

Autoritatea Aeronautică Civilă Română



Operator de date cu caracter personal înregistrat la ANSPDCP cu nr. 20425

Anexa 40. CPN-T-CPL(H)-EN

AACR Nr. _____ / _____

CPL(H) SKILL TEST

Applicant's NAME and SURNAME _____

SIGNATURE _____

1	<i>Details of the flight</i>		
	<i>Helicopter type</i>		<i>Departure aerodrome</i>
	<i>Registration</i>		<i>Destination aerodrome:</i>
	<i>Rotor start</i>		<i>Rotor Stop</i>
	<i>Flight Time:</i>		<i>Landings:</i>
2	<i>Result of Test</i>		
	<i>Passed</i>	<i>Failed</i>	<i>Partial pass</i>
3	<i>Remarks</i>		
	<i>Location and date:</i>		<i>Type and number of FE's licence:</i>
	<i>Signature of FE:</i>		<i>Name of FE, in capitals:</i>

CONDUCT OF THE TEST

1. The helicopter used for the skill test shall meet the requirements for training helicopters.
2. 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.**
3. Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

FLIGHT TEST TOLERANCES

Height	normal flight	±100 feet
	simulated major emergency	±150 feet
Tracking on radio aids		±10°
Heading	normal flight	±10°
	simulated major emergency	±15°
Speed	take-off and approach multi-engine	±5 knots
	all other flight regimes	±10 knots
Ground drift	T.O. hover I.G.E.	±3 feet
	landing no sideways or backwards movement	

P	Pass	R	Pass after repeat	F	Fail	N/A	Non-applicable	/	Not done	
1							2	3	4	
PROCEDURES							FS	A	Examiners signature	
SECTION 1 SECTION 1 PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES										
a	Helicopter knowledge, (e.g. technical log, fuel, mass and balance, performance), Flight Planning, NOTAMS, Weather						X			
b	Pre-flight inspection/action, location of parts and purpose						X			
c	Cockpit inspection, Starting procedure						X			
d	Communication and navigation equipment checks, selecting and setting frequencies						X			
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance						X			
f	Parking, Shutdown and Post-flight procedure						X			
SECTION 2 SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS										
a	Take-off and landing (lift off and touch down)						X			
b	Taxi, hover taxi						X			
c	Stationary hover with head/cross/tail wind						X			
d	Stationary hover turns, 360° left and right (spot turns)						X			
e	Forward, sideways and backwards hover manoeuvring						X			
f	Simulated engine failure from the hover						X			
g	Quick stops into and downwind						X			
h	Sloping ground/unprepared sites landings and take-offs						X			
i	Take-offs (various profiles)									
j	Crosswind, downwind take-off (if practicable)									
k	Take-off at maximum take-off mass (actual or simulated)									
l	Approaches (various profiles)									
m	Limited power take-off and landing									
n	Autorotations, (FE to select two items from - Basic, range, low speed, and 360° turns)									
o	Autorotative landing									
p	Practice forced landing with power recovery									
q	Power checks, reconnaissance technique, approach and departure technique									
SECTION 3 NAVIGATION - EN ROUTE PROCEDURES										
a	Navigation and orientation at various altitudes/heights, map reading						X			
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting						X			
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and reestablishment of correct track, instrument monitoring						X			
d	Observation of weather conditions, diversion planning						X			
e	Tracking, positioning (NDB and/or VOR), identification of facilities						X			
f	ATC liaison and observance of regulations, etc.						X			
SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES										
a	Level flight, control of heading, altitude/height and speed						X			
b	Rate 1 level turns onto specified headings, 180° to 360° left and right						X			

c	Climbing and descending, including turns at rate 1 onto specified headings	X		
d	Recovery from unusual attitudes	X		
e	Turns with 30° bank, turning up to 90° left and right			
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE) Note (1) Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test. Note (2) The FE shall select 4 items from the following:				
a	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate			
b	Fuel system malfunction			
c	Electrical system malfunction			
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable			
e	Main rotor and/or anti-torque system malfunction (flight simulator or discussion only)			
f	Fire drills, including smoke control and removal, as applicable			
g	Other abnormal and Emergency procedures as outlined in appropriate flight manual and with reference to Appendix 3 to JAR-FCL 2.240, sections 7 and 8, including for multi-engine helicopters: - Simulated engine failure at take-off: - rejected take-off at or before TDP or safe forced landing at or before DPATO - shortly after TDP or DPATO - Landing with simulated engine failure: - landing or go-around following engine failure before LDP or DPBL - following engine failure after LDP or safe forced landing after DPBL			

I hereby confirm receiving the relevant information from the applicant regarding his/her experience and instruction, and found the applicant being eligible, in accordance with FCL.1030 (b)(3)(i), for the conduct of the requested skill test or proficiency check.

ADDITIONAL DECLARATION FOR NON-ROMANIAN EXAMINERS:

- in accordance with FCL.1030(b)(3)(iv) -

I hereby declare that I,, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version of the **Examiner Differences Document** published by EASA.

Signature of examiner:		Date:	
Name of examiner, in capitals:			

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