

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)

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 I have not* Signed the Certificate of Revalidation (* if not signed SRG 1173 required).

4. ENGLISH LANGUAGE PROFICIENCY - UK EXAMINERS ONLY

I have assessed the ICAO English Language Proficiency of the applicant a Level 6. Yes No* Not Assessed (*
 I have advised him/her to complete SRG 1199 and be assessed by an appropriate organisation, see CAP 804, Section 4, Part M)
 (assessment is not required if applicant holds level 6)

5. 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 contained in version..... of the Examiner Differences document

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

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

Applicant's details Name:			
CAA Ref No:	1. A/C Type/Reg:	FLT Time:	Date:
	2. A/C Type/Reg:	FLT Time:	Date:

Use of checklist, airmanship, control of helicopter by external references, anti-icing procedures, etc. apply in all sections.

Manoeuvres and Procedures		Pass/ Fail	Manoeuvres and Procedures		Pass/ Fail
M (Mandatory)			M (Mandatory)		
Section 1 Pre-Flight Checks and Procedures			Section 4 Abnormal and emergency procedures (mandatory minimum of 3 items from this section) (continued)		
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection	M	4.3	Engine failures, shut down and restart at a safe height	
1.2	Cockpit inspection	M	4.4	Fuel dumping (simulated)	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	M	4.5	Tail rotor control failure (if applicable)	
1.4	Taxiing/air taxiing in compliance with ATC/ instructor instructions	M	4.5.1	Tail rotor loss (if applicable)	
1.5	Pre take-off procedures and checks	M	4.6	Incapacitation of crew member (MPH only)	
Section 2 Flight Manoeuvres and Procedures			4.7	Transmission malfunctions	
2.1	Take-offs (various profiles)	M	4.8	Other emergency procedures as outlined in the appropriate Flight Manual (FM)	
2.2	Sloping ground or crosswind take-offs and landings		Section 5 Instrument Flight Procedures (Performed in actual or simulated IMC)		
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	
2.4	Take-off with simulated engine failure shortly before reaching TDP, or DPATO	M (ME)	5.1.1	Simulated engine failure during departure	M
2.4.1	Take-off with simulated engine failure shortly after reaching TDP, or DPATO	M (ME)	5.2	Adherence to departure and arrival routes and ATC instructions	M
2.5	Climbing and descending turns to specified headings	M	5.3	Holding procedures	
2.5.1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments (if not completing Section 5)	M	5.4	3D operations to DH/A	
2.5.1			5.4.1	Manually, with or without flight director	M
2.6	Autorotative descent	M	5.4.3	With coupled autopilot	
2.6.1	Autorotative landing (SEH only) or power recovery	M	5.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing 1000 feet AAL until touchdown or until completion of the missed approach procedure)	M
2.7	Landings (Various Profiles)	M	5.5	2D operations to MDA/MDH	M
2.7.1	Go-around or landing following simulated engine failure before LDP of DPBL	M (ME)	5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	
2.7.2	Landing following simulated engine failure after LDP or DPBL	M (ME)	5.6.1	Other missed approach procedures	
Section 3 Normal and abnormal operations of the following systems and procedures: (mandatory minimum of 3 items from section)			5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	M
3.1	Engine		5.7	IMC autorotation with power recovery	M
3.2	Air conditioning (heating, ventilation)		5.8	Recoveries from unusual attitudes	M
3.3	Pitot/static system		Section 6 Use of Optional Equipment		
3.4	Fuel System		6.1	Optional equipment	
3.5	Electrical system		Section 7 Oral TK for SE Type Rating Skills Test		
3.6	Hydraulic system		7.1	Weight limitations/MAUM/MTOW	
3.7	Flight control and Trim system		7.2	Vne/Vno/Vy	
3.8	Anti-icing and de-icing system		7.3	Power limitations	
3.9	Autopilot/Flight Director		7.4	Sloping ground limitations	
3.10	Stability augmentation devices		7.5	Avoid curve parameters	
3.11	Weather radar, radio altimeter, transponder		7.6	Starter/Start limitations	
3.12	Area Navigation System		7.7	Fuel capacity/consumption/endurance	
3.13	Landing gear system		7.8	Autorotation speeds	
3.14	Auxiliary power unit		7.9	RRPM limits (power on/power off)	
3.15	Radio, navigation equipment, instruments flight management system		7.10	Wind limitations/critical wind azimuth areas	
Section 4 Abnormal and emergency procedures (mandatory minimum of 3 items from this section)			7.11	Other limitations from the appropriate Flight Manual	
4.1	Fire drills (including evacuation if applicable)				
4.2	Smoke control and removal				