



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: 02-06-2026

Examiner(s):

Licence 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
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-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			
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	---->		M			

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2.6	Autorotative descent	P	---->		M			
2.6.1	For single-engine helicopters (SEH): — autorotative landing; or — power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants' logbook by the instructor. 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	---->					

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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 (# A helicopter shall not be used for this exercise)								
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 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	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*			

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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. 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	P*	----> *_		M* (unless Exercise 5.4.2 is completed)			
5.4.2	Manually, with flight director	P*	----> *		M*(unless exercise 5.4.1 is completed)			
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*			
SECTION 6 Use of optional equipment								
6	Use of optional equipment	P	---->					

The following symbols mean:

P = Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable.

OTD = Other training devices may be used for this exercise.

X = An FFS shall be used for this exercise; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure.

P# = The training shall be complemented by supervised aeroplane inspection.

- 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 (--- >).

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

A = aeroplane

FFS = full-flight simulator

FSTD = flight simulator training device

- The starred items (*) shall be flown solely by reference to instruments.
- Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than 1 exercise appears.