

Examiners Report - Helicopter Skill Test for the Issue of a Type Rating or ATPL and Proficiency Check for the Revalidation/Renewal of a Type Rating and IR



Complete clearly in **BLOCK CAPITALS** using black or dark blue ink.

FALSE REPRESENTATION STATEMENT

It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine and on conviction on indictment with an unlimited fine or imprisonment or both.

1. APPLICANT DETAILS

CAA Personal reference number (if known): Date of Birth:..... (dd/mm/yyyy)

Forename(s): Surname:

Initial Issue Revalidation Renewal ATPL Issue VF IF Both VF & IF

of a Helicopter/Powered Lift Type Rating and/or Instrument Rating on (specify including variants):

Single Pilot Multi Pilot Both Single & Multi Pilot Co-Pilot Current Rating valid until:.....

I confirm I have requested the Test as detailed above (applicant's signature):

2. EXAMINER'S REPORT OF TEST OR CHECK

I confirm the applicant's instruction and experience complies with Part-FCL, AND I confirm that all the required manoeuvres and exercises have been completed as per section 1 AND I confirm that the applicant's theoretical knowledge has been confirmed by verbal examination (tick if applicable)

A/C Type & Reg/FS No:..... Date of Test: Take off time:..... Landing time:.....

A/C Type & Reg/FS No:..... Date of Test: Take off time:..... Landing time:.....

Result: Pass Fail * Partial Pass * (*if fail or partial pass complete SRG 2129) Oral TK Score (if applicable):

I have I have not* Signed the Certificate of Revalidation. New rating expiry date:.....
(* if not, signed SRG 1173 required)

I confirm that this skill test/proficiency check did not include an RNP APCH and that the applicant has been advised that:

- the PBN privileges of their IR does not include an RNP APCH, and that
- this restriction can be lifted upon completing a proficiency check which includes an RNP APCH.

3. REVALIDATION

Revalidation by Experience of Single Engine Piston or Single Engine Turbine Helicopters/IR Cross Credit. I

confirm the applicant has met the requirements of Part-FCL.740.H for the revalidation of the following types:

.....Ratings are now valid until:.....

I confirm the applicant has met the requirements of Part FCL Appendix 8 for the IR Cross Credit of the following types:

.....Ratings are now valid until:.....

Rating Revalidated by Experience, I have have not* signed the Certificate of Revalidation (* if not signed SRG 1173 required).

4. CONFIRMATION

Examiner's Name: Examiner's Number:

Examiner's Signature: Date:

Authorising Competent Authority:

Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA.

UK CAA Examiner Designation Reference:

I have been informed of the result of the Skill Test/Proficiency Check

Applicant's signature:..... Date:

Copies of page 1 of this report are to be submitted to (1) The Applicant (2) The Applicant's Competent Authority (3) The Examiner (4) The Examiner's Competent Authority (if different)
English Language Proficiency assessments should be completed using Form SRG1199

Applicant details

Name: CAA Personal reference number

1. A/C Type/Reg/FS No Flt Time: Date:

2. A/C Type/Reg/FS No Flt Time: Date:

SINGLE/MULTI-PILOT HELICOPTERS		SKILL TEST OR PROFICIENCY CHECK					
Manoeuvres/Procedures		Checked in FSTD or H	Attempt 1		Attempt 2		Examiner initials and date test completed.
			Pass	Fail	Pass	Fail	
SECTION 1 — Pre-flight preparations and checks							
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection	M (if performed in the helicopter)					
1.2	Cockpit inspection/Pre-Start Checks	M					
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	M					
1.4	Taxiing and air taxiing in compliance with air traffic control instructions or with instructions of an instructor	M					
1.5	Pre take off procedures and checks (including power assurance check if required)	M					
SECTION 2 — Flight manoeuvres and procedures							
2.0	Low airspeed manoeuvres (sideward, rearward flight, spot turns)						
2.1	Take offs (various profiles)	M					
2.2	Sloping ground or crosswind take offs & landings						
2.3	Take off at maximum take off mass (actual or simulated maximum take off mass)						
2.4	Take off with simulated engine failure shortly before reaching TDP or DPATO	M (ME)					
2.4.1	Take off with simulated engine failure shortly after reaching TDP or DPATO	M (ME)					
2.5	Climbing and descending turns to specified headings	M					
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	M					
2.6	Autorotative descent	M					
2.6.1	For single-engine helicopters autorotative landing For multi-engine helicopters a power recovery to a hover/slow forward flight over a defined spot	M					
2.7	Landings (various profiles)	M					
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	M (ME)					
2.7.2	Landing following simulated engine failure after LDP or DPBL	M (ME)					

Manoeuvres/Procedures		Checked in FSTD or H	Attempt 1		Attempt 2		Examiner initials and date test completed.
			Pass	Fail	Pass	Fail	
SECTION 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						
3.2	Air conditioning (heating, ventilation)						
3.3	Pitot/static system						
3.4	Fuel system						
3.5	Electrical system						
3.6	Hydraulic system						
3.7	Flight control and trim system						
3.8	Anti-icing and de-icing system						
3.9	Autopilot/Flight director						
3.10	Stability augmentation devices						
3.11	Weather radar, radio altimeter, transponder, EGPWS, TCAS						
3.12	Area Navigation System/FMS						
3.13	Landing gear system						
3.14	Auxiliary power unit						
3.15	Radio, navigation equipment, flight instruments and flight management system						
SECTION 4 — Abnormal and emergency procedures.							
A mandatory minimum of 3 items shall be selected from this section							
4.1	Fire drills						
4.1.1	Ground (including evacuation if applicable)						
4.1.2	Engine Fire in Flight						
4.2	Smoke control and removal						
4.3	Engine failures, shutdown and restart at a safe height	FFS					
4.4	Fuel dumping (simulated)						
4.5	Tail rotor/yaw control failure (if applicable)						
4.5.1	Tail rotor/yaw control loss (if applicable) NOTE: A helicopter may not be used for this exercise	FFS					
4.6	Incapacitation of crew member - MPH only						
4.7	Transmission malfunctions						
4.8	Other emergency procedures as outlined in the appropriate Flight Manual						
SECTION 5 — Instrument Flight Procedures (to be performed in IMC or simulated IMC)							
PBN – To establish or maintain PBN privileges, one approach shall be an RNP APCH. FSTDs shall be appropriately qualified							
5.1	Instrument take off: transition to instrument flight is required as soon as possible after becoming airborne	M*					
5.1.1	Simulated engine failure during departure	M*					
5.2	Adherence to departure and arrival routes and ATC instructions	M*					
5.3	Holding procedures						
5.4	3D operations to DA/DH of 200 feet (60 m) or to higher minima if required by the approach procedure						
5.4.1	Manually, (uncoupled without flight director). See Note 15	M*					
5.4.2	Manually, with flight director						
5.4.3	With coupled autopilot						
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 feet above aerodrome level until touchdown or until completion of the missed approach procedure	M*					

Manoeuvres/Procedures		Checked in FSTD or H	Attempt 1		Attempt 2		Examiner initials and date test completed.
			Pass	Fail	Pass	Fail	
5.5 2D operations down to MDA/MDH or CDFA to DA/DH							
5.5.1	With coupled autopilot	M*					
5.5.2	Manually uncoupled without flight director						
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH						
5.6.1	Other missed approach procedures						
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	M*					
5.7	IMC autorotation with power recovery	M*					
5.8	Recoveries from unusual attitudes	M*					
SECTION 6 — Use of Optional Equipment							
6	Use of optional equipment. List:						
Section 7 Oral TK for SE Type Rating Skill test							
					Pass	Fail	Examiner initials and date test completed.
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 Flight Manual						

- FFS = Full Flight Simulator
FSTD = Flight Simulation Training Device
H = Helicopter
SE = Single Engine helicopter
ME = Multi Engine helicopter

General Guidance

- 1) The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for Multi-pilot helicopter or for Multi-pilot operations in a Single-pilot helicopter, irrespective of whether the applicant acts as PF or PM:
 - a) management of crew cooperation;
 - b) maintaining a general survey of the aircraft operation by appropriate supervision; and
 - c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
- 2) For both MPH and SPH the applicant shall also 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.

Note A: Examiners must address CRM on the ST/PC.

Note B: Where the test/check is concluded by more than one examiner, each should present their name and examiner number at least once on the form.

3) Should applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

4) At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.

5) All performance data for take-off, approach and landing shall be calculated by the candidate in compliance with the approved Operations/Flight Manual for the helicopter and should be agreed with the examiner.

6) Decision Heights/Altitudes and Minimum Descent Heights/Altitudes and Missed Approach Point for each procedure should be determined by the candidate.

7) The skill test for a multi-pilot helicopter or a single-pilot helicopter when operated in multi-pilot operations shall be performed in a multi-pilot environment. Another applicant or another type rated qualified pilot may function as the second pilot in an FSTD. If an aircraft is used, the second pilot shall be the examiner or an instructor if the examiner occupies a jump-seat.

8) Applicants shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PM in accordance with MCC. Applicants for the initial issue of a multi-pilot helicopter type rating or ATPL(H) shall also demonstrate the ability to act as PM.

9) The test or check shall be accomplished under IFR if the IR is included, and as far as possible, be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.

10) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

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

12) The training for MPH type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS in accordance with the OSD. The skill test or proficiency check for MPH type ratings and the issue of an ATPL, shall be conducted in an FFS, if available.

13) If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

14) When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.4, 2.4.1 (ME only) & 5.4.4 have to be completed in addition as single-pilot.

15) According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. See Note The procedure is to be flown manually and shall be chosen taken into account such limitations (example choose an ILS for 5.4.1 in case of such AFM limitation).