



DIREÇÃO DE LICENCIAMENTO E EXAMINAÇÃO
DEPARTAMENTO DE EXAMINAÇÃO

ST/PC SP/MP (H) PBN – Skill Test or Proficiency Check Single Pilot/Multi-Pilot
Helicopter PBN

Fill in **BLUE** or **BLACK** ink, with **BLOCK CAPITALS**, after checking the instructions contained in the annex to this form.

SECTION A – APPLICANT DETAILS

Complete Name	Licence N°
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Skill Test: the Examiner shall check the Course Completion Certificate issued by the ATO, prior to its conduct.
Proficiency Check for type/instrument rating renewal: The Examiner shall check the Training completion certificate or Course Completion Certificate issued by the ATO, prior to the conduct of the Proficiency Check.

SECTION B – PRE-TEST/CHECK REQUIREMENTS

B.1 - Type rating	B.2 -type rating revalidation requirements FCL.740.H(a)(1)(2)	B.3 - Instrument rating
Type:.....	<input type="checkbox"/> single-engine piston helicopters FCL.740.H(a)(3)	<input type="checkbox"/> Revalidation
<input type="checkbox"/> Initial issue ⁽¹⁾	<input type="checkbox"/> single-engine turbine helicopters FCL.740.H(a)(4)	<input type="checkbox"/> Renewal ⁽³⁾
<input type="checkbox"/> Revalidation	<input type="checkbox"/> Multi-Engine Helicopters	----- <input type="checkbox"/> Extension privileges IR(SE) – IR(ME)
<input type="checkbox"/> Renewal ⁽²⁾	<input type="checkbox"/> Combined LPC/IR, according FCL.740.H(a)(6).	----- <input type="checkbox"/> PBN Extension privileges
Operation	<input type="checkbox"/> Single Pilot <input type="checkbox"/> Multi Pilot	<input type="checkbox"/> PBN Revalidation /Renewal

SECTION C – SKILL TEST / PROFICIENCY CHECK

C.1 – Attempts						
Attempt number		(If applicable) date of previous attempt				
C.2 - Details						
	Date	Conducted in		Registration	Start time	Finish time
1		<input type="checkbox"/> H <input type="checkbox"/> FSTD				
2		<input type="checkbox"/> H <input type="checkbox"/> FSTD				
						Total Duration:
C.3 – Result		C.4 – Applicant Declaration				
<input type="checkbox"/> PASS		I declare that I have been informed of the result of the Test. In case of PC for revalidation and Partial Pass or Fail: I acknowledge that in accordance with the Regulations, I may not exercise the privileges of the rating(s), until a PASS is achieved - FCL740.H(b). Signature:				
<input type="checkbox"/> PARTIAL PASS						
<input type="checkbox"/> FAIL						
C.5 - Licence endorsements (Type/IR revalidation only, if within 3 months of expiry / ANAC Examiners or Non-ANAC as in Examiner Differences Document)						
I have endorsed the following ratings in the applicants licence:			Rating & new validity date		Rating & new validity date	
C.6 – Examiner				C.7 – (If applicable) ANAC Inspector / Senior Examiner		
Name				Name		
Examiner Certificate number/Member State				Examiner Certificate number/Member State		
FCL.1030(a)2 &(b)(3)(i) – Applicant's experience and training complies with the applicable requirements of PART-FCL. FCL.1030(b)(3)(ii) – All required manoeuvres and exercises have been completed in accordance with PART-FCL. “Non-ANAC” Examiners only: FCL.1030(b)(3)(iv) - I have reviewed and applied the relevant national procedures and requirements of the applicants Competent Authority contained in the Examiner Differences Document, version:						
Examiner signature				ANAC Inspector / Senior Examiner signature		



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SECTION D – REMARKS / REASONS FOR FAILURE (AS APPLICABLE)	

SECTION 1 – Preflight preparations and checks		Practical Training			Test / Check		
Manoeuvres/procedures		FSTD	H	Instructor initials	Chkd in FFS/H	PASS	FAIL
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		Practical Training			Test / Check		
Manoeuvres/procedures		FSTD	H	Instructor initials	Chkd in FFS/H	PASS	FAIL
2.1	Take-offs (various profiles)	P	→		M		
2.2*	Sloping ground or crosswind takeoffs & 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		

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature
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SECTION 2 – Flight manoeuvres and procedures				Practical Training		Test / Check	
Manoeuvres/procedures				FSTD	H	Instructor initials	Chkd in FFS/H
							PASS
							FAIL
2.6	Autorotative descent			P	→		M
2.6.1	For single-engine helicopters (SEH): — autorotative landing; or — power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants' logbook by the instructor. 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				Practical Training		Test / Check	
Manoeuvres/procedures				FSTD	H	Instructor initials	Chkd in FFS/H
							PASS
							FAIL
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→	→		
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				Practical Training		Test / Check	
Manoeuvres/procedures				FSTD	H	Instructor initials	Chkd in FFS/H
							PASS
							FAIL
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	→		
Examiner signature		ANAC Inspector / Senior Examiner signature		Applicant signature			



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SECTION 4 – Abnormal and emergency procedures				Test / Check		
Manoeuvres/procedures				Chkd in FFS/H	PASS	FAIL
4 Abnormal and emergency procedures:				A mandatory minimum of 3 items shall be selected from this section		
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)	FFS only		
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)				Test / Check		
Manoeuvres/procedures				Chkd in FFS/H	PASS	FAIL
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* (unless Exercise 5.4.2 is 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* (unless Exercise 5.4.1 is completed)		
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*		
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 recovery	P*	→*	M*		
5.8	Recovery from unusual attitudes	P*	→*	M*		

SECTION 6 — Use of optional equipment				Test / Check		
Manoeuvres/procedures				Chkd in FFS/H	PASS	FAIL
6	Use of optional equipment	P	→			

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature
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INSTRUCTIONS

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Instruction pages contain a summary of applicable procedures and Regulations. They shall be complemented by checking applicable Regulations, Examiner Handbook and EASA Examiner Differences Document.

Incomplete forms or with filling deficiencies, will be rejected, stopping any application process.

Conditions

- Examiner:** **Skill Test**, ANAC Inspector or FE(H) TRE(H) or SFE(H) with FCL.1005.FE(b)(1)(2) or FCL.1005.TRE/SFE(b)(1) privileges.
Type/IR Proficiency Check, ANAC Inspector or TRE(H) with FCL.1005.TRE(b)(2) privileges or SFE(H) with FCL.1005.SFE(b)(1)(2) privileges.
- Prior notification:** **Skill Test**, MANDATORY up to 05 days prior of planned date (ANAC Examiners: [webportal](#); NON-ANAC Examiners: [webportal](#) or [e-mail as in Examiner Differences Document](#)).
Proficiency Check, NOT MANDATORY for ANAC Examiners; MANDATORY for NON-ANAC Examiners for licence endorsement
- ANAC approval:** **Skill Test**, MANDATORY (check [webportal](#) or [e-mail](#), as applicable).
Proficiency Check, NOT MANDATORY for ANAC Examiners; MANDATORY for NON-ANAC Examiners for licence endorsement - check [webportal](#).
- Experience & crediting:** **Skill Test**, FCL.725, FCL.720.H,
Type/instrument Proficiency Check, FCL625, FCL625.H, FCL.740 or FCL.740.H
- Exam duration:** according GM1 FCL.1015, at least **04 hours** total, of which at least **120 minutes** flight/session.
- Licence endorsement:** See SECTION C.5 instructions below.
- Exam report:** MANDATORY, up to 15 days after planned date (ANAC Examiners: [webportal](#); NON-ANAC Examiners: [e-mail](#) or [webportal](#) as applicable;).

Filling instructions

Fill hours and times as **hh:mm** and dates in **dd/mm/yyyy** format.

SECTION A: Self-explanatory.

SECTION B.1: Under “**Type**”, indicate type rating as in the licence or “**EASA Type Rating & License Endorsement List Flight Crew**” (ex: Aw139).

- (1) The Examiner shall check the **Course Completion Certificate** issued by the ATO, prior to the conduct of the Skill Test.
- (2) The Examiner shall check the **Training completion certificate** or **Course Completion Certificate** issued by the ATO, prior to the conduct of the Proficiency Check.

SECTION B.2: **If applicable, for type revalidation only.** Select appropriate option..

SECTION B.3: Self-explanatory.

- (3) The examiner shall check the **Refresher Training Declaration** issued by the ATO, prior to the conduct of the Proficiency Check.

SECTION C.1: Indicate attempt number. In case of a re-Test/Check, indicate the date of the previous attempt.

NOTE: Form(s) of previous attempt(s) shall be attached to this Form and verified by the Examiner.

SECTION C.2: Fill the flight or FSTD details in line 1.

In case the Test/Check is conducted in more than one flight/FSTD session, use additional line 2 for 2nd flight/FSTD session. Additional flights/sessions use SECTION D.

In case an **aircraft is used**, all items are self-explanatory, except:

- “**Start time**”, “**Finish time**” and “**Duration**”, according definitions contained in FCL.010, for flight time.
- Indicate in SECTION D the departure and arrival aerodromes/airports, number of landings and AD(s) where IFR approaches took place.

In case an **FSTD is used**, all items self-explanatory, except:

- “**Registration**” column, insert the FSTD Qualification Certificate number;
- “**Start time**” and “**Finish time**” will be the time of start and end of the FSTD session, respectively;
- “**Duration**” will be the session time.

“**Total duration**”, sum of duration times, if more than one flight/session was conducted (line 1+2).

SECTION C.3: Grade according to “**Pass/fail policy**” detailed below.

SECTION C.4: Applicant shall acknowledge that (s)he has been informed of the result of the Test/Check by signing this field.

In case of an Proficiency Check for revalidation of a rating and a Partial Pass or Fail is obtained: the applicant additionally acknowledges, that in accordance with the Regulations – FCL.740.H(b) - (s)he may not exercise the privileges of the Rating, until a PASS in a new PC is obtained.

If the applicant refuses to sign, the Examiner shall record the fact in SECTION D - “**Remarks/Reasons for Failure**”. ANAC shall be informed with undue delay, with a short report of the event.

SECTION C.5: **Applicable to ANAC Examiners and to Non-ANAC Examiners register on ANAC website “Portal dos Examinadores” and has notified the “Proficiency Check”.** Endorsement permitted only in case of revalidation of ratings within 3 months prior of expiry date; indicate type rating as endorsed in the licence, followed by the new expiry date (dd/mm/yyyy format).

ENDORSEMENT OF RATINGS IN THE LICENCE IS PERMITTED TO ANAC EXAMINERS and NON-ANAC EXAMINERS register on ANAC website “Portal dos Examinadores” and has notified the “Proficiency Check”.

SECTION C.6: Self-explanatory.

By signing, the Examiner acknowledges the declarations contained within the section.

NON-ANAC Examiners, shall enter the current *Examiner Differences Document* version, after reviewing it.

No stamps allowed, except ANAC Inspectors.

SECTION C.7: **Applicable only in case of an ANAC supervision, Examiner Assessment of Competence or Examiner Standardization Session**, of the Test/Check, in which case the ANAC Inspector or authorized Senior Examiner fills and signs this section.

By signing, the Inspector or Senior Examiner acknowledges the declarations contained within the section.

No stamps allowed, except ANAC Inspectors.



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SECTION D: Any remarks deemed necessary. Reasons for failed items are explained here.

If insufficient space, attach a page detailing date, type of Test/Check, applicant name and signature, Examiner name and signature.

Regulations

FCL.725(c) Skill Test type rating (if applicable)

Appendix 9 - Training, Skill Test and Proficiency Check for MPL, ATPL, type and class ratings, and Proficiency Check for IRs.

SECTION 1 to 6: referring to Appendix 9 Training, Skill Test and Proficiency Check for MPL, ATPL, type and class ratings, and Proficiency Check for IRs

The symbology and considerations for “**Practical Training**” table shall be checked in the appropriate Regulations.

In case of a type rating Skill Test or Proficiency Check for renewal, the instructor shall insert initials under “**Instructor initials**” column, for each training exercise completed.

C. 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.

3. **The applicant shall demonstrate the ability to:**

- operate the helicopter within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge;
- 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;
- understand and apply crew coordination and incapacitation procedures, if applicable; and
- 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	+50 ft/-0 ft
Minimum descent height/MAP/altitude	+50 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



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(b) VFR flight limits

Height:	
Generally	±100 ft
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**

5. 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).

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

a) = indicates an **Helicopter may not be used** for the exercise.

Grade each item in respective PASS or FAIL columns, with short signature (containing the Examiner initials), in appropriate box.
Do not grade with crosses (X) or check marks (✓).

At the discretion of the Examiner, any manoeuvre or procedure of the Test/Check may be repeated once by the applicant. In such case the Examiner, shall write the number "2" (indicating second attempt) next to the signature/initials in the applicable item.

In accordance with FCL.1030(b)(3)(ii), if an item has been failed, the Examiner shall record the reasons for this assessment in SECTION D.

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 an FTD 2/3 may be used for this purpose.
- 8.A. 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 a mandatory exercise e or a choice where more than one exercise appears
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 the relevant requirements of Annex VI (Part-ORA) 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

11. **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.
12. **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

13. To exercise the privileges of the type rating in accordance with point FCL.725(d), applicants for the issue, revalidation or renewal of a single-pilot helicopter type rating shall:
- (a) for single-pilot operations, complete the skill test or proficiency check in single-pilot operations;
 - (b) in multi-pilot operations, complete the skill test or proficiency check in multi-pilot operations;
 - (c) for both single-pilot and multi-pilot operations, complete the skill test or proficiency check in multi-pilot operations and, additionally, the following manoeuvres and procedures in single-pilot operations:
 - (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 operations from a single-pilot helicopter type rating in accordance with point FCL.725(d)(2), complete a proficiency check that includes the manoeuvres and procedures referred to in points (c)(1) or (c)(2), as applicable.