



# ILMAILUHALLINTO

LUFTFARTSFÖRVALTNINGEN  
FINNISH CIVIL AVIATION AUTHORITY

## REPORT FORM ATPL(H) / TR(H) MPH

Applicant's last name:		First name:	
Type of licence:		Number:	
State: <input type="checkbox"/> Fi		Signature of applicant:	
Skill test <input type="checkbox"/>	ATPL(H): <input type="checkbox"/>	Type rating as pilot in command <input type="checkbox"/>	
Proficiency check <input type="checkbox"/>	Multi-engine helicopter <input type="checkbox"/>	Type rating as co-pilot <input type="checkbox"/>	
<b>1</b>	<b>Theoretical training for the issue of a type rating performed during period</b> <i>Satisf. Completion acc. to req. Is certified below:</i>		
From:	To:	At:	
Mark obtained: %	(Pass mark 75%)	Type and number of licence:	
Signature of instructor:		Name in capital letters:	
<b>2</b>	<b>Flight simulator ( helicopter type )</b>		
Flight simulator manufacturer:	3 or more axes	Yes <input type="checkbox"/>	No <input type="checkbox"/> Ready for service and used <input type="checkbox"/>
Flight simulator operator:	Motion / system:		
Flight training time at the controls:	Visual aid:	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Instrument approaches at aerodromes to a decision altitude of:			
Location/date/time:		Signature of type rating instructor / examiner:	
Type and No of licence:		Name in capital letters:	
<b>3</b>	<b>Flight training</b>		
Type of helicopter:	Registration:	Flight time at the controls:	
Take-offs:	Landings:	Training aerodromes/sites ( T/O's, approaches and landings ):	
Location and date:		Signature of type rating instructor / examiner:	
Type and No of licence:		Name in capital letters:	
<b>4</b>	<b>Skill test / Proficiency check</b> <i>*delete as necessary</i>	<b>Partial pass*</b>	<b>Passed*</b>
<i>Failed*</i>			
<i>Note for examiners ! If the check flight fails the cause is notifiable.</i>			
	1. flight	2. flight	
FS/(H) type	<input type="text"/>	<input type="text"/>	Off block
Reg. OH -	<input type="text"/>	<input type="text"/>	T/O ( first )
Landings ea.	<input type="text"/>	<input type="text"/>	T/D ( last )
Aerodrome	<input type="text"/>	<input type="text"/>	On block
			Air time
			Flt time
Enroute-part of the check flight:			
<input type="checkbox"/> The need of further training. <i>Details on page 2.</i>		RMK by instr. Applicants rating valid until	
<input type="checkbox"/> Uncomplete items of check flight. <i>Details on page 2.</i>			
<input type="checkbox"/> Applicant must necessarily contact to Civil Aviation Authority, caused by the fail of re-test / re- check.			
Location and date:		Type and No of licence:	
Signature of authorised examiner:		Name in capital letters:	



<b>5</b>	<b>Notes: E.g. Before check flight renewal.</b>
<input type="checkbox"/> The need of further training.	
<input type="checkbox"/> Items not completed shall be tested in a further flight.	

<b>6</b>	<b>Presentation of training records: Requirement TRG M1-5 regarding to applicant.</b>
<input type="checkbox"/> Recommendation for the test by the organisation / person responsible for the training.	
<input type="checkbox"/> Advice of the skills attained for licence / ratings. From the organisation / person responsible for the training	
<input type="checkbox"/> The applicant shall have passed the associated theoretical knowledge examination.	
<input type="checkbox"/> Certificate of the passed associated theoretical knowledge examination of the Civil Aviation Authority. Presentable	
<input type="checkbox"/> Clarification of sufficient experience for the licence / rating.	
<input type="checkbox"/> Training records ( as needed ).	
<input type="checkbox"/> Advice of the previously failed or partially completed check flight.	

**REPORT FORM ATPL(H) / TR(H) , MPH**

Item	Manoeuvres / Procedures ( including MCC )	M for mandatory	Checked in H / FS	Examiner's initials when test/check passed
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**SECTION 1**

**PRE-FLIGHT PREPARATIONS AND CHECKS**

1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection.	M		
1.2	Cockpit inspection.	M		
1.3	Prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.	M		
1.4	Taxiing/air taxiing in compliance with air traffic control instructions or on instructions of a instructor.	M		
1.5	Pre take off procedures.	M		

**SECTION 2**

**TAKE-OFFS**

2.1	Take-offs (various profiles).			
2.2	Cross wind take-off (if practicable).			
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)			
2.4	<b>Take-offs with simulated. engine failure:</b>			
2.4.1	shortly before reaching TDP, or DPATO	M		
2.4.2	shortly after reaching TDP, or DPATO	M*		



**SECTION 3**  
**FLIGHT MANOUVRES AND PROCEDURES**

3.1	Turns.			
3.2	Landings, various profiles			
3.2.1	Go around or landing following simulated engine failure before LDP or DPBL	M		
3.2.2	Landing following simulated engine failure after LDP or DPBL			
<b>3.3</b>	<b>Normal and abnormal operations of the following systems and procedures:</b>			<b>M</b>
A mandatory minimum of 3 items shall be selected from 3.3.1–3.3.17 inclusive)				
3.3.1	Engine			
3.3.2	Air conditioning (heating, ventilation)			
3.3.3	Pitot/static system.			
3.3.4	Fuel System			
3.3.5	Electrical system			
3.3.6	Hydraulic system			
3.3.7	Flight control and Trim-system.			
3.3.8	Anti- and de-icing system.			
3.3.9	Autopilot/Flight director.			
3.3.10	Stability augmentation devices.			
3.3.11	Weather radar, radio altimeter, transponder.			
3.3.12	Area Navigation System.			
3.3.13	Landing gear system.			
3.3.14	Tail rotor control failure (if applicable).			



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3.3.15	Tail rotor loss (if applicable)			
3.3.16	Auxiliary power unit.			
3.3.17	Radio, navigation equipment, instruments flight management system.			
3.4	<b>Abnormal and emergency procedures</b>		M	
<b>A mandatory minimum of 3 items shall be selected from 3.4.1 to 3.5 inclusive.</b>				
3.4.1	Fire drills (including evacuation if applicable).			
3.4.2	Smoke control and removal.			
3.4.3	Engine failures, shut down and restart at a safe height.			
3.4.4	Fuel dumping (simulated).			
3.4.5	Autorotation descent.		M	
3.4.6	Autorotative landing or power recovery.			
3.4.7	Incapacitation of crew member.			
3.4.8	Other emergency procedures as outlined in the appropriate Flight Manual.			
3.5	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments if equipped			



**SECTION 4  
INSTRUMENT FLIGHT PROSEDURES**

To be performed in IMC or simulated IMC.

4.1	Instrument take-off : transition to instrument flight is required as soon possible after becoming airborne.			
4.2	Adherence to departure and arrival routes and ATC Instructions.	M*		
4.3	Holding procedures			
4.4	<b>ILS-approaches down to CAT 1 decision height.</b>			
4.4.1	Manually, without flight director.	M*		
4.4.2	Manually, with flight director.			
4.4.3	With coupled autopilot.			
4.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown, or through the complete missed approach procedure).	M*		
4.5	Non-precision approach down to the minimum descent altitude MDA/H.	M*		
4.6	<i>INTENTIONALLY LEFT BLANK</i>			
4.7	<b>Missed Approach Procedures.</b>			
4.7.1	Go-around with all engines operating on reaching decision height/MDA.			
4.7.2	Other missed approach procedures.			
4.7.3	Go-around with one engine simulated inoperative on reaching decision height/MDA.	M*		
4.7.4	IMC autorotation with power recovery.	M*		

**SECTION 5  
USE OF OPTIONAL EQUIPMENT**

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## FLIGHT TEST TOLERANCE

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 co-ordination and incapacitation procedures, if applicable; and
- communicate effectively with the other crew members, if applicable.

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

Height	Generally	±100 feet
	Starting a go-around at decision height	+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	all engines operating	± 5°
	with simulated engine failure	± 10°
Speed	all engines operating	± 5 knots
	with simulated engine failure	+10 knots/ -5 knots
Ground drift	T.O. hover I.G.E.	±3 feet
	landing	±2 feet (with 0 feet rearward or lateral flight)

At the discretion of the examiner any manoeuvre or procedure of the test/check may be repeated once by the applicant.

Training during test / check is prohibited. See Finnish National regulation TRG M1-5 ( 6.1 ).

An applicant shall pass all sections of the skill test/proficiency check. Failure in more than 5 items will require the applicant to take the entire test/check again. An applicant failing not more than 5 items shall take the failed section again. Failure in any item of the re-test/re-check and failure in any other items already passed, will require the applicant to take the entire test/check again.

Failure in more than 2 sections will require the applicant to take the entire test/check again.

**SPECIAL REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR A MULTI-PILOT HELICOPTER TYPE RATING AND FOR THE SKILL TEST REQUIRED FOR THE ATPL(H)**  
**JAR-FCL 2.240 & 2.295, appendix 1.**