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|  | **CIVIL AVIATION AUTHORITY OF SRI LANKA**  **ATPL(H) , CPL (H) SKILL TEST/ PROFICIENCY CHECK FOR SPA/MPA (IS 72)** | Form No  CAA / PL / M / 05 |

***Refer the applicable foot notes when completing the form***

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| 1. **Applicant Details** *(To be completed by applicant)* | | | |
| First Name |  | Last Name |  |
| CAASL Licence Number | CAASL-72-H- | Employer (AOC Holder) |  |
| Contact Number |  | E-mail |  |
| Signature |  | Date |  |

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

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| 1. **ATO/ Company Declaration**   *(To be completed by ATO Head of Training (HT) if the rating is expired for more than 3 months)* | | | |
| 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 |  |

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| 1. **Details of Check** *(To be completed by the Examiner)* | | | | | | |
| 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 |
|  |  | |  |  |  |  |
| 1. **Result of Skill Test** \*\* Mention reasons for failed items in 2 in accordance Filling instructions | | | | | | |
| IFR Cat  Cat. IFR ……….. | 🞎PASS 🞎FAIL 🞎PARTIAL PASS\*\* | | | I declare that I have been informed of the result of the test  Applicant Signature | |  |
| 1. **Remarks** | | | | | | |
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|  | | | | | | |
| Only for Revalidation of Type Rating must observe: | | 🞎 10 Route sectors, during the validity of the rating or;  🞎 1 Route sector, flown with an examiner or; [Date of : ……………………………….. (may be flown during the check]  🞎 This is a combined LPC/OPC in CAT operator, according FCL.740.A(a)(3)  Ref. Foot Note 1 | | | | |
| 1. **Declaration by Examiner** | | | | | | |
| 🞎 I confirm that the endorsement of licence was made with new validity of : | | | | | | |
| 🞎 I confirm that the experience of the applicant comply with the applicable requirements of IS 72  🞎 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 |  |

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| **Multi-Pilot Helicopters and Single Pilot Helicopters** | | | | **Practical Training** | | | | **ATPL/MPL/Type Rating Skill Test or Proficiency Check** | | | |
| Manoeuvers/Procedures | | | | FSTD | H | Instructor initials when training completed | | Checked in  FFS 🞏  H 🞏 | | Examiner initials when test completed | |
| **Section 1 [Flight Preparation and Checks]** | | | |  |  |  | |  | |  | |
| 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 | |  | |
| |  | | --- | | **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-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) autototative 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 |  | | |
| **Multi-Pilot Helicopters and Single Pilot Helicopters** | | | | **Practical Training** | | | | **ATPL/MPL/Type Rating Skill Test or Proficiency Check** | | | |
| Manoeuvers/Procedures | | | | FSTD | H | Instructor initials when training completed | | Checked in  FFS 🞏  H 🞏 | | | Examiner initials when test completed |
| **Section 3 [Normal and abnormal operations of the following systems and procedures** | | | | | | | | | | | |
| 3 | | Normal and abnormal operations of the following systems and procedures: | P | | --> |  | M | | | |  |
| 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 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 | | --> |  |  | | | |  |
| **Section 4-Abnormal and Emergency procedures** | | | | | | | | | | | |
| 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 | | --> |  |  | | | |  |
|  | | Incapacitation of crew member — MPH only | P | | --> |  |  | | | |  |
|  | | Transmission malfunctions | P | | --> |  |  | | | |  |
|  | | 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\* | | | |  |
| 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 1 000 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\* | | | |  |
| **SECTION 6 — Use of optional equipment** | | | | | | | | | | | |
| 6. | | Use of optional equipment | P | | --> |  |  | | | | A mandatory minimum of three items shall be selected from 3.6.1 to 3.6.9 inclusive |

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 + 50 ft/– 0 ft

height/altitude

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 and/or Section 7.

(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.