

PAC-FCL Partea 3 - Anexa 53. FCL-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 Family name and First name			
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 :</i>	<i>PF:</i>
<i>Name Head of Training</i>		<i>Head of Training Signature</i>	
4	<i>Remarks</i>		

A. SPECIFIC REQUIREMENTS (Appendix 9 – PART FCL)

- In case of skill test or proficiency check for type ratings and the ATPL the applicant shall pass sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require the applicant to take the entire test or check again. An applicant failing not more than five items shall take the failed items again. Failure in any item of the re-test or re- check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.
- In case of proficiency check for an IR the applicant shall pass section 5 of the proficiency check. Failure in more than three items will require the applicant to take the entire section 5 again. An applicant failing not more than three items shall take the failed items again. Failure in any item of the re-check or failure in any other items of section 5 already passed will require the applicant to take the entire check again.

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

2. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

(a) IFR flight limits

Height:	
Generally	± 100 feet
Starting a go-around at decision height/altitude	+ 50 feet/– 0 feet
Minimum descent height/MAP /altitude	+ 50 feet/– 0 feet
Tracking:	
On radio aids	± 5°
3D “angular” deviations	Half scale deflection, azimuth and

(b) VFR flight limits

Height:	
generally	± 100 feet
Heading:	
Normal operations	± 5°
Abnormal operations/emergencies	± 10°
Speed:	
Generally	± 10 knots
With simulated engine failure	+ 10 knots/– 5 knots

glide path (e.g. LPV, ILS, MLS, GLS)
 2D (LNAV) and 3D (LNAV/VNAV) "linear" lateral deviations cross-track error/deviation shall normally be limited to $\pm \frac{1}{2}$ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.

3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV) not more than -75 feet below the vertical profile at any time, and not more than +75 feet above the vertical profile at or below 1 000 feet above aerodrome level.

Ground drift:

T.O. hover I.G.E.

± 3 feet

Landing

± 2 feet (with 0 feet rearward or lateral flight)

Heading:

all engines operating $\pm 5^\circ$

with simulated engine failure $\pm 10^\circ$

Speed:

generally ± 10 knots

with simulated engine failure $+ 10$ knots/ $- 5$ knots

C. CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK GENERAL

1. The following symbols mean:

P = Trained as PIC for the issue of a type rating for SPH or trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating for MPH.

2. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (\rightarrow).

The following abbreviations are used to indicate the training equipment used:

FFS = Full Flight Simulator

FTD = Flight Training Device

H = Helicopter

3. 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.

4. Instrument flight procedures (section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or FTD 2/3 may be used for this purpose.

5. Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

6. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:

(i) the qualification of the FSTD as set out in the relevant requirements of Part-ARA and Part-ORA;

(ii) the qualifications of the instructor and examiner;

(iii) the amount of FSTD training provided on the course;

(iv) the qualifications and previous experience in similar types of the pilot under training; and

(v) the amount of supervised flying experience provided after the issue of the new type rating.

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
SECTION 1 – Preflight preparations and checks						
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection		P		M (if performed in the helicopter)	
1.2	Cockpit inspection	P	---->		M	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	---->		M	
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	P	---->		M	
1.5	Pre-take-off procedures and checks	P	---->		M	
SECTION 2 – Flight manoeuvres and procedures						
2.1	Take-offs (various profiles)	P	---->		M	
2.2	Sloping ground or crosswind take-	P	---->			

	offs & landings					
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	---->			
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	P	---->		M	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	---->		M	
2.5	Climbing and descending turns to specified headings	P	---->		M	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	---->		M	
2.6	Autorotative descent	P	---->		M	
2.6.1	For single-engine helicopters (SEH) autorotative landing or for multi-engine helicopters (MEH) power recovery	P	---->		M	
2.7	Landings, various profiles	P	---->		M	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P	---->		M	
2.7.2	Landing following simulated engine failure after LDP or DPBL	P	---->		M	
SECTION 3 – Normal and abnormal operations of the following systems and procedures						
3	Normal and abnormal operations of the following systems and procedures:				M	A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	---->			
3.2	Air conditioning (heating, ventilation)	P	---->			
3.3	Pitot/static system	P	---->			
3.4	Fuel System	P	---->			
3.5	Electrical system	P	---->			
3.6	Hydraulic system	P	---->			
3.7	Flight control and trim system	P	---->			
3.8	Anti-icing and de-icing system	P	---->			
3.9	Autopilot/Flight director	P	---->			
3.10	Stability augmentation devices	P	---->			
3.11	Weather radar, radio altimeter, transponder	P	---->			
3.12	Area navigation system	P	---->			
3.13	Landing gear system	P	---->			
3.14	APU	P	---->			
3.15	Radio, navigation equipment, instruments and FMS	P	---->			
SECTION 4 – Abnormal and emergency procedures						
4	Abnormal and emergency procedures				M	A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills (including evacuation if	P	---->			

	applicable)					
4.2	Smoke control and removal	P	---->			
4.3	Engine failures, shutdown and restart at a safe height	P	---->			
4.4	Fuel dumping (simulated)	P	---->			
4.5	Tail rotor control failure (if applicable)	P	---->			
4.5.1	Tail rotor loss (if applicable)	P	A helicopter shall not be used for this exercise			
4.6	Incapacitation of crew member – MPH only	P	---->			
4.7	Transmission malfunctions	P	---->			
4.8	Other emergency procedures as outlined in the appropriate flight manual	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*	---->*			
5.1.1	Simulated engine failure during departure	P*	---->*		M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*		M*	
5.3	Holding procedures	P*	---->*			
5.4	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	P*	---->*			
5.4.1	Manually, without flight director.	P*	---->*		M*	
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taken into account such limitations (for example, choose an ILS for 5.4.1 in the case of such AFM limitation).						
5.4.2	Manually, with flight director	P*	---->*		M*	
5.4.3	With coupled autopilot	P*	---->*		M*	
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*	---->*		M*	
5.5	2D operations down to the MDA/H	P*	---->*		M*	
5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH					
5.6.1	Other missed approach procedures					
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	P*	---->*		M*	
5.7	IMC autorotation with power recovery	P*	---->*		M*	
5.8	Recovery from unusual attitudes	P*	---->*		M*	
SECTION 6 – Use of optional equipment						
6	Use of optional equipment	P*	---->*			

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:	
Family name and First name of examiner, in capitals:			