



## Form Flight Test Schedule

### Type rating training, Type rating Skill test, ATPL Skill Test or Proficiency check

Single-pilot and Multi-pilot helicopters

**Version Date:** 23-03-2020

**Examiner(s):**

**License number applicant:**

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	Exam	Re-exam
<b>SECTION 1 Preflight preparations and checks</b>								
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			
<b>SECTION 2 Flight manoeuvres and procedures</b>								
2.1	Take-offs (various profiles)	P	---->		M			
2.2	Sloping ground or crosswind take-offs & landings	P	---->					
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			



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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			
<b>Section 3 Normal and abnormal operations of the following systems and procedures:</b>								
<b>3</b>	<b>Normal and abnormal operations of the following systems and procedures:</b>				<b>M</b>	<b>A mandatory minimum of 3 items shall be selected from this section</b>		
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	---->					



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<b>SECTION 4 Abnormal and emergency procedures</b>		( # A helicopter shall not be used for this exercise)						
<b>4</b>	<b>Abnormal and emergency procedures</b>				<b>M</b>	<b>A mandatory minimum of 3 items shall be selected from this section</b>		
4.1	Fire drills (including evacuation if applicable)	P	---->					
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	#					
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	---->					
<b>SECTION 5 Instrument flight procedures (to be performed in IMC or simulated IMC)</b>								
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*	----> *					



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5.4.1	Manually, without flight director. 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).	P*	----> *		M*			
5.4.2	Manually, with flight director	P*	----> *		M*			
5.4.3	With coupled autopilot	P*	----> *					
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 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	P*	----> *					
5.6.1	Other missed approach procedures	P*	----> *					
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*			
<b>SECTION 6 Use of optional equipment</b>								
6	Use of optional equipment	P	---->					