

Applicant's Last Name:	<input type="text"/>	First name:	<input type="text"/>
Licence Number:	<input type="text"/>	FI <input type="checkbox"/>	Other <input type="checkbox"/>
TRE(H) name:	<input type="text"/>	TRE(H) licence number:	<input type="text"/>

Skill test

- New ATPL(H)
 New type rating
 Renewal of skill test

Examiner: Check the following items

- Minimum JAR-FCL PPL(H) licence
- Recommendation for the test by the organisation / person responsible for the training.
- Theoretical and flight training certificate
- If initial, certificate of passed associated ATPL(H) theoretical knowledge examination of the CAA.
- Advice of the previously failed or partially completed check flight.
- Advice of the skills attained for licence / ratings from the organisation responsible for the training.
- MCC Training course completed

Proficiency check

- Revalidation of type rating
 Renewal of type rating
 Renewal/revalidation of IR(H) rating
 Renewal of proficiency check

Examiner: Check the following items

- If the IR(H) has not been revalidated/renewed within the preceding 7 years, the holder will be required to retake the IR(H) theoretical examination
- Advice of the previously failed or partially completed check flight.

PASSED <input type="checkbox"/>	PARTIALLY PASSED <input type="checkbox"/>	FAILED <input type="checkbox"/>
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- The applicant have passed the associated oral/written examination prior to flight.**

1 Flight information

<input type="checkbox"/> Pilot in Command	<input type="checkbox"/> Co-pilot
Type/Variant of Helicopter: <input type="text"/>	FSTD Type/AC Reg: <input type="text"/>
Time as PF: <input type="text"/>	FSTD Qualification Level: <input type="text"/>
Total time: <input type="text"/>	Time as PNF/PM: <input type="text"/>

Skill Test/Proficiency Check flown on AC:
BLT=Block time T/O= Take-off time LDG= Landing time

OFF BLT: <input type="text"/>	T/O: <input type="text"/>	LDG: <input type="text"/>	ON BLT: <input type="text"/>
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Type- and Class ratings:

Type rating revalidated until	<input type="text"/>
Instrument rating revalidated until	<input type="text"/>

JAR-FCL 2.245

(b) Type ratings, helicopter - Revalidation. For revalidation of type ratings, helicopter, the applicant shall complete:

- (1) a proficiency check in accordance with Appendix 1 to JAR - FCL 2.240 & 2.295 in the relevant type of helicopter within the three months immediately preceding the expiry date of the rating; **and**
- (2) at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The proficiency check may be counted towards the two hours.

- Rating validity restricted to Licence validity date

 Date of examination:

Signature of Examiner: _____

Attachments:

- Foreign examiner: Copy of Licence, Medical and Examiner Authorisation
- Foreign FS: Copy of STD approval certificate

Contents of the ATPL/type rating/skill test and proficiency check on multi-pilot helicopters

(See JAR-FCL 2.240 through 2.262 and 2.295)

[(See Appendix 1 to JAR-FCL 2.520 & 2.525)]

Guidance (For full details see JAR-FCL/PEL/TRG)

The following abbreviations are used to indicate the training equipment used:

H = Helicopter

FS = Flight Simulator

The items marked with an asterisk (*) 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.

Where the letter 'M' appears in the Skill Test/Proficiency Check form this will indicate a mandatory exercise.

A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course.

See AMC FCL 2.425 Standardisation arrangements for examiners

[5] An examiner should plan per working day not more than three test checks relating to PPL, CPL, IR or class rating, or more than two tests/checks related to FI, CPL/IR and ATPL or more than four tests/checks relating to type/rating.

[6] An examiner should plan at least three hours for a PPL, CPL, IR or class rating test/checks, and at least four hours for FI, CPL/IR, ATPL or type rating tests/checks, including pre-flight briefing and preparation, conduct of the test/check, de-briefing and evaluation of the applicant and documentation.

[7] An examiner should allow an applicant adequate time to prepare for a test/check, normally not more than one hour.

[8] An examiner should plan a test/check flight so that the flight time in an aeroplane or ground time in an approved synthetic training device is not less than:

- a. 90 minutes for PPL and CPL, including navigation section;
- b. 60 minutes for IR, FI and single pilot type/class rating; and
- c. 120 minutes for CPL/IR and ATPL.

FCAA interpretation:

Multi Pilot Aircraft Skill Test/Proficiency Check 120 min per pilot

		<i>Practical Training</i>				<i>Skill Test/ Proficiency Check</i>	
<i>Manoeuvres/Procedures (Including MCC)</i>		<i>Instructor's initials when training completed</i>				<i>Chkd. in</i>	<i>Examiner's initials when test/check passed</i>
		<i>FTD</i>	<i>FS</i>	<i>H</i>		<i>FTD, FS, H</i>	
SECTION 1 Pre-flight preparations and checks							
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection			P		M	
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 air traffic control instructions or on instructions of an instructor		P	---->		M	
1.5	Pre take-off procedures and checks	P	---->	---->		M	
SECTION 2 Flight manoeuvres and procedures							
2.1	Take-offs (various profiles)		P	---->		M	
2.2	Sloping ground take-offs & landings		P	---->			
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	---->	---->			
2.4. 1	Take off with simulated engine failure shortly before reaching TDP, or DPATO		P	---->		M	
2.4. 2	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 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments	P	---->	---->		M	
2.6	Autorotative descent	P	---->	---->		M	
2.6. 1	Autorotative landing or 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	

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		<i>FTD</i>	<i>FS</i>	<i>H</i>		<i>FS, H</i>	
SECTION 3 Normal and abnormal operations of the following systems and procedures:							
3	Normal and abnormal operations of the following systems and procedures:					M	(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- 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	Auxiliary power unit	P	---->	---->			
3.15	Radio, navigation equipment, instruments flight management system	P	---->	---->			
SECTION 4 Abnormal and emergency procedures							
4	Abnormal and emergency procedures					M	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, shut down and restart at a safe height	P	---->	---->			
4.4	Fuel dumping (simulated)	P	---->	---->			

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Manoeuvres/Procedures (Including MCC)		Instructor's initials when training completed				Chkd. in	Examiner's initials when test/check passed
		FTD	FS	H		FS, H	
4.5	Tail rotor control failure (if applicable)	P	---->	---->			
4.5.1	Tail rotor loss (if applicable)	P	---->	Helicopter shall not be used for this exercise			
4.6	Incapacitation of crew member	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)							
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	ILS-approaches down to CAT 1 decision height	P*	---->*	---->*			
5.4.1	Manually, without flight director	P*	---->*	---->*		M* (Skill test only)	
5.4.2	Manually, with flight director	P*	---->*	---->*			
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 the outer marker (OM) until touchdown or until completion of the missed approach procedure)	P*	---->*	---->*		M*	
5.5	Non-precision approach down to the minimum descent altitude MDA/H	P*	---->*	---->*		M*	
5.6	Go-around with all engines operating on reaching DA/DH 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/DH or MDA/MDH	P*				M*	

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		<i>FTD</i>	<i>FS</i>	<i>H</i>		<i>FS, H</i>	
5.7	IMC autorotation with power recovery	P*	---->*	---->*		M*	
5.8	Recovery from unusual attitudes	P*	---->*	---->*		M*	
SECTION 6 Use of Optional Equipment							
6	Use of optional equipment	P	---->	---->			

[Amdt.2, 01.11.02; Amdt.4, 01.08.06]

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