

Autoritatea Aeronautică Civilă Română



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

Anexa 51. CPN-T-TR SPH SE/ME-EN

AACR Nr. _____ / _____

TYPE RATING/TRAINING/SKILL TEST AND PROFICIENCY CHECK FOR SE AND ME SPH INCLUDING PROFICIENCY CHECKS FOR THE IR (H)

Please complete the form in block capitals using blue ink.

Applicant Name and Surname:			
Licence no.		Validity	
1	Details of the flight		
Helicopter type		Departure aerodrome	
Registration		Destination aerodrome:	
Rotor start		Rotor Stop	
Flight Time:		Landings:	
2	Result of Test		
Passed		Failed	Partial pass
3	Practical training data		
From:	To:	Location:	A/c : PF:
Name Head of Training		Head of Training Signature	
4	Remarks		
Location and date:		Type and number of FE's licence:	
Signature of FE:		Name of FE, in capitals:	

Notes:

- 1 The following abbreviations are used to indicate the training equipment used:
 FS = Flight Simulator
 FTD = Flight Training Device
 H = Helicopter
- 2 The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.
- 3 Pass section 5 of the proficiency check either for revalidation or renewal of IT rating.
- 4 For SPH - pass sections 1 to 4 and 6 (as applicable) of the skill test/proficiency check.
- 5 Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise.
- 6 **Duration of test, minimum 60 minutes.**
- 7 Limitations

IFR	VFR
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: normal operations ± 5° abnormal operations/emergencies ± 10° Speed: generally ± 10 knots with simulated engine failure +10 knots/-5 knots	Height: generally ± 100 feet Heading: normal operations ± 5° abnormal operations/emergencies ± 10° Speed: generally ± 10 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)

P pass **R** Pass after repeat **F** fail **N/A** Not applicable **/** Not performed.

Manoeuvres/Procedures	Practical Training				Instructor's initials when training completed	Proficiency check		
				Type rating		Skill Test		
	FTD	FS	H	Check no.1 in FS / H		Check no2 in FS / H	Examiner's initials when test/check passed	
1	2	3	4	5	12	13	14	
SECTION 1 Pre-flight preparation and checks								
M1.1 Helicopter exterior visual inspection; location of each item and purpose of inspection..			P					
M1.2 Cockpit inspection.		P	P					
M1.3 Prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	P	P					
M1.4 Taxiing/air taxiing in compliance with air traffic control instructions or on instructions of an instructor		P	P					
M1.5 Pre take-off procedures	P	P	P					
SECTION 2 Flight manoeuvres and procedures								
M 2.1 Take-offs (various profiles)		P	P					
2.2. Sloping ground take-offs & landings		P	P					
2.3 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	P	P					
M 2.4.1 Take off with simulated engine failure shortly before reaching TDP, or DPATO		P	P					
M2.4.2 Take off with simulated engine failure shortly after reaching TDP, or DPATO		P	P					
M 2.5 Climbing and descending turns to specified headings	P	P	P					
M 2.5.1. Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments	P	P	P					
M 2.6 Autorotative descents	P	P	P					
M 2.6.1 Autorotative landing or power recovery		P	P					
M 2.7 Landings various profiles		P	P					
M 2.7.1 Go around or landing following simulated engine failure before LDP or DPBL		P	P					
M 2.7.2 Landing following simulated engine failure after LDP or DPBL		P	P					
SECTION 3 Normal and abnormal operations of the following systems and procedures:								
3. Normal and abnormal operations of the following systems and procedures:							(A mandatory minimum of 3 items shall be selected from this section)	
3.1 Engine	P	P	P					

1	2	3	4	5	12	13	14
3.2 Air conditioning (heating, ventilation)	P	P	P				
3.3 Pitot/static system	P	P	P				
3.4 Fuel System	P	P	P				
3.5 Electrical system	P	P	P				
3.6 Hydraulic system	P	P	P				
3.7 Flight control and Trim-system	P	P	P				
3.8 Anti- and de-icing system	P	P	P				
3.9 Autopilot/Flight director	P	P	P				
3.10 Stability augmentation devices	P	P	P				
3.11 Weather radar, radio altimeter, transponder	P	P	P				
3.12 Area Navigation System	P	P	P				
3.13 Landing gear system	P	P	P				
3.14 APU	P	P	P				
3.15 Radio, navigation equipment, instruments flight management system	P	P	P				
SECTION 4 Abnormal and emergency procedures							
M 4 Abnormal and emergency procedures							A mandatory minimum of 3 items shall be selected from this section
4.1 Fire drills (including evacuation if applicable)	P	P					
4.2 Smoke control and removal	P	P					
4.3 Engine failures, shut down and restart at a safe height	P	P					
4.4 Fuel dumping (simulated)	P	P					
4.5 Tail rotor control failure (<i>if applicable</i>)	P	P					
4.5.1 Tail rotor loss (<i>if applicable</i>)	P	P	Helicopter shall not be used for this exercise				
4.6 Transmission malfunction	P	P	P				
4.7 Other emergency procedures as outlined in the appropriate Flight Manual	P	P	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	P	P				
*M 5.1.1 Simulated engine failure during departure	P	P	P				
*M 5.2 Adherence to departure and arrival routes and ATC instructions	P	P	P				
* 5.3 Holding Procedures	P	P	P				
* 5.4 ILS-approaches down to CAT 1	P	P	P				

1	2	3	4	5	12	13	14
decision height							
* M 5.4.1 Manually, without flight director	P	P	P		M, skill test only		
*5.4.2 Manually, with flight director	P	P	P				
*5.4.3 With coupled autopilot	P	P	P				
* M 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	P	P				
* M 5.5 Non-precision approach down to the minimum descent altitude MDA/H	P	P	P				
*5.6 Go-around with all engines operating on reaching DA/DH or MDA/MDH	P	P	P				
*5.6.1 Other missed approach procedures	P	P	P				
* M 5.6.2 Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P	P	P				
* M 5.7 IMC autorotation with power recovery	P	P	P				
* M 5. Recovery from unusual attitudes	P	P	P				
SECTION 6 Use of Optional equipment							
6 Use of optional equipment	P	P	P				
Final result							
Instructors signature /Date of test							
EXAMINER <i>Name/surname</i>	Signature				No. authorisation		