

Skill Test or Proficiency Check for ATPL/CPL and Type/Instrument Ratings (Helicopter)

Test Summary from Examiner

APPLICANT DETAILS					
Applicant's Name			Applicant's Flight Crew License No.(as applicable)		
Employed by (Operator's Name)					
TEST DETAILS					
Aircraft Type Tested			Applicant's Function Assigned in Test <input type="checkbox"/> Pilot-In-Command / <input type="checkbox"/> Co-pilot		
1) Skill Test for: <input type="checkbox"/> Flight Crew License (<input type="checkbox"/> CPL(H) / <input type="checkbox"/> ATPL(H)) <input type="checkbox"/> Type Rating <input type="checkbox"/> Instrument Rating <input type="checkbox"/> Removal of Co-Pilot Restriction			2) Proficiency Check for: <input type="checkbox"/> Type Rating (Latest C of T Exp: _____) <input type="checkbox"/> Instrument Rating (Latest C of T Exp: _____) Current License Expiry: _____		
Note: A test/check is normal completed in one flight/session. If due to unforeseen circumstances considered acceptable by the Examiner (e.g. adverse weather conditions, simulator malfunctions affecting the conduct of the test), the test/check may be terminated and continue in a second flight/session.					
Pt 1	Conducted in <input type="checkbox"/> Aircraft / <input type="checkbox"/> Simulator	Registration No.	Start Time	Finish Time	Date of Test Completed
Pt 2	Conducted in <input type="checkbox"/> Aircraft / <input type="checkbox"/> Simulator	Registration No.	Start Time	Finish Time	Date of Test Completed
Test Result <input type="checkbox"/> PASS <input type="checkbox"/> FAIL (must state reason(s) on "Remarks" section)			Applicant's Declaration <i>With this signature, I declare that I have been informed of the result of the Test.</i>		
Remarks / Reason(s) of Failure (as applicable)					
EXAMINER DETAILS					
Examiner's Name			Examiner's Authorization Number		
Examiner's Signature and Date					

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Test Result <input type="checkbox"/> Agree with no further comment <input type="checkbox"/> Disagree (state reason in "Comment" section)	Comment
Test Result Reviewed by	Licensing Assessor's Signature and Date

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<i>Applicant's Name:</i>	<i>Examiner's Name:</i>	<i>Date Test Completed</i>
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Comment (refer to last page if further space for comment is needed)

Test performed: <input type="checkbox"/> only in FFS / <input type="checkbox"/> only in A/C / <input type="checkbox"/> in FFS except item(s) stated otherwise / <input type="checkbox"/> in A/C except item(s) stated otherwise				
Manoeuvres/Procedures	Test/Check in FFS or A/C	Result (Circle applicable)	Repeated (✓ if yes)	Examiners Initial
SECTION 1 – Pre-flight preparation and checks				
1.1 Helicopter exterior visual inspection; location of each item and purpose of inspection	M (if performed in the helicopter)	PASS / FAIL		
1.2 Cockpit inspection	M	PASS / FAIL		
1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	M	PASS / FAIL		
1.4 Taxiing/air taxiing in compliance with air traffic control instructions	M	PASS / FAIL		
1.5 Pre-take-off procedures and checks	M	PASS / FAIL		
SECTION 2 – Flight manoeuvres and procedures				
2.1 Take-offs (various profiles)	M	PASS / FAIL		
2.2 Sloping ground or crosswind take-offs & landings		PASS / FAIL		
2.3 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		PASS / FAIL		
2.4 Take-off with simulated engine failure shortly before reaching TDP or DPATO	M	PASS / FAIL		
2.4.1 Take-off with simulated engine failure shortly after reaching TDP or DPATO	M	PASS / FAIL		
2.5 Climbing and descending turns to specified headings	M	PASS / FAIL		
2.5.1 Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	M	PASS / FAIL		
2.6 Autorotative descent	M	PASS / FAIL		
2.6.1 Autorotative landing (SEH only) or power recovery	M	PASS / FAIL		
2.7 Landings, various profiles	M	PASS / FAIL		
2.7.1 Go-around or landing following simulated engine failure before LDP or DPBL	M	PASS / FAIL		
2.7.2 Landing following simulated engine failure after LDP or DPBL	M	PASS / FAIL		

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Manoeuvres/Procedures	Test/Check in FFS or A/C	Result (Circle applicable)	Repeated (✓ if yes)	Examiners initial
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 three items shall be selected from this section			
3.1 Engine		PASS / FAIL		
3.2 Air conditioning (heating, ventilation)		PASS / FAIL		
3.3 Pitot/static system		PASS / FAIL		
3.4 Fuel system		PASS / FAIL		
3.5 Electrical system		PASS / FAIL		
3.6 Hydraulic system		PASS / FAIL		
3.7 Flight control and Trim system		PASS / FAIL		
3.8 Anti-icing and de-icing system (if applicable)		PASS / FAIL		
3.9 Autopilot/Flight director		PASS / FAIL		
3.10 Stability augmentation devices		PASS / FAIL		
3.11 Weather radar, radio altimeter, transponder		PASS / FAIL		
3.12 Area Navigation system		PASS / FAIL		
3.13 Landing gear system		PASS / FAIL		
3.14 Auxiliary power unit (if applicable)		PASS / FAIL		
3.15 Radio, navigation equipment, instruments flight management system		PASS / FAIL		
SECTION 4 – Abnormal and emergency procedures				
4. Abnormal and emergency procedures	M A mandatory minimum of three items shall be selected from this section			
4.1 Fire drills (including evacuation if applicable)		PASS / FAIL		
4.2 Smoke control and removal		PASS / FAIL		
4.3 Engine failures, shutdown and restart at a safe height		PASS / FAIL		
4.4 Fuel dumping (simulated) (if applicable)		PASS / FAIL		
4.5 Tail rotor control failure (if applicable)		PASS / FAIL		
4.5.1 Tail rotor loss (if applicable)		PASS / FAIL		
4.6 Incapacitation of crew member – MPH only		PASS / FAIL		
4.7 Transmission malfunctions		PASS / FAIL		
4.8 Other emergency procedures as outlined in the appropriate Flight Manual		PASS / FAIL		

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Manoeuvres/Procedures	Test/Check in FFS or A/C	Result (Circle applicable)	Repeated (✓ if yes)	Examiners initial
SECTION 5 – Instrument flight procedures				
5.1 Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne		PASS / FAIL		
5.1.1 Simulated engine failure during departure	M*	PASS / FAIL		
5.2 Adherence to departure and arrival routes and ATC instructions	M*	PASS / FAIL		
5.3 Holding procedures		PASS / FAIL		
5.4 ILS approaches down to CAT I decision height		PASS / FAIL		
5.4.1 Manually, without flight director	M*	PASS / FAIL		
5.4.2 Precision approach manually, with or without flight director	M*	PASS / FAIL		
5.4.3 With coupled autopilot		PASS / FAIL		
5.4.4 Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing outer marker (OM) until touchdown or until completion of the missed approach procedure)	M*	PASS / FAIL		
5.5 Non-precision approach down to the minimum descent altitude MDA/H	M*	PASS / FAIL		
5.6 Go-around with all engines operating on reaching DA/H or MDA/H		PASS / FAIL		
5.6.1 Other missed approach procedures		PASS / FAIL		
5.6.2 Go-around with one engine simulated inoperative on reaching DA/H or MDA/H	M*	PASS / FAIL		
5.7 IMC autorotation with power recovery	M*	PASS / FAIL		
5.8 Recovery from unusual attitudes	M*	PASS / FAIL		
SECTION 6 – Use of optional equipment				
6. Use of optional equipment		PASS / FAIL		
SECTION 7 – Additional section from operator				
This test has included additional test section(s) / items incorporated by the operator?		<input type="checkbox"/> YES / <input type="checkbox"/> NO <small>Note: If “YES”, please attached additional details</small>		

Comment (Cont'd)

(THIS PAGE IS NOT REQUIRED TO BE SUBMITTED TO AACM)

General Guidance

- 1) Should an applicant choose not to continue with the test for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.
- 2) All performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the approved Operations/Flight Manual for the aircraft and should be agreed with the examiner.
- 3) Decision Heights/Altitudes and Minimum Descent Height/Altitudes and Missed Approach Point for each procedure should be determined by the candidate.
- 4) The following abbreviations mean:
C of T = Certificate of Test
FFS = Full Flight Simulator
H = Helicopter
M = Mandatory Item
LDP = Landing Decision Point
SEH = Single Engine Helicopter
TDP = Take-off Decision Point
- 5) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met (or if the applicant fails or does not take Section 5) during the skill test or proficiency check, the type rating will be restricted to VFR only. For IR proficiency check only, Section 1 and Section 5 must be completed.
- 6) Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise. Any of the practical training items may be tested at the examiner's discretion.
- 7) Manoeuvres and procedures shall include multi-crew cooperation for multi-pilot helicopter.
- 8) Manoeuvres and procedures shall be conducted in single pilot role for single pilot operations.
- 9) Examiners must address CRM on the skill test or proficiency check.

Pass/Fail Policy

- 1) An applicant shall pass all the relevant sections in order to pass the Skill Test/Proficiency check.
- 2) If an item has been failed, the examiner shall record the reason(s) for this assessment in the "Remark" section in the Test Summary page.
- 3) Failure to achieve a pass in all the relevant sections will require the applicant to take the entire Test/Check again. However, at the discretion of the Examiner, any unsatisfactory manoeuvre or procedure of the Test/Check may be repeated once by the applicant.
- 4) The Examiner may stop the Test/Check at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test. The Test/Check result will be concluded as FAIL.

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Instructions

- 1) INCOMPLETE FORM OR FORM WITH FILLING DEFICIENCIES WILL BE REJECTED FOR ANY APPLICATION PROCESS.
- 2) In case of skill tests performed for:
 - o the initial issue of pilot license, ratings, or removal of restrictions on ratings;
 - o renewal of lapsed pilot license or ratings

the ORIGINAL COPY of the Form PEL/CLR/028 shall be forwarded to AACM. The Examiner / Operator shall keep a copy of the Skill Test form in accordance with the provisions in the Guidance for Authorized Examiner.
- 3) In case of proficiency check performed for the continued validity of the ratings endorsed in a pilot license, a PHOTOCOPY of the Form PEL/CLR/028 shall be forwarded to AACM within 15 calendar days from the date of test completed. The copy of the form may be sent by email to **flightstandards@aacm.gov.mo** or by fax + **(853) 2833 8089**.
- 4) All information must be filled in INK and BLOCK LETTERS. All dates must be filled in **dd/mm/yy** format.
- 5) Where the skill test/proficiency check is concluded by more than one examiner, each should present his/her name and examiner authorization number at least once on the form.
- 6) When a skill test/proficiency check is terminated for reasons considered adequate by the Examiner, only those items/sections not completed shall be tested in a further flight. In such case, the same Form shall be used.