidation of the rating (to be completed by the examiner):**

- The examiner holds a pilot licence and an examiner certificate issued or validated in accordance with Part-FCL by the competent authority of an EASA Member State.*
- The examiner shall verify the identity of the applicant using a passport or national identity card.*
- The examiner shall verify the applicant's experience and the details of the completed refresher training based on the records in the pilot's logbook.*
- Once the records supporting the revalidation are sufficiently demonstrated, the examiner shall revalidate the rating(s). The new validity period shall be the original expiry date of the rating plus 1 year. The new validity period of all type ratings revalidated in this way shall commence together with the validity period of the type rating on which the refresher training was completed.*
- Manual entries in the licence are permitted. Please send a high-quality scanned copy of this form, a copy of the licence with the revalidated rating, and the required attachments to [podatelna@caa.gov.cz](mailto:podatelna@caa.gov.cz).*

*Examiner's declaration: I hereby declare that I have verified the identity of the applicant using a passport or national identity card. I have verified the applicant's experience and the records of the completed refresher training.*

*Declaration of an examiner certified by another competent authority: I hereby confirm that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority as contained in the version*

*of the Examiner Differences Document. **Required attachments:** high-quality scans of the examiner's pilot licence, the examiner's medical certificate, and the examiner certificate.*

Type Rating:	Original validity until:	New validity until:
Examiner certificate number:	Type and number of licence:	
Examiner's signature:	Name in BLOCK LETTERS:	
Date of revalidation:		