**Lëshimi I Kategorizimit të tipit SPH ose MPH (Helikopterë me një Pilot Ose Multi Pilot)-FCL.720.H**

***Issue of a Type Rating SPH or MPH (Single Pilot or Multi Pilot Helicopters) – FCL.720.H***

#  1 Tipi i aplikimit *Type of application*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Unë aplikoj për lëshim teIapply for the issue of: |  □ | Single-Pilot |  | Single-Engine | * PIC
 |  |
| *I apply for the issue* |  □ | Multi-Pilot |  □ | Multi-Engine | * COPI
 | A/C Type:  |

* REPETITION OF PARTIAL PASSED SKILL TEST
* REPETITION OF FAILED SKILL TEST from date:

#  2 Applicant

|  |  |  |
| --- | --- | --- |
| Emri:*Name:* | Mbiemer:*Surname:* | Emri I babait:*Father’s Name:* |
| Rruga:*Street:* | Vendi/qyteti:*Place / City:* | ΤΚ:*Post code:* | Shteti:*Country:* |
| Id ose numer I Pasaportes:*ID or Passport Number:* | *Tel No:* | *Mobile:* |
| *email:* |  Tipi dhe Shteti I Licensës që mban:*Country, Type & No of License held:* |
| Data e Lindjes:*Date of Birth:* | Vendlindja:*Place of Birth:* | Kombësia:*Nationality:* | Nënshtetesia:*Citizenship:* |
| **DEKLARATE:*****DECLARATION:***1. Nën përgjegjësinë time dhe njohjen e dispozitave te Ligjit Nr. 10040, date 22.12.2012, “Kodi Ajror I Republikës së Shqiperisë, I ndryshuar, KREU XII “KUNDËRVAJTJET DHE GJOBAT “Kodi Penal I Republikes se Shqiperise, SEKSIONI VIII, “FALSIFIKIMI I DOKUMENTAVE” deklaroj se elementet e përfshira në aplikimin tim të pranishëm janë të sakta dhe të vërteta dhe Unë kam paguar taksat e aplikueshme

*On my own responsibility and knowing the provisions of Law No. 10040, dated 22.12.2012, “ Albanian Air Code”, as amended, Chapter XII, “Fines and Offenses“, Albanian Penal Code by SECTION VII, “FALSIFICATION OF DOCUMENTS”, I declare that the included elements in my present application are accurate and true and I have paid the applicable fees.*Urdheri I Ministrit Nr. 250/2014, I cili transposon (EU) Reguloren Nr. 1178/2011, e ndryshuar, kërkon që një person t`i mbaj të gjitha Licensat e tij/saj të administruara nga Autoriteti Kompetent (AAC) I cili mban rekordet e tij/saj. (Part-MED A. 030 dhe Part FCL. 015). Ne rast se rekordet mjeksore te aplikantit nuk mbahen në AAC, aplikimi I tij/saj do të pezullohet deri në përditesimin e dosjen e tij/saj.*European Commission Regulation (EU) No 1178/2011 as amended, transposed in Albania by M.O. No.250/2014 requires that an individual keeps all his/her licenses administered by the competent authority (ACAA) that holds his/her medical records. (Part MED A. 030 and Part FCL. 015)* *If the medical records of the applicant are not held by the ACAA, his/her application will be pending until the updates of his/her files.* |
| VENDIΤ:*Place:* | DATA:*Date:* | Firma e Aplikantit:*Signature of Applicant:* |

**PER TU PERDORUR VETEM NGA AAC, VEREJTJE (*ACAA USE ONLY, REMARKS*)**

##

FCL&MEST Inspector(1)

FCL&MEST Inspector(2)

Other DAMO Inspector

(if applicable)

Director of DAMO

 3 Metodat e pageses/*Payment methods*

Të gjitha pagesat e faturave duhet të bëhen paraprakisht; në të kundert aplikimi juaj do të refuzohet.

*All fees must be paid in advance; failure to do so will cause the rejection of your application.*

Tarifat e pagesave për Licensat, kategorizimet dhe vleresimet përkatese janë përshkruara në Urdhërat Përkates të Ministrave, sipas amendimeve të fundit.

*The fees for licenses, associated ratings and assessments are contained in the latest Ministerial Decision of Charges.*

Plotësoni Numrat e Tarifave të vlefshme Shtetërore.

*Fill in the Numbers of the valid Fees of the State*

|  |  |
| --- | --- |
|  |  |
|  |  |

 4 Konfirmim I **trajnimit teorik** nga ATO/*Confirmation of the* ***theoretical training*** *by the ATO*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Nga *(Data)* |  | Deri *(Data)* |  | Shefi I Trajnimeve (Emri I plote) |  | ATO (Numri I Aprovimit) |
| *From*  |  | *Until*  |  | *Head of Training (Full Name)* |  | *ATO (Approval Number)* |

Firma e Shefit të Trajnimeve dhe vula e ATO

*Signature of Head of Training and Seal of ATO*

##

Shefi i trajnimit konfirmon se trajnimi dhe përvoja janë kryer në përputhje me dispozitat e Part-FCL dhe manualet e aprovuara të trajnimit dhe se aplikanti zotëron të gjitha njohuritë relevante teorike për të ndërrmarrë provimin teorik.

*The Head of Training confirms that the training and the experience was performed in compliance with the provision of Part-FCL and the approved training manuals, and that the applicant possesses all relevant theoretical knowledge to take the theoretical examination.*

 5 Konfirmim I trajnimit fluturues nga ATO/*Confirmation of the* ***flight training*** *by the ATO*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Nga *(Data)* |  | Deri *(Data)* |  | Shefi I Trajnimeve (Emri I plote) |  | ATO (Numri I Aprovimit) |
| *From*  |  | *Until (Date)* |  | *Head of Training (Full Name)* |  | *ATO (Approval Number)* |

Firma e Shefit te Trajnimeve dhe vula e ATO

*Signature of Head of Training and Seal of ATO*

##

Shefi i trajnimit konfirmon se trajnimi dhe përvoja janë kryer në përputhje me dispozitat e Part-FCL dhe manualet e aprovuara të trajnimit dhe se aplikanti zotëron të gjitha njohuritë relevante (dhe eksperiencen) dhe aftesite për të ndërrmarrë testin praktik ne Tipin e Helikopterit si me poshte:

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 knowledge (and the experience) and skills to take the skill test on the following Helicopter Type:

 6 Dokumentat bashkelidhur/ *Attached documents*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **DOKUMENTAT BASHKELIDHUR/*ATTACHED DOCUMENTS*****( Tedetyrueshme(Mandatory - *Please tick*** *ü* **)** | **REQUIREMENTS** | **FILLED BY ATO** | **EXAMINER CHECK** | **HCAA ONLY** |
| Certificate ATO (Jo/Non Albanian) □ Copy*(In case of an Albanian ATO it must*Certificate FSTD (Jo/Non Albanian) □ Copy – if applicable *have been endorsed in the Approval**Certificate attachment)*Certificate TRI/SFI (Jo/Non Albanian) □ Certificate (copy) Document of identification □ CopyPilot License (H) License: Albanian Part-MED Medical Certificate Class 1 Valid until: EASA Medical Certificate □ Class 1 (copy - if applicable) Valid until: Logbook filled and signed □ Logbook & copies of relevant pages for verification Total Hours:Completion Certificate for the applicabletraining courses by the ATO □ Original DocumentConfirmation of payment of the required Please fill correctly the originalfees  |  □ | O |
|  □ | O |
|  □ | O  |
|  □ | O  |
|  □ | O  |
|  □ | O  |
|  □ | O  |
|  □ | O  |
|  □ | O  |
|  □ | O  |

#  7 Përmbledhje e njohurive dhe experiencës fluturuese përpara kryerjes së Testit të Aftesisë.

# *Summary of knowledge and flight experience before the skill test is taken*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **PRE-REQUISITES**Multi-pilot helicopters – MP(H) | **REQUIREMENTS** | **FILLED BY ATO** | **EXAMINER CHECK** | **HCAA ONLY** |
| **1) Experience requirements:** |  |  |
| 1. PIC Helicopters min. 70 hours Hours:
2. ATPL(H) Theoretical Knowledge Passed Date:

**c) Except when type rating course combined with MCC course:** |  □ | O  |
|  □ | O  |
|  |  |
| 1. Completion MCC course(H) Certificate Certificate Date:

***or***1. Pilot on multi-pilot aeroplanes min. 500 hours: Hours:

***or***1. Pilot on multi-pilot Operations on min. 500 hours: Hours: multi-engine helicopters
 |  □ |  |
| ***or*** | ***or*** |
|  □ | O  |
| ***or*** | ***or*** |
|  □ | O  |
| **2) Instruction** |  |  |
| 1. **Theoretical examination for TR**

(last 6 months prior to the skill test) Date: 1. **Flight Instruction**
	1. **Helicopter** Hours:
	2. **Full flight simulator C/D** Hours:
	3. **Flight training device 2/3** Hours:
 |  □ | O  |
|  |  |
|  □ | O  |
|  □ | O  |
|  □ | O  |
| An applicant for the **first type rating course** for a **multi-pilot helicopter type** who is a graduate from an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated course and who does not comply with the requirement of **“1) PIC helicopters”**, shall have the type rating issued with the privileges limited to exercising functions **as co-pilot only**.**The limitation shall be removed once the pilot has:**1. completed 70 hours as PIC or pilot-in-command under supervision of helicopters;
2. passed the multi-pilot skill test on the applicable helicopter type as PIC.
 |

#  7 Summary of knowledge and flight experience before the skill test is taken

 Continued

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **PRE-REQUISITES**Single-pilot Multi-Engine helicopters – SP(H)/ME | **REQUIREMENTS** | **FILLED BY ATO** | **EXAMINER CHECK** | **ACAA ONLY** |
| **1) Experience requirements:** |  |  |
| 1. PIC Helicopters**1** min. 70 hours Hours:
2. Before starting flight training:
 |  □ | O  |
|  |  |
| 1. ATPL(H) Theoretical Knowledge

Examination Passed rate: Date: ***or***1. Pre-entry course conducted by an ATO

Certificate Date:  |  □ | O  |
| ***or*** | ***or*** |
|  □ | O  |
| **2) Instruction** |  |  |
| 1. **Theoretical examination for TR**

(last 6 months prior to the skill test) Date: 1. **Flight Instruction2**
	1. **Helicopter** Hours:
	2. **Full flight simulator C/D** Hours:
	3. **Flight training device 2/3**
	4. Hours:
 |  □ | O  |
|  |  |
|  □ | O  |
|  □ | O  |
|  □ | O  |
| **1** in the case of applicants who have not completed an ATP(H)/IR, ATP(H), or CPL(H)/IR integrated training course, have completed at least 70 hours as PIC on helicopters.**2** Air Crew Reg. AMC2 FCL.725(a) |

#  8 ZHVILLIMI I TESTIT TË AFTESISË/ Conduct of the Skill Test

**APLIKANTI**

***APPLICANT***

EMRI

*FIRST ΝΑΜΕ*

MBIEMRI

*LAST NAME*

DITËLINDJA

*DATE OF BIRTH*

VENDLINDJA

*PLACE OF BIRTH*

**REKOMANDUAR PER SKILL TEST**

***RECOMMENDED FOR SKILL TEST***

EMRI

*FIRST ΝΑΜΕ*

MBIEMRI

*LAST NAME*

NUMRI I INSTRUKTORIT

*INSTRUCTOR’S NUMBER*

|  |
| --- |
| **EKZAMINUESI*****EXAMINER*** |
| EMRI*FIRST ΝΑΜΕ* | MBIEMRI*LAST NAME* | NUMRI I EKZAMINUESIT*EXAMINER’S NUMBER* |  |
|  |  |  |  |

**AVIONI**

***AIRCRAFT***

TIPI/VARIANTI

*TYPE/VARIANT*

*REGISTRATION*

|  |  |
| --- | --- |
| **FSTD*****- IF APPLICABLE*** |  |
| TIPI/VARIANTI*TYPE/VARIANT* | *FSTD - ID* | *FFS Level* | *FSTD OPERATOR* | *LOCATION* |

**DETAJET E FLUTURIMIT**

***FLIGHT DETAILS***

DATA E TESTIT

*DATE OF TEST*

KOHA E KONTROLLEVE

*TIME ON CONTROLS*

NUMRI I NGRITJEVE

*NUMBER OF TAKE-OFFS*

NUMRI I ZBRITJEVE

*NUMBER OF LANDINGS*

**SEKTOR Νο1**

***LEG No1***

*ROTOR START* NISJA / *DEPARTURE* DESTINACIONI / *DESTINATION ROTOR STOP*

**SEKTOR Νο2**

***LEG No2***

*ROTOR START* NISJA/ *DEPARTURE* DESTINACIONI / *DESTINATION ROTOR STOP*

#  9 RAPORTI PËR TESTIN E AFTËSISE PËR KATEGORIZIMIN E TIPIT SPH ose MPH/

# *Type Rating SPH or MPH Skill Test Report*

|  |  |  |
| --- | --- | --- |
| **SINGLE/MULTI-PILOT HELICOPTERS** | **PRACTICAL TRAINING** | **TYPE RATING SKILL TEST** |
| Manoeuvres/Procedures | FTD | FFS | H | Instructors initials& date training completed | Checked inFFS H | Attempt Number (1 or 2) | Examiners initials& date test completed |
| **SECTION 1** |
| **1 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 | à |  | M |  |  |
| 1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | P | à | à |  | M |  |  |
| 1.4 Taxiing/air taxiing in compliance with air traffic control instructions or with instructions of an instructor |  | P | à |  | M |  |  |
| 1.5 Pre-take-off procedures and checks | P | à | à |  | M |  |  |
| **SECTION 2** |
| **2 Flight manoeuvres and procedures** |
| 2.1 Take-offs (various profiles) |  | P | à |  | M |  |  |
| 2.2 Sloping ground or crosswind take-offs& landings |  | P | à |  |  |  |  |
| 2.3 Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | P | à | à |  |  |  |  |
| 2.4 Take-off with simulated engine failure shortly before reaching TDP or DPATO |  | P | à |  | M |  |  |
| 2.4.1 Take-off with simulated engine failure shortly after reaching TDP or DPATO |  | P | à |  | M |  |  |
| 2.5 Climbing and descending turns to specified headings | P | à | à |  | M |  |  |
| 2.5.1 Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments | P | à | à |  | M |  |  |
| 2.6 Autorotative descent | P | à | à |  | M |  |  |
| 2.6.1 Autorotative landing with power recovery (no full down) |  | P | à |  | M |  |  |
| 2.7 Landings, various profiles |  | P | à |  | M |  |  |
| 2.7.1 Go-around or landing following simulated engine failure before LDP or DPBL |  | P | à |  | M |  |  |
| 2.7.2 Landing following simulated engine failure after LDP or DPBL |  | P | à |  | M |  |  |
| **SECTION 3** |
| **3 Normal and abnormal operations of the following systems and procedures:** |  |  | M |  | A mandatory minimum of three items shall be selected from this section |
| 3.1 Engine | P | à | à |  |  |  |  |
| 3.2 Air conditioning (heating, ventilation) | P | à | à |  |  |  |  |
| 3.3 Pitot/static system | P | à | à |  |  |  |  |
| 3.4 Fuel System | P | à | à |  |  |  |  |
| 3.5 Electrical system | P | à | à |  |  |  |  |
| 3.6 Hydraulic system | P | à | à |  |  |  |  |
| 3.7 Flight control and Trim system | P | à | à |  |  |  |  |
| 3.8 Anti-icing and de-icing system | P | à | à |  |  |  |  |
| *Place:* | *Date:* | *Examiner’s Signature:* |

|  |  |  |
| --- | --- | --- |
| **SINGLE/MULTI-PILOT HELICOPTERS** | **PRACTICAL TRAINING** | **TYPE RATING SKILL TEST** |
| Manoeuvres/Procedures | FTD | FFS | H | Instructors initials& date training completed | Checked inFFS H | Attempt Number (1 or 2) | Examiners initials& date test completed |
| **SECTION 3 - Continued** |
| 3.9 Autopilot/Flight director | P | à | à |  |  |  |  |
| 3.10 Stability augmentation devices | P | à | à |  |  |  |  |
| 3.11 Weather radar, radio altimeter, transponder | P | à | à |  |  |  |  |
| 3.12 Area Navigation System | P | à | à |  |  |  |  |
| 3.13 Landing gear system | P | à | à |  |  |  |  |
| 3.14 Auxiliary power unit | P | à | à |  |  |  |  |
| 3.15 Radio, navigation equipment, instruments flight management system | P | à | à |  |  |  |  |
| **SECTION 4** |
| **4 Abnormal and emergency procedures** |  |  | M |  | A mandatory minimum of three items shall be selected from this section |
| 4.1 Fire drills (including evacuation if applicable) | P | à | à |  |  |  |  |
| 4.2 Smoke control and removal | P | à | à |  |  |  |  |
| 4.3 Only MEH: Engine shutdown and restart (the limits acc. FEM have to be observed) | P | à | à |  |  |  |  |
| 4.4 Fuel dumping (simulated) | P | à | à |  |  |  |  |
| 4.5 Tail rotor control failure (if applicable) | P | à | à |  |  |  |  |
| 4.5.1 Tail rotor loss (if applicable) | P | à | Helicopter may not be used for this exercise |  |  |  |  |
| 4.6 Incapacitation of crew member - MPH only | P | à | à |  |  |  |  |
| 4.7 Transmission malfunctions | P | à | à |  |  |  |  |
| 4.8 Other emergency procedures as outlined in the appropriate Flight Manual | P | à | à |  |  |  |  |
| **SECTION 5** |
| **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\* | à\* | à\* |  |  |  |  |
| 5.1.1 Simulated engine failure during departure | P\* | à\* | à\* |  | M\* |  |  |
| 5.2 Adherence to departure and arrival routes and ATC instructions | P\* | à\* | à\* |  | M\* |  |  |
| 5.3 Holding procedures | P\* | à\* | à\* |  |  |  |  |
| 5.4 ILS approaches down to CAT I decision height | P\* | à\* | à\* |  |  |  |  |
| 5.4.1 Manually, without flight director | P\* | à\* | à\* |  | M\* |  |  |
| 5.4.2 Precision approach manually, with or without flight director | P\* | à\* | à\* |  | M\* |  |  |
| 5.4.3 With coupled autopilot | P\* | à\* | à\* |  |  |  |  |
| 5.4.4 Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure) | P\* | à\* | à\* |  | M\* |  |  |
| 5.5 Non-precision approach down to the minimum descent altitude MDA/H | P\* | à\* | à\* |  | M\* |  |  |

|  |  |  |
| --- | --- | --- |
| *Place:* | *Date:* | *Examiner’s Signature:* |

|  |  |  |
| --- | --- | --- |
| **SINGLE/MULTI-PILOT HELICOPTERS** | **PRACTICAL TRAINING** | **TYPE RATING SKILL TEST** |
| Manoeuvres/Procedures | FTD | FFS | H | Instructors initials& date training completed | Checked inFFS H | Attempt Number (1 or 2) | Examiners initials& date test completed |
| **SECTION 5 - Continued** |
| 5.6 Go-around with all engines operating on reaching DA/DH or MDA/MDH | P\* | à\* | à\* |  |  |  |  |
| 5.6.1 Other missed approach procedures | P\* | à\* | à\* |  |  |  |  |
| 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\* | à\* | à\* |  | M\* |  |  |
| 5.8 Recovery from unusual attitudes | P\* | à\* | à\* |  | M\* |  |  |
| **SECTION 6** |
| **6 Use of optional equipment** |
| Use of optional equipment | P | à | à |  |  |  |  |

 10 Skill Test Result

|  |
| --- |
| **RESULTS OF THE SKILL TEST SECTIONS** |
| „P“ - passed„F“ - failed | **1** | **2** | **3** | **4** | **5** | **6** |
|  |  |  |  |  |  |
| **REMARKS** |
| TR(H): Expiry Date:  |

* I confirm that the experience of the applicant comply with the applicable requirements of Part-FCL
* I confirm that the required manoeuvres and exercises have been completed

#### PASSED □ PARTIALLY PASSED □ FAILED

*Firma e egzaminuesit Njohje e rezultatit te testit-Firma e aplikantit*

Signature of Examiner Recognition test result-Signature of Applicant

 11 DEKLARATA E PROCEDURES KOMBETARE / *National Procedure Declaration* – Only for NON-HCAA EXAMINERS (To be completed by the examiner)

I hereby declare that I, \* , have reviewed and applied the relevant national

procedures and requirements of the applicant’s competent Authority (ACAA-foreig Examiners) contained in version\*\* of the Examiner Differences Document.

\* *Name of Examiner*

\*\* *Insert document version, i.e.: 06-2015*

Date: Signature of Examiner:

#  12 Udhezimet per zhvillimit te Testit te Aftesise/*Guidelines for the conduct of the Skill Test*

#### FLIGHT TEST TOLERANCE

1. The applicant shall demonstrate the ability to:
	1. operate the helicopter within its limitations;
	2. complete all manoeuvres with smoothness and accuracy;
	3. exercise good judgement and airmanship;
	4. apply aeronautical knowledge;
	5. 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;
	6. understand and apply crew coordination and incapacitation procedures, if applicable; and
	7. 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 aeroplane used.
	1. IFR flight limits

Height:

Generally ± 100 feet

Starting a go-around at decision height/altitude + 50 feet/– 0 feet

Minimum descent height/altitude + 50 feet/– 0 feet

Tracking:

On radio aids ± 5°

Precision approach half scale deflection, azimuth and

glide path

Heading:

Normal operations ± 5°

Abnormal operations/emergencies ± 10°

Speed:

Generally ± 10 knots

With simulated engine failure + 10 knots/– 5 knots

* 1. VFR flight limits

Height:

Generally ±100 feet

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 ± 3 feet

I.G.E. Landing 2 feet (with 0 feet rearward or

lateral flight)

#### CONTENTS OF THE SKILL TEST

**Single and Multi-pilot Helicopter**

1. 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.

1. 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

1. 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.
2. 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.
3. Where the letter ‘M’ appears in the skill test or proficiency check column this will indicate the mandatory exercise.
4. 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:
	1. the qualification of the FSTD as set out in Part-OR;
	2. the qualifications of the instructor and examiner;
	3. the amount of FSTD training provided on the course;
	4. the qualifications and previous experience in similar types of the pilot under training; and
	5. 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 take 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 take only sections 1 to 4 and, if applicable, section 6.