

Examiners Report - Helicopter Skill Test for the Issue of a Type Rating or ATPL and Proficiency Check for the Revalidation/Renewal of a Type Rating and IR



Complete clearly in BLOCK CAPITALS using black or dark blue ink.

FALSE REPRESENTATION STATEMENT

It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine and on conviction on indictment with an unlimited fine or imprisonment or both.

1. APPLICANT DETAILS

CAA Personal reference number (if known): Date of Birth: (dd/mm/yyyy)

Forename(s): Surname:

Initial Issue Revalidation Renewal ATPL Issue VF IF Both VF & IF

of a Helicopter/Powered Lift Type Rating and/or Instrument Rating on (specify including variants):

Single Pilot Multi Pilot Both Single & Multi Pilot Co-Pilot Current Rating valid until:

I confirm I have requested the Test as detailed above (applicant's signature):

2. EXAMINER'S REPORT OF TEST OR CHECK

I confirm the applicant's instruction and experience complies with Part-FCL, AND I confirm that all the required manoeuvres and exercises have been completed as per section 1 AND I confirm that the applicant's theoretical knowledge has been confirmed by verbal examination (tick if applicable) ☐

A/C Type & Reg/FS No: Date of Test: Take off time: Landing time:

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Result: Pass Fail * Partial Pass * (*if fail or partial pass complete SRG 2129) Oral TK Score (if applicable):

I have I have not* Signed the Certificate of Revalidation. New rating expiry date:
(* if not, signed SRG 1173 required)

I confirm that this skill test/proficiency check did not include an RNP APCH and that the applicant has been advised that:

- the PBN privileges of their IR does not include an RNP APCH, and that
- this restriction can be lifted upon completing a proficiency check which includes an RNP APCH.

3. REVALIDATION

Revalidation by Experience of Single Engine Piston or Single Engine Turbine Helicopters/IR Cross Credit. I

confirm the applicant has met the requirements of Part-FCL.740.H for the revalidation of the following types:

.....Ratings are now valid until:

I confirm the applicant has met the requirements of Part FCL Appendix 8 for the IR Cross Credit of the following types:

.....Ratings are now valid until:

Rating Revalidated by Experience, I have have not* signed the Certificate of Revalidation (* if not signed SRG 1173 required).

4. CONFIRMATION

Examiner's Name: Examiner's Number:

Examiner's Signature: Date:

Authorising Competent Authority:

Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA.

UK CAA Examiner Designation Reference:

I have been informed of the result of the Skill Test/Proficiency Check

Applicant's signature: Date:

Copies of page 1 of this report are to be submitted to (1) The Applicant (2) The Applicant's Competent Authority
(3) The Examiner (4) The Examiner's Competent Authority (if different)
English Language Proficiency assessments should be completed using Form SRG1199

Applicant details

Name: CAA Personal reference number

1. A/C Type/Reg/FS No Flt Time: Date:

2. A/C Type/Reg/FS No Flt Time: Date:

SINGLE/MULTI-PILOT HELICOPTERS		SKILL TEST OR PROFICIENCY CHECK					
Manoeuvres/Procedures		Checked in FSTD or H	Attempt 1		Attempt 2		Examiner initials and date test completed.
			Pass	Fail	Pass	Fail	
SECTION 1 — Pre-flight preparations and checks							
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection	M (if performed in the helicopter)					
1.2	Cockpit inspection/Pre-Start Checks	M					
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	M					
1.4	Taxiing and air taxiing in compliance with air traffic control instructions or with instructions of an instructor	M					
1.5	Pre take off procedures and checks (including power assurance check if required)	M					
SECTION 2 — Flight manoeuvres and procedures							
2.0	Low airspeed manoeuvres (sideward, rearward flight, spot turns)						
2.1	Take offs (various profiles)	M					
2.2	Sloping ground or crosswind take offs & landings						
2.3	Take off at maximum take off mass (actual or simulated maximum take off mass)						
2.4	Take off with simulated engine failure shortly before reaching TDP or DPATO	M (ME)					
2.4.1	Take off with simulated engine failure shortly after reaching TDP or DPATO	M (ME)					
2.5	Climbing and descending turns to specified headings	M					
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	M					
2.6	Autorotative descent	M					
2.6.1	For single-engine helicopters autorotative landing For multi-engine helicopters a power recovery to a hover/slow forward flight over a defined spot	M					
2.7	Landings (various profiles)	M					
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	M (ME)					
2.7.2	Landing following simulated engine failure after LDP or DPBL	M (ME)					