

**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	<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>Practical training data</i>		
<i>From:</i>	<i>To:</i>	<i>Location:</i>	<i>A/c : PF:</i>
<i>Name Head of Training</i>		<i>Head of Training Signature</i>	
4	<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>	

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 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 $\pm 5^\circ$ Precision approach half scale deflection, azimuth and glide path Heading: normal operations $\pm 5^\circ$ abnormal operations/emergencies $\pm 10^\circ$ Speed: generally ± 10 knots with simulated engine failure +10 knots/-5 knots	Height: generally ± 100 feet Heading: normal operations $\pm 5^\circ$ abnormal operations/emergencies $\pm 10^\circ$ 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)

8. 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 items again. Failure in any item of the re-test/re-check or failure in any other items already passed will require the applicant to take the entire test/check again. All sections of the skill test/proficiency check shall be completed within six months..

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		
	Skill Test			Check no.1 in FS / H		Check no2 in FS / H	Examiner's initials when test/check passed	
	FTD	FS	H					
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					
3.2 Air conditioning (heating, ventilation)	P	P	P					

1	2	3	4	5	12	13	14
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 decision height	P	P	P				
* M 5.4.1 Manually, without flight director	P	P	P		M, skill test		

1	2	3	4	5	12	13	14
					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 Name/surname	Signature				No. authorisation		