

	APPLICATION AND REPORT TRAINING / CHECK FORM	<input type="checkbox"/> Skill Test (Initial Type Rating) <input type="checkbox"/> Licence Proficiency Check <input type="checkbox"/> Operator Proficiency Check <input type="checkbox"/> Instrument Rating Test <input type="checkbox"/> Practical Training Only <input type="checkbox"/> Upgrading to ATPL License
	SP/SE-ME & MP/ME (HELICOPTER)	

A – APPLICANT'S DETAILS	<i>To be completed by the Applicant</i>			
Type of licence:	<input type="checkbox"/> ATPL <input type="checkbox"/> CPL <input type="checkbox"/> PPL <input type="checkbox"/> SPL			Licence No:
Applicant's name:	Name in capital letters:			DOB: (dd/mm/yy)
Address:				Phone No:
Organisation:		Medical:	Class:	Due Date: (dd/mm/yy)
Aircraft / Simulator	<input type="checkbox"/> SP/SE <input type="checkbox"/> SP/ME <input type="checkbox"/> MP/ME			Pilot Night Total Hours:
Aircraft type / Variant				Pilot Grand Total Hours
Signature of applicant:				Date: (dd/mm/yy)

B – THEORETICAL TRAINING	<i>To be completed by the ATO / Training Department (if applicable)</i>			
Training Course	<input type="checkbox"/> Type Rating <input type="checkbox"/> Differences <input type="checkbox"/> Abridge <input type="checkbox"/> Refresh <input type="checkbox"/> Recurrent <input type="checkbox"/> ATPL License Upgrade			
Name of ATO / Organisation:				
Course Details:	Ground Hours:	Mark Obtain %	Course Completion: (dd/mm/yy)	to
HOT / CTKI / CPTS:	Name in capital letters:			Licence No:
Signature and stamp:				Date: (dd/mm/yy)

C – FLIGHT TRAINING	<i>To be completed by the ATO / Training Department (if applicable)</i>			
Name of ATO / Organisation:				
Aircraft type / Variant:		Aircraft Registration:		FSTD ID Code:
Type Conversion Training	Helicopter Hours		Simulator Hours	
As PI:				
As Dual / PNF (PM):				
As PI under supervision:				
Other Flight Hours by Type:	1.	4.	Course Completion: (dd/mm/yy)	
	2.	5.		
	3.	6.		
HOT / CFI / CPTS:	Name in capital letters:			Licence No:
Signature and stamp:				Date: (dd/mm/yy)

D – FLIGHT TEST / CHECK ITEMS		To be completed by Authorised Examiner & Instructor							
Applicant's name:		PRACTICAL TRAINING Instructor's initial and date when training completed			SKILL TEST/ PROFICIENCY CHECK				
Manoeuvres/Procedures		FTD	FFS	H	Checked In		Examiner's initial when test/check completed		
					FFS <input type="checkbox"/>	H <input type="checkbox"/>	Attempt 1	Attempt 2	
					Pass	Fail	Pass	Fail	
SECTION 1 PRE-FLIGHT PREPARATION AND CHECKS									
1.1	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather				M				
1.2	Pre-flight inspection/action, location of parts and purpose				M				
1.3	Cockpit inspection				M				
1.4	Starting procedures, radio and navigation equipment checks, selection and setting of navigation and communication frequencies				M				
1.5	Taxiing/ air taxiing in compliance with air traffic control instructions or with instructions of an instructor				M				
1.6	Pre-take-off procedure, ATC liaison-compliance, R/T procedure				M				
SECTION 2 FLIGHT MANOEUVRES AND PROCEDURES									
2.1	Take-offs (various profiles)				M				
2.2	Sloping ground or crosswind take-off and landing								
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				
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO				M				
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	Autorotative landing (SEH only) or power recovery				M				
2.7	Landings (various profiles)								
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL				M				
2.7.2	Landing following simulated engine failure after LDP or DPBL				M				
2.8	ATC liaison – Compliance, R/T procedures								
SECTION 3 NORMAL AND ABNORMAL OPERATIONS (a mandatory minimum of 3 items shall be selected from this section for skill test/proficiency check)									
3.1	Engine								
3.2	Air conditioning (heating, ventilation)								
3.3	Pitot / Static system								
3.4	Fuel system								

Applicant's name:		PRACTICAL TRAINING			SKILL TEST/ PROFICIENCY CHECK				
		Instructor's initial and date when training completed			Checked In	Examiner's initial when test/check completed			
Manoeuvres/Procedures (Including MCC)		FTD	FFS	H		FFS <input type="checkbox"/>	Attempt 1		Attempt 2
					H <input type="checkbox"/>	Pass	Fail	Pass	Fail
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								
3.12	Area Navigation System								
3.13	Landing gear system								
3.14	Auxiliary power unit								
3.15	Radio, navigation equipment, instrument flight management system								
SECTION 4 ABNORMAL AND EMERGENCY (a mandatory minimum of 3 items shall be selected from this section for skill test/proficiency check)									
4.1	Fire drills (including evacuation if applicable)								
4.2	Smoke control and removal								
4.3	Engine failures, shutdown and restart at a safe height								
4.4	Fuel dumping (simulated)								
4.5	Tail rotor control failure (if applicable)								
4.5.1	Tail rotor loss (if applicable)								
4.6	Incapacitation of crew member – MPH only								
4.7	Transmission malfunctions								
4.8	Other emergencies procedures as outlined in the appropriate Aircraft Flight Manual (AFM)								
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								

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Manoeuvres/Procedures (Including MCC)		FTD	FFS	H		FFS <input type="checkbox"/>	Attempt 1		Attempt 2
								H <input type="checkbox"/>	Pass
5.1.1*	Simulated engine failure during departure				M				
5.2*	Adherence to departure and arrival routes and ATC instruction				M				
5.3*	Holding procedures								
5.4*	3D operations to DH/A of 200 feet (60m) or to higher minima if required by the approach procedure								
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 limitation (example choose an ILS for 5.4.1 in case of such AFM limitation)				M				
5.4.2*	Manually, with Flight Director				M				
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				
5.5*	2D operations down to the minimum descent altitude MDA/H				M				
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	Recovery from unusual attitudes				M				
SECTION 6 USE OF OPTIONAL EQUIPMENT									
6	Use of optional equipment								

E – REMARKS ATTEMPT 1		<i>To be completed by Authorised Examiner or Instructor (when applicable)</i>					
Aircraft Registration No. / FSTD ID:				<input type="checkbox"/> P1 <input type="checkbox"/> P2 <input type="checkbox"/> Type Rating <input type="checkbox"/> IR			
Ground Time:		Take-off		Landing:		Flight Time:	
Location:		Total Sim. Training Time at Control:			Results:	<input type="checkbox"/> Pass <input type="checkbox"/> Fail	
Name of FI / TRI / FSI / FE / TRE/ SFE:	Name in capital letters:				FI/TRI/FSI/FE/ TRE/ SFE No:		
Signature & Stamp:					Date: (dd/mm/yy)		

E – REMARKS ATTEMPT 2		<i>To be completed by Authorised Examiner (upon completion of Attempt 2 when applicable)</i>					
Aircraft Registration No. / FSTD ID:				<input type="checkbox"/> P1 <input type="checkbox"/> P2 <input type="checkbox"/> Type Rating <input type="checkbox"/> IR			
Ground Time:		Take-off		Landing:		Flight Time:	
Location:		Total Sim. Training Time at Control:			Results:	<input type="checkbox"/> Pass <input type="checkbox"/> Fail	
Name of FI / TRI / FSI / FE / TRE/ SFE:	Name in capital letters:				FI/TRI/FSI/FE/ TRE/ SFE No:		
Signature & Stamp:					Date: (dd/mm/yy)		

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Examiner Authority Checked _____

ACCEPT: P1 P2

REJECT: _____

FOI Signature: _____

Date: _____

Application Fee:	
Receipt No:	
Cheque/P.O.:	
Initial:	
Date:	

<p>NOTE:</p> <p>1. The application is to be filled out by typing or writing clearly in capital letters.</p> <p>(A) The applicant shall complete this section. (B) The ATO shall complete this section. This section shall be signed by the Head of Training (HOT) or Chief Theoretical Knowledge Instructor (CTKI) or Chief Pilot Training and Standard (CPTS). (C) The ATO shall complete this section. This section shall be signed by the HOT or CFI or CPTS. (D) To be completed by the authorised examiner and instructor. The instructor shall enter the practical training columns with his initial when training completed and the authorised examiner would enter in row with his initial when test/check passed. (E) The authorised examiner or instructor shall enter general remarks concerning the examination in this section. If the applicant fails the test, the examiner shall indicate the reasons why (the narrative should be factual and succinct. In addition, the authorised examiner will note the amount of time spent on the ground oral examination and the flight time of the check.</p> <p>2. The following abbreviations are used to indicate the training equipment used:</p> <p>FTD = Flight Training Device FS = Flight Simulator H = Helicopter</p> <p>3. The starred item (*), in Section 5, shall be flown in actual simulated IMC only by applicants wishing to renew or revalidate an IR, or extend the privileges of that rating to another type.</p> <p>4. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR or extend the privileges of that rating to another type. An FFS or FTD 2/3 may be used for this purpose.</p> <p>5. Where letter 'M' appears in the skill test/proficiency check column this will indicate mandatory exercise.</p> <p>6. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will be apply to the course:</p> <p>a. the qualification of the FSTD as set out in relevant requirement of FOD-ORA; b. the qualification 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 pilot under training; and e. the amount of supervised flying experience provided after the issue of the new type rating.</p> <p>7. For the IR Skill Test performed on the FS and not combined with VFR Skill Test, the examiner shall:</p> <p>a. compile the Section 5 of the Check List, and b. compile the Application and Report Form for the only sections performed, and c. writing a note, in the "Remark" space of the document reporting the date of the skill test and the phrase: "The Skill Test is to be considered effective after the achievement of the VFR Skill Test on the helicopter".</p>
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GENERAL REQUIREMENTS
<p>1. An applicant for a skill test for CPL shall have received instruction on the same type of helicopter to be used in the test.</p> <p>2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the re-test, including those sections that have been passed on previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.</p> <p>3. Further training may be required following any failed skill test.</p>
CONDUCT OF THE TEST/CHECK
<p>4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in further flight.</p> <p>5. At the discretion of FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.</p> <p>6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.</p> <p>7. An applicant shall indicate to the FE the checks and duties carried out, including the identifications of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.</p> <p>8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interest of safety or to avoid unacceptable delay to other traffic.</p>
FLIGHT TEST/CHECK TOLERANCE
<p>9. The helicopter used for the skill test shall meet the requirements for training helicopters.</p> <p>10. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.</p>

11. 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; and
 - maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt;

12. The following limits are for general guidance. The examiner shall make allowance for turbulence conditions and the handling qualities and performance of the type of helicopter used:

IFR flight limits

- a. Height:
- | | |
|--|-------------------|
| Generally | ±100 feet |
| Starting a go-around at decision height/altitude | +50 feet/- 0 feet |
| Minimum descend height/MAP/altitude | +50 feet/- 0 feet |
- b. 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 $\pm \frac{1}{2}$ the RNP value associated with the procedures. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
- 3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)
- not more than - 75 feet below the vertical profile at any time, and not more than +75 feet above the vertical profile at or below 1000 feet above aerodrome level.
- c. Heading:
- | | |
|-------------------------------|------|
| All engines operating | ±5° |
| With simulated engine failure | ±10° |
- d. Speed:
- | | |
|-------------------------------|-----------------------|
| All engines operating | ±5 knots |
| With simulated engine failure | +10 knots / - 5 knots |

VFR flight limits

- a. Height:
- | | |
|-----------|-----------|
| Generally | ±100 feet |
|-----------|-----------|
- b. Heading:
- | | |
|---------------------------------|------|
| Normal operations | ±5° |
| Abnormal operations/emergencies | ±10° |
- c. Speed:
- | | |
|-------------------------------|-----------------------|
| Generally | ±10 knots |
| With simulated engine failure | +10 knots / - 5 knots |
- d. Ground drift:
- | | |
|-----------------|--|
| T.O hover I.G.E | ±3 feet |
| Landing | ±2 feet (with 0 feet rearward or lateral flight) |

END