



## CIVIL AVIATION AUTHORITY OF SRI LANKA

Form No  
CAA / PL /  
M / 05

**SKILL TEST FORM FOR PROFICIENCY CHECK OF SINGLE PILOT HELICOPTERS(SPH) MULTI PILOT HELICOPTERS(MPH) FOR THE ISSUANCE/RENEWAL/REVALIDATION OF ATPL(H) /CPL(H)/IR(H) AND ADDITIONAL TYPE RATINGS UNDER IS 72**

*Refer the applicable foot notes when completing the form*

A. Applicant Details <i>(To be completed by applicant)</i>			
First Name		Last Name	
CAASL Licence Number	CAASL-72-H-	Employer (AOC Holder)	
Contact Number		E-mail	
Signature		Date	

B. Type of Skill Test Required <i>(Tick as appropriate) (To be completed by ATO/Examiner)</i>			
Indicate the type of Skill Test to be taken:	<input type="checkbox"/> LPC <input type="checkbox"/> OPC <input type="checkbox"/> ATPL(H) <input type="checkbox"/> CPL(H) <input type="checkbox"/> IR(H) <input type="checkbox"/> Type Rating (H)	<input type="checkbox"/> PIC <input type="checkbox"/> Co-Pilot	<input type="checkbox"/> Helicopter <input type="checkbox"/> Simulator
<input type="checkbox"/> Type Rating Revalidation <input type="checkbox"/> Type Rating Renewal, (expired +)	<input type="checkbox"/> Less than 3 months ( + < 3months)	<input type="checkbox"/> Between 3 months and 1 year (3 months ≤ + ≤ 1 year)	<input type="checkbox"/> Between 1 and 3 years (1 year < + ≤ 3 years)
<input type="checkbox"/> IR Revalidation <input type="checkbox"/> IR Renewal, (expired ++)	<input type="checkbox"/> Less than 3 months ( ++ < 3months)	<input type="checkbox"/> Between 3 months and 1 year (3 months ≤ ++ ≤ 1 year)	<input type="checkbox"/> Between 1 and 7 years (1 year < ++ ≤ 7 years)

C. ATO/ Company Declaration <i>(To be completed by ATO Head of Training (HT) if the rating is expired for more than 3 months)</i>	
Name of ATO/Company	
I confirm that the experience of the applicant complies with the applicable requirement of the IS 72	
Name of HT	Signature of HT

D. Details of Check <i>(To be completed by the Examiner)</i>					
Date	Helicopter Type	Registration/ FSTD Certificate No.		Simulator Level	Total Time
Departure Aerodrome	Destination Aerodrome	Take –off Time	Landing Time	No. of Take-offs	No. of Landings
<b>1. Result of Skill Test</b> ** Mention reasons for failed items in 2 in accordance Filling instructions					
IFR Cat Cat. IFR .....	<input type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> PARTIAL PASS**		I declare that I have been informed of the result of the test Applicant Signature		
<b>2. Remarks</b>					
Only for Revalidation of Type Rating must observe:		<input type="checkbox"/> This is a combined LPC/OPC accordance with FCL.740.H			

3. Declaration by Examiner					
<input type="checkbox"/> I confirm that the endorsement of licence was made with new validity of :					
<input type="checkbox"/> I confirm that the experience of the applicant comply with the applicable requirements of IS 72					
<input type="checkbox"/> I confirm that the required manoeuvres and exercises have been completed					
Name		Examiner's Certificate No.	CAASL-72-E-	Validity of Examiner's Certificate No.	
Signature		Location of Check		Date of Check	

Multi-Pilot Helicopters and Single Pilot Helicopters		Practical Training			ATPL/CPL/IR/Type Rating Skill Test or Proficiency Check	
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Checked in FFS <input type="checkbox"/> H <input type="checkbox"/>	Examiner initials when test completed
<b>Section 1 [Flight Preparation and Checks]</b>						
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection		P		M	
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	Taxy/Air Taxiing in compliance with ATC instructions or with instructions of instructor	P	-->			
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	
2.1.1	Normal take-off and Transition	P	-->			
2.1.2	Cushion Creep take-off	P	-->			
2.1.3	Tower take-off	P	-->			
2.1.4	Vertical take-off	P	-->			
2.1.5	Run on take-off	P	-->			
2.1.6	Downwind Transitions	P	-->			
2.2	Confined Area Operations (CA Ops)	P	-->		M	
2.2.1	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-offs with simulated engine failure shortly before reaching TDP or DPATO	P	-->		M	
2.4.1	Take-offs with simulated engine failure shortly after reaching TDP or DPATO	P	-->		M	
2.5	Climbing and descending turns to specific heading	P	-->		M	
2.6	Autorotative descend	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	Run on Landing	P	-->			
2.7.2	Zero Speed Landing	P	-->			
2.7.3	HOGÉ Landing	P	-->			
2.7.4	Go-around or landing following simulated engine failure before LDP or DPBL	P	-->		M	
2.7.5	Landing following simulated engine failure after LDP or DPBL	P	-->		M	
2.8	Quick stops	P	-->			
2.8.1	Quick stops in to wind	P	-->			
2.8.1	Quick stops downwind turn and flare	P	-->			
2.8.1	Quick stops downwind flare and turn	P	-->			
2.9	Hover Turns	P	-->			
2.9.1	Turn around the Pilot Position	P	-->			
2.9.2	Turn around the tail	P	-->			
2.9.3	Turn around the mast	P	-->			
2.10	Sideways Flying	P	-->			
2.11	Backward Flying	P	-->			
<b>Multi-Pilot Helicopters and Single Pilot Helicopters</b>		<b>Practical Training</b>			<b>ATPL/CPL/IR/Type Rating Skill Test or Proficiency Check</b>	
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Checked in FFS <input type="checkbox"/> H <input type="checkbox"/>	Examiner initials when test completed
<b>Section 3 [Normal and abnormal operations of the following systems and procedures</b>						
3	Normal and abnormal operations of the following systems and procedures:	P	-->		M	
3.1	Engine	P	-->			
3.1.1	Hover Engine Failure (SE)	P	-->			
3.2	Air conditioning (heating, ventilation)	P	-->			
3.3	Pitot /Static system	P	-->			
3.4	Fuel system	P	-->			
3.4.1	Governor malfunction and landing with manual operation	P	-->			
3.5	Electrical system	P	-->			
3.6	Hydraulic systems	P	-->			
3.7	Flight control and trim system	P	-->			
3.8	Anti-icing 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 systems	P	-->			
3.13	Landing gear and Brake	P	-->			
3.14	APU	P	-->			
3.15	Radios, navigation equipment, instruments, flight management system	P	-->			

<b>Section 4-Abnormal and Emergency procedures</b>						
4	Abnormal and emergency procedures:	P	-->		M	
	Fire drills	P	-->			
	Smoke control and removal	P	-->			
	Engine failures, shutdown and restart at a safe height	P	-->			
	Fuel dumping (simulated)	P	-->			
	Tail rotor control failure (if applicable)	P	-->			
	Tail rotor loss (if applicable)	P	-->			
	Hover Tail rotor control Failure (SE)	P	-->			
	Incapacitation of crew member — MPH only	P	-->			
	Transmission malfunctions	P	-->			
	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	-->			
5.4.1	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 the 1000 ft above aerodrome level until touchdown or through the complete missed approach procedure.	P	-->		M*	
5.5	2D operations down to the MDH/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*	
5.9	Use of partial Panel	P	-->			
<b>SECTION 6 — Use of optional equipment</b>						

6.	Use of optional equipment	P	-->			
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Note :

1. FCL.740.H(a)(3) : A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from complying with the requirement in (2)

### FLIGHT TEST TOLERANCE

2. Applicants shall demonstrate the ability to:

- (a) operate the powered-lift aircraft within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the powered-lift aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- (f) understand and apply crew coordination and incapacitation procedures; and
- (g) communicate effectively with the other crew members.

3. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the powered-lift aircraft used.

(a) IFR flight limits

Height	
Generally	± 100 ft
Starting a go-around at decision height/altitude	+ 50 ft/– 0 ft
Minimum descent height/altitude	+ 50 ft/– 0 ft
Tracking	
On radio aids	± 5°
Precision approach	half-scale deflection, azimuth and glide path
Heading	
Normal operations	± 5°
Abnormal operations/emergencies	± 10°
Speed	
Generally	± 10 knots
With simulated engine failure	+ 10 knots/– 5 knots

(b) VFR flight limits:

Height	
Generally	± 100 ft

Heading	
Normal operations	± 5°
Abnormal operations/emergencies	± 10°
Speed	
Generally	± 10 knots
With simulated engine failure	+ 10 knots/- 5 knots
Ground drift	
T.O. hover I.G.E.	± 3 ft
Landing	± 2 ft (with 0 ft rearward or lateral flight)

#### **CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK**

4. The following symbol means:

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

5. 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 (—→).

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

FFS = full-flight simulator  
 FTD = flight training device  
 OTD = other training device  
 PL = powered-lift aircraft  
 As = airship

(a) Applicants for the skill test for the issue of the powered-lift aircraft type rating shall pass Sections 1 to 5 and, if applicable, Section 6.

(b) Applicants for the revalidation or renewal of the powered-lift aircraft type rating proficiency check shall pass Sections 1 to 5 and, if applicable, Section 6.

(c) The starred items (\*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

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

8. FSTDs shall be used for practical training and testing if they form part of an approved type rating course. The following considerations will apply to the approval of the course:

- (a) the qualification of the FSTDs as set out in the relevant requirements of this applicable Implementing Standards and
- (b) the qualifications of the instructor.