Type Rating Examiner (TRE(H))/Synthetic Flight Examiner (SFE(H) Practical Training Report

Type Rating (SPH/MPH) Skill Test/Proficiency Check

هيئة الطيران المدني CIVIL AVIATION AUTHORITY	**Civil Aviation Authority - Sultanate of Oman** **Flight Safety Department - Personnel Licensing Section** **Type Rating Examiner (TRE(H))/Synthetic Flight Examiner (SFE(H) Practical Training Report** **Type Rating (SPH/MPH) Skill Test/Proficiency Check**

A. Examiner Applicant Details.

• Applicant name (First & surname)		
• Date of birth		
• License type & number		
• Type rating expiry date		
• Instructor rating	□ TRI	□ SFI
• Instructor rating expiry date		
• Aircraft type		
• Training Session number	2 Training Session	

B. Examiner Applicant Practical Training Assessment Result - Session 1.

• Practical training assessment date		
• Duration of assessment		
• Aircraft/FSTD type & number	□ Aircraft:	□ FSTD:
• Assessment result	□ Satisfactory (SAT)	□ Satisfactory with Remarks (SATW)

TRE(H)/SFE(H) Name	License Number	Signature	Date

• I acknowledge the result of the practical training assessment detailed above.		
TRE(H)/SFE(H) Applicant Name	**Signature**	**Date**

• Examiner Report - Complete for Satisfactory with Remarks (SATW) Only.

• Applicant name	
• Date of birth	

C. Practical Training Assessments - Session 1.

No	Practical Training Assessments Events	Result		Remarks
		SAT	SATW	
		Insert examiner initials		
Section 1 - Briefing The 'Candidate'.				
The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:				
1.1	The objective of the flight			
1.2	Licensing checks, as necessary			
1.3	Freedom for the 'candidate' to ask questions			
1.4	Operating procedures to be followed (for example operators manual)			
1.5	Weather assessment			
1.6	Operating capacity of 'candidate' and examiner			
1.7	Aims to be identified by 'candidate'			
1.8	Simulated weather assumptions (for example icing and cloud base)			
1.9	Contents of exercise to be performed			
1.10	Use of screens (if applicable)			
1.11	Agreed speed and handling parameters (for example V-speeds, bank angle, approach minima)			
1.12	Use of R/T			
1.13	Respective roles of 'candidate' and examiner (for example during emergency)			
1.14	Administrative procedures (for example submission of flight plan)			
Section 2 - Conduct.				
The examiner should maintain the necessary level of communication with the candidate. The following check details should be followed by the examiner:				
2.1	Involvement of examiner in a MP operating environment			
2.2	The need to give the 'candidate' precise instructions			
2.3	Responsibility for safe conduct of the flight			
2.4	Intervention by examiner, when necessary			
2.5	Use of screens			
2.6	Liaison with ATC and the need for concise, easily understood intentions			
2.7	Prompting the 'candidate' regarding required sequence of events (for example following a go-around)			
2.8	Keeping brief, factual and unobtrusive notes			
Section 3 - Assessment.				
The examiner should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:				
3.1	Questions from the 'candidate'			
3.2	Give results of the test and any sections failed			
3.3	Give reasons for failure			
Section 4 - Debriefing.				
The examiner should demonstrate the ability to conduct a fair, unbiased debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:				
4.1	Advise the candidate how to avoid or correct mistakes			
4.2	Mention any other points of criticism noted			
4.3	Give any advice considered helpful			
Section 5 - Recording - Documentation.				
The examiner should demonstrate the ability to complete the relevant records correctly. These records may be:				
5.1	The relevant test or check form			
5.2	License entry			
5.3	Notification of failure form			
5.4	Relevant company forms where the examiner has privileges of conducting operator proficiency checks			
Section 6 - Demonstration of Theoretical Knowledge.				
6.1	The examiner should demonstrate a satisfactory knowledge of the regulatory requirements associated with the function of an examiner			

• Applicant name	
• Date of birth	

D. Examiner Applicant Practical Training Assessment Result - Session 2.

• Practical training assessment date		
• Duration of assessment		
• Aircraft/FSTD type & number	□ Aircraft:	□ FSTD:
• Assessment result	□ Satisfactory (SAT)	□ Unsatisfactory (USAT)

TRE(H)/SFE(H) Name	License Number	Signature	Date

• I acknowledge the result of the practical training assessment detailed above.		
TRE(H)/SFE(H) Applicant Name	**Signature**	**Date**

• Examiner Report - Complete for Unsatisfactory (USAT) Only.

Recommendation
□ Recommended for assessment of competence
□ *Recommended for additional training

*The CAA should determine any further training required before presenting the candidate for the examiner assessment of competence.

• Applicant name	
• Date of birth	

E. Practical Training Assessments - Session 2.

No	Practical Training Assessments Events	Result		Remarks
		SAT	USAT	
		Insert examiner initials		
Section 1 - Briefing The 'Candidate'.				
The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:				
1.1	The objective of the flight			
1.2	Licensing checks, as necessary			
1.3	Freedom for the 'candidate' to ask questions			
1.4	Operating procedures to be followed (for example operators manual)			
1.5	Weather assessment			
1.6	Operating capacity of 'candidate' and examiner			
1.7	Aims to be identified by 'candidate'			
1.8	Simulated weather assumptions (for example icing and cloud base)			
1.9	Contents of exercise to be performed			
1.10	Use of screens (if applicable)			
1.11	Agreed speed and handling parameters (for example V-speeds, bank angle, approach minima)			
1.12	Use of R/T			
1.13	Respective roles of 'candidate' and examiner (for example during emergency)			
1.14	Administrative procedures (for example submission of flight plan)			
Section 2 - Conduct.				
The examiner should maintain the necessary level of communication with the candidate. The following check details should be followed by the examiner:				
2.1	Involvement of examiner in a MP operating environment			
2.2	The need to give the 'candidate' precise instructions			
2.3	Responsibility for safe conduct of the flight			
2.4	Intervention by examiner, when necessary			
2.5	Use of screens			
2.6	Liaison with ATC and the need for concise, easily understood intentions			
2.7	Prompting the 'candidate' regarding required sequence of events (for example following a go-around)			
2.8	Keeping brief, factual and unobtrusive notes			
Section 3 - Assessment.				
The examiner should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:				
3.1	Questions from the 'candidate'			
3.2	Give results of the test and any sections failed			
3.3	Give reasons for failure			
Section 4 - Debriefing.				
The examiner should demonstrate the ability to conduct a fair, unbiased debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:				
4.1	Advise the candidate how to avoid or correct mistakes			
4.2	Mention any other points of criticism noted			
4.3	Give any advice considered helpful			
Section 5 - Recording - Documentation.				
The examiner should demonstrate the ability to complete the relevant records correctly. These records may be:				
5.1	The relevant test or check form			
5.2	License entry			
5.3	Notification of failure form			
5.4	Relevant company forms where the examiner has privileges of conducting operator proficiency checks			
Section 6 - Demonstration of Theoretical Knowledge.				
6.1	The examiner should demonstrate a satisfactory knowledge of the regulatory requirements associated with the function of an examiner			

F. Type Rating (SPH/MPH) Skill Test/Proficiency Check - Expanded Guidance and Additional Explanations.

The use of checklist, airmanship, anti-icing/de-icing procedures, etc., and MCC concept, if applicable, apply in all sections.

When an FSTD is used for parts, or the whole, of the test, the FSTD suitability shall be verified and the applicable limitations considered.

If the IR privileges are combined with the extension / revalidation / renewal of a type rating, complete Section 5 of the test / check in accordance with Appendix 9 for the relevant type of helicopter.

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
SECTION 1 - Pre-flight Preparations and Checks			
1.0	Pre-flight preparations and checks		
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection	• *Check that all documents required for the flight are carried and correct* • *Check helicopter serviceability record and technical log* • *Confirm that the helicopter is in a serviceable and safe condition for flight* • *Complete an appropriate passenger emergency procedure briefing* • *Use an approved checklist to perform all the elements of the helicopter pre-flight inspection, identifying components and functions as required by the examiner*	
1.2	Cockpit inspection	• *Ensure that all loose items in the cockpit are secured* • *Complete all elements of the helicopter internal and cockpit preflight inspections as detailed in the checklist, Flight Manual or other appropriate document.*	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	• *Ensure that all loose items in the cockpit are secured* • *Complete all elements of the helicopter internal and cockpit preflight inspections as detailed in the checklist, Flight Manual or other appropriate document* • *Complete all recommended communication and navigation equipment test procedures* • *Select and set the appropriate frequencies and transponder codes* • *Correctly set all displays and instruments such as HSI, RMI, OBS, CDI and FD, as appropriate*	
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	• *Complete all recommended taxiing checks and procedures* • *Comply with ATC instructions, airport markings, and signals* • *Maintain adequate spacing from other aircraft and obstacles* • *Use standard RTF procedures and phraseology*	
1.5	Pre-take-off procedures and checks	• *Complete all recommended pre-take-off checks using an approved checklist* • *Obtain ATC clearance and follow ATC instructions* • *Complete all necessary post-take-off checks* • *Use charts or other published information as required* • *Use correct lookout techniques* • *Observe the Rules of the air and ATC regulations* • *Use standard R/T procedures and phraseology* • *Comply with ATC instructions* • *Complete passenger and crew brief, as necessary* • *Operate on the ground and in the air with particular regard to passenger safety and comfort*	
SECTION 2 - Flight Maneuvers and Procedures			
2.0	Flight maneuvers and procedures		
2.1	Take-offs (various profiles)	• *Demonstrate a take-off/transition from the hover as detailed by the examiner* • *Maintain directional control and balance throughout* • *Complete all necessary checks and drills throughout* • *Maintain lookout throughout* • *Obtain ATC clearance, when required*	
2.2	Sloping ground or crosswind take-offs &landings	• *Identify a landing area on slope, and conduct reconnaissance* • *Maintain HDG, ground position and prevent movement of helicopter on slope* • *Centralize controls after landing* • *Pre-position controls prior to take-off* • *Complete all necessary checks and drills throughout* • *Maintain lookout throughout*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
2.3	Take-off at maximum take-off mass (actualor simulated maximum take-off mass)	• *Use an appropriate technique in order to take off and transition from the hover ensuring that the helicopter is flown within the limits set by the examiner* • *Maintain directional control and balance throughout* • *Complete all necessary checks and drills throughout* • *Maintain lookout throughout*	
2.4	Take-off with simulated engine failureshortly before reaching TDP or DPATO	• *Stop the tendency to drift and roll* • *Stop the yaw tendency* • *Control RRPM* • *Cushion the touchdown with available RRPM: centralizes cyclic, lowers collective, applies brakes (for wheeled undercarriage helicopters), and stops aircraft in minimum distance* • *Maintain operating engine(s) within the limits* • *Analyze emergency or abnormal situation and execute appropriate plan* • *Execute abnormal or emergency drills* • *Use the appropriate abnormal or emergency checklist to confirm actions when time permits* • *Transmit appropriate emergency R/T calls (simulated to the examiner)*	
2.4.1	Take-off with simulated engine failureshortly after reaching TDP or DPATO	• *Optimize helicopter performance by selecting best speed and RRPM for the phase of flight* • *Control RRPM and maintain operating engine(s) within the limits* • *Adhere to an approved/recommended OEI profile* • *Analyze emergency or abnormal situation and execute appropriate plan* • *Execute abnormal or emergency drills* • *Plan and execute further actions to ensure safe recovery of helicopter, passengers and crew* • *Use the appropriate abnormal or emergency checklist to confirm actions when time permits* • *Transmit appropriate emergency R/T calls (simulated to the examiner)*	
2.5	Climbing and descending turns to specifiedheadings	• *Establish climb/descent and turns onto nominated height, headings, and rates of bank* • *Control the helicopter's altitude and heading using visual attitude flying technique* • *Maintain control and balance throughout* • *Complete all necessary checks and drills throughout* • *Maintain lookout throughout*	
2.5.1	Turns with 30° bank, 180° to 360° left andright, by sole reference to instruments	*With the use of sight-limiting device or in DVE/IMC in FFS:* • *Establish steep turns (with a 30-degree angle of bank) onto nominated headings whilst maintaining altitude/height and speed* • *Control the helicopter's altitude, speed, and heading using instrument scanning techniques* • *Use the trim system, where appropriate* • *Maintain balance throughout*	
2.6	Autorotative descent	• *Select an area and height/altitude for the nominated autorotation* • *Conduct HASEL (or other appropriate) checks* • *Initiate autorotation maneuver (with verbal warning)* • *Achieve the appropriate parameters for the nominated technique* • *Control the RRPM during autorotation through movement of the collective or throttle, if applicable (only if appropriate and if briefed by the examiner)* • *Consider engine restart procedures* • *Make MAYDAY call (simulated to the examiner)* • *Maintain directional control and balance throughout* • *Complete all necessary checks and drills throughout* • *Maintain lookout throughout*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
2.6.1	For single-engine helicopters (SEH) autorotative landing or for multi-engine helicopters (MEH) power recovery	• *Identify a suitable landing area, and if appropriate conduct reconnaissance (size, shape, surrounds, slope and surface)* • *Establish final approach (into wind), with minimum drift by 300 feet AGL* • *Apply appropriate flare at suitable height for helicopter/environmental conditions* • *Cushion the touchdown, with a running landing if appropriate, whilst maintaining heading or terminate autorotation to a stabilized hover at the recommended hovering altitude or to the surface in a safe area, as appropriate* • *Carefully lower the collective and control RRPM throughout* • *Complete all necessary checks and drills throughout* • *Maintain lookout throughout* • *Maintain directional control and balance throughout*	
2.7	Landings, various profiles	• *Demonstrate an approach profile nominated by the examiner* • *Obtain ATC clearance, as required* • *Maintain a stable decelerative descent path from cruise to hover* • *Maintain directional control and balance throughout* • *Arrive over the nominated aiming/landing position* • *Land vertically from hover* • *Complete all necessary checks and drills throughout* • *Maintain lookout throughout*	
2.7.1	Go-around or landing following simulatedengine failure before LDP or DPBL	• *Optimize helicopter performance by selecting best speed and RRPM for the phase of flight* • *Maintain operating engine(s) within the limits* • *Adhere to an approved/recommended OEI profile* • *Analyze emergency or abnormal situation and execute appropriate plan* • *Execute abnormal or emergency drills* • *Plan and execute further actions to ensure safe recovery of helicopter, passengers, and crew* • *For landing, plan for a running landing whilst minimizing drift and ensuring that the helicopter is lined up with the landing direction* • *Cushions the touchdown with the available RRPM: centralizes cyclic, lowers collective, applies brakes (for wheeled undercarriage helicopters), and stops aircraft in minimum distance* • *Use the appropriate abnormal or emergency checklist to confirm actions when time permits* • *Transmit appropriate emergency R/T calls (simulated to the examiner)*	
2.7.2	Landing following simulated engine failure after LDP or DPBL	• *Optimize helicopter performance by selecting best speed and RRPM for continued approach* • *Adhere to an approved/recommended OEI profile* • *Analyze emergency or abnormal situation and execute appropriate plan* • *Plan for a running landing by minimizing drift and ensuring that the helicopter is lined up with the landing direction* • *Cushions the touchdown with available RRPM: centralizes cyclic, lowers collective, applies brakes (for wheeled undercarriage helicopters), and stops aircraft in minimum distance* • *Use the appropriate abnormal or emergency checklist to confirm actions when time permits* • *Transmit appropriate emergency R/T calls (simulated to the examiner)*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
SECTION 3 - Normal and abnormal operations of the following systems and procedures.			
3.0	Normal and abnormal operations of the following systems and procedures. Amandatory minimum of 3 items shall be selected from this section.		
3.1	Engine	• *Use systems appropriate to checklists or operational requirements (for normal and abnormal operations)* • *Analyze abnormal situations and formulate appropriate plan* • *Execute abnormal drills in accordance with the Flight Manual or other appropriate document (touch drills only)* • *Plan, execute, and demonstrate further actions to ensure safe recovery of helicopter, passengers, and crew to an airfield/LS as appropriate* • *Use checklist to confirm actions when time permits* • *Make suitable emergency R/T calls (given to the examiner but not transmitted)*	
3.2	Air conditioning (heating, ventilation)		
3.3	Pitot/static system		
3.4	Fuel system		
3.5	Electrical system		
3.6	Hydraulic system		
3.7	Flight control and trim system		
3.8	Anti-icing and de-icing system		
3.9	Autopilot/flight director		
3.10	Stability augmentation devices		
3.11	Weather radar, radio altimeter, transponder		
3.12	Area navigation system		
3.13	Landing gear system		
3.14	APU		
3.15	Radio, navigation equipment, instruments and FMS		
SECTION 4 - Abnormal and emergency procedures.			
4.0	Abnormal and emergency procedures. Amandatory minimum of 3 items shall be selected from this section		
4.1	Fire drills (including evacuation if applicable)	• *Control the helicopter's flight path* • *Analyze emergency or abnormal situation and formulate appropriate plan* • *Execute abnormal or emergency drills in accordance with the Flight Manual or other appropriate document (touch drills only)* • *Plan, execute and demonstrate further actions to ensure safe recovery of helicopter, passengers and crew to an airfield/LS as appropriate* • *Use check list to confirm actions when time permits* • *Recognize incapacitation and apply appropriate procedure correctly* • *Maintain aircraft control and manage consequences* • *Make suitable emergency R/T calls (given to the examiner but not transmitted)*	
4.2	Smoke control and removal		
4.3	Engine failures, shutdown and restart at asafe height		
4.4	Fuel dumping (simulated)		
4.5	Tail rotor control failure (if applicable)		
4.5.1	Tail rotor loss (if applicable)		
4.6	Incapacitation of crew member - MPH only		
4.7	Transmission malfunctions		
4.8	Other emergency procedures as outlined in the appropriate flight manual		
SECTION - 5 Instrument flight procedures (to be performed in IMC or simulated IMC)			
5.0	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	• *Take over control of the helicopter at agreed point in flight using pre-briefed 'handover' protocol* • *Establish the climb, complete a smooth transition to instrument flight, and complete post-take-off checks and drills* • *Complete the Standard Instrument Departure (SID) procedure or follow the ATC departure instructions* • *Maintain helicopter control, speed, heading, level, and balance* • *Apply appropriate drift corrections to maintain published departure track or as instructed by ATC* • *Complete all necessary climb checks including altimeter setting procedures and ice precautions* • *Use the trim system, as appropriate* • *Use the autopilot and fight director functions as allowed by the examiner* • *Use instrument-scanning technique*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
5.1.1	Simulated engine failure during departure	• *Maintain the desired flight path using the maximum power available* • *Demonstrate smooth and accurate RRPM, ROC, Vmini and power management* • *Secure the failed engine at an appropriate time* • *Re-plan the flight taking into account OEI performance*	
5.2	Adherence to departure and arrival routesand ATC instructions	• *Follow the flight-planned route, or cleared ATC route, within the operating limits specified* • *Identify and use navigation systems correctly* • *Use the correct altimeter setting procedures, show awareness of minimum altitudes and temperature effects* • *Maintain a flight log for navigation, monitor flight progress and fuel situation* • *Use the autopilot and Flight Director functions as allowed by the examiner*	
5.3	Holding procedures	• *Use correct holding entry* • *Make the necessary wind and time corrections* • *Comply with applicable speed restrictions*	
5.4	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	• *Verify suitability of current weather conditions* • *Set and identify relevant navigation aids, respectively load and verify the applicable procedure* • *Confirm the availability and serviceability of selected navigation aids, respectively GNSS/SBAS level of service, or RAIM availability, if applicable* • *Verify that the correct procedure has been loaded in the FMS, cross-check waypoints and constrains with the relevant arrival chart* • *Application of temperature compensation to the final approach segment linear vertical deviation (Baro VNAV only, if applicable)* • *Comply with maximum approach angle* • *Brief approach and go-around path, including altitudes and speeds* • *Complete the checks for 3D operations approach* • *Comply with the published arrival and approach procedures*	
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).	• *Control the helicopter to achieve a stable and trimmed final approach path with the defined configuration* • *Maintain LOC and GS indications within the prescribed limits, the same applies for RNP APCH to LPV and LNAV/VNAV minimums* • *Use the trim system, as appropriate;* • *Use applicable 3D "raw data" technique to remain inside flight path limits* • *In the event of radio/navigation aid/display/equipment failure; acquire visual references and continue to land or initiate missed approach by DA* • *Obtain ATC clearances as required, and comply with all ATC instructions*	
5.4.2	Manually, with flight director	• *Demonstrate appropriate use flight director command bars to maintain the specified flight path, as appropriate* • *Understand the control logic and command bars functions employed, collective cue included, if applicable*	
5.4.3	With coupled autopilot	• *Maintain mode awareness of auto flight system(s), including engagement and automatic transitions* • *Revert to different modes when appropriate* • *Detect deviations from the desired aircraft state (flight path, speed, attitude, etc.) and take appropriate action* • *Recognize mishandled auto flight system* • *Consider the specific limitations associated with the use of higher level of augmentation*	
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	• *Demonstrates manual aircraft control skills with smoothness and accuracy as appropriate to the situation* • *Detects deviations through instrument scanning* • *Maintains spare mental capacity during manual control of the helicopter* • *Applies knowledge of the relationship between helicopter attitude, speed, and RRPM throughout power setting*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
5.5	2D operations down to the MDA/H	• *Verify suitability of current weather conditions* • *Set and identify relevant navigation aids, respectively load and verify the applicable procedure* • *Confirm the availability and serviceability of selected navigation aids, RAIM availability when using RNAV system, if applicable* • *Verify that the correct procedure has been loaded in the FMS, cross-check waypoints and constrains with the relevant arrival chart* • *Application of temperature compensation to the final approach segment, if applicable* • *Brief approach and go-around path, including altitudes and speeds* • *Complete the checks for 2D operations approach* • *Maintain a stabilized approach path from FAF to MDA/H approach minima, at in such a position that a landing or go-around can be accomplished safely* • *Comply with the published arrival and approach procedures* • *Complete the checks and drills for landing and configure the aircraft correctly*	
5.6	Go-around with all engines operating onreaching DA/H or MDA/MDH	• *Initiating the go-around procedure promptly by the timely application of power, establishing the proper climb attitude, and reconfiguring the helicopter in accordance with the approved procedures* • *Complying with the appropriate missed approach procedure or ATC clearance* • *Using RNAV guidance and automation where applicable* • *Inform ATC when time permit*	
5.6.1	Other missed approach procedures		
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	• *Initiate a safe OEI go-around to a OEI climb, with the appropriate configuration* • *Demonstrates manual aircraft control skills with smoothness and accuracy as appropriate to the situation* • *Demonstrate RRPM, speed, ROC, and power management* • *Secure the failed engine at an appropriate time* • *Comply with applicable altitude and speed restriction* • *Inform ATC when time permit*	
5.7	IMC autorotation with power recovery	• *Enter into autorotation whilst maintaining RRPM within the limits* • *Adjust and maintain speed for minimum ROD* • *Recognize adverse wind conditions and unsafe terrain clearance* • *Complete emergency drills during descent* • *Consider engine restart procedures* • *Promptly recovery from autorotation without descent below the safe altitude pre-agreed with the examiner*	
5.8	Recovery from unusual attitudes	• *Recognize upset condition* • *Take appropriate action and initiate prompt and correct recovery action* • *Demonstrate instrument-scanning technique* • *Maintain or restore a safe flight path*	

SECTION 6

6.0	**Use of optional equipment**	• *ACAS RA or TA anticipate potential loss of separation and recognize loss of separation* • *EGPWS or TAWS recognize unsafe terrain clearance and restore safe flight path*	

G. Standard of Completion.

To pass the TR Skill Test, respectively Proficiency Check, the Candidate shall demonstrate the ability to:

(1) Operate the helicopter within its limitations;

(2) Complete all maneuvers with smoothness and accuracy;

(3) Exercise good judgment and airmanship; that is, to consistently use good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives;

(4) Apply aeronautical knowledge;

(5) Maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or maneuver is never seriously in doubt;

(6) Understand and apply crew coordination and incapacitation procedures, if applicable; and

(7) Communicate effectively with the other crew members, if applicable

(8) Stay within the following limits. Those tolerances are for general guidance; the Examiner should make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:

IFR Flight Limits.

Height:	
Generally,	± 100 ft
Starting a go-around at DA/H	+ 50/-0 ft
Minimum descent altitude/height/MAP	+ 50/-0 ft

Tracking:	
On radio aids	± 5°
Angular deviation (e.g. ILS, LPV)	½ scale lateral and vertical
Linear lateral deviation (e.g. LNAV)	½ RNP value of the procedure
Linear vertical deviation (e.g. LNAV/baro VNAV)	< 75 ft below the vertical profile, and < 75 ft above the vertical profile when less than 1'000 ft AAL

Heading:	
All engines operating	± 5°
With simulated engine failure	± 10° (ME only)

Speed:	
All engines operating	± 5 knots
With simulated engine failure	+ 10/-5 knots (ME only)

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)

Compared to requirement (1) and (8), completion standards (2) to (7) don't rely on quantitative tolerance, but on qualitative one. Usage of guidance provided in para G should provide for a fact-based and consistent assessment and decision of those qualitative requirements.

Pass Marks.

1. In the case of skill test or proficiency check for type ratings and the ATPL, applicants shall pass Sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require applicants to repeat the entire test or check. Applicants failing not more than five items shall repeat the failed items. Failure in any item in the case of a retest or a recheck or failure in any other items already passed will require the applicants to repeat the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.

2. In the case of proficiency check for an IR, applicants shall pass Section 5 of the proficiency check. Failure in more than 3 items will require applicants to repeat the entire Section 5. Applicants failing not more than 3 items shall repeat the failed items. Failure in any item in the case of a recheck or failure in

H. Type Rating (SPH/MPH) Skill Test/Proficiency Check - Knowledge, Skills and Attitude Assessment Guidance.

The following tables are designed to give the Examiner guidance when assessing the Knowledge, Skills and Attitudes required by the Candidate to successfully complete each section of the test. It should aid the Examiner to assess the standard of completion elements laid down in para F under (2) to (7), and determine the result.

For each section a brief narrative of the section's objectives is provided, together with the most relevant KSAs.

Section 1 - Pre-flight preparations and checks		**Remarks**
Planning and preparation of a safe and compliant flight, including the usage of TEM. Safe and compliant usage of the helicopter on the ground and during the transition to flight		
Knowledge	• Applicable regulations (rules of the air, operational, licensing) • Weather information interpretation and understanding • NOTAMS interpretation and understanding • RFM/POH structure, relevant information usage • Aeronautical charts interpretation and usage • The inspection the helicopter in accordance with an appropriate checklist and ground-safety procedures • The verification that the helicopter is in a safe condition for flight	
Skill	• Flight preparation information retrieval • Searching in official reference documents (e.g. RFM, AIP) • Standard SOP and checklist usage • Complete an appropriate passenger emergency procedure briefing for the examiner • Smooth aircraft handling • Communicate clearly and assertively	
Attitude	• Looking for information and assess them critically • Safety-minded rather than mission-minded • Aware of his limited experience and abilities • Aware of airframe components and equipment • Allocates appropriate time for the walk round procedure and completes all required tasks at an appropriate time • Determines a suitable resolution when faced with discrepancies and identifies possible defects and threats, and takes corrective action • Makes a correct passenger briefing	

Section 2 - Flight Maneuvers and Procedures		**Remarks**
Safe and smooth aircraft operation throughout the certified flight envelope, awareness of the envelope limits and how to return to a safe flight, should an excursion occur		
Knowledge	• Approved/recommended take-off profiles • Recommended speeds Vtoss, Vy, etc. • RRPM and engine/power limitations • Sloping ground limitations • Causes of dynamic rollover and preventative techniques • Flying control techniques using autopilot functions, where allowed by the examiner • Approved/recommended approach profiles • Flare height appropriate for prevailing conditions • Safe landing attitude limits	
Skill	• Use an appropriate technique in order to take off and transition from the hover ensuring that the helicopter is flown within the limits set by the examiner • Establish stabilized flight path in trim, with the required power, airspeed, or vertical speed, as required • Maintain directional control and balance throughout • Maintain lookout throughout • Optimize helicopter performance by selecting best speed and RRPM for the phase of flight • Adhere to an approved/recommended OEM profile • Control the helicopter's altitude and heading using visual attitude flying technique • Complete all necessary checks and drills throughout	
Attitude	• Acquire and update his knowledge about his position and potential threats (e.g. traffic, terrain, flight path) and consider their future evolution • Set priorities (Fly, Navigate, Communicate, Manage) • Assertive, seek clarification of doubts and misunderstandings before acting • Demonstrates orientation throughout the maneuver • Recognizes errors and takes timely and appropriate corrective action • Divides attention appropriately inside and outside the cockpit • Completes all required tasks at an appropriate time • Identifies possible threats and takes mitigatory action • Obtains appropriate ATC clearance, reads back correctly and, when necessary, requests clarification or change	

Section 3 - Normal and abnormal operations of the following systems and procedures		Remarks
Determine that the applicant is able to maintain control of the helicopter whilst carrying out the appropriate drills in relation to these systems as per the Flight Manual or other appropriate document		
Knowledge	• Systems knowledge • On-board navigation and communication equipment use and limitation • Normal operating procedures • Abnormal operating procedures	
Skill	• Use systems appropriate to checklists or operational requirements • analyze abnormal situations and formulate appropriate plan • execute abnormal drills in accordance with the Flight Manual or other appropriate document (touch drills only) • Plan, execute, and demonstrate further actions to ensure safe recovery of helicopter, passengers, and crew to an airfield/LS as appropriate • Use checklist to confirm actions when time permits • Make suitable emergency R/T calls (given to the examiner but not transmitted)	
Attitude	• Demonstrates terrain awareness • Aware of conflicting traffic movements and of the helicopter's position in relation to external references • Assesses environmental conditions • Aware of the helicopter systems' state • Priorities flying tasks, normal operating procedures, and emergency operating procedures appropriately • Informs ATC of situation in a timely manner and requests appropriate priority • Coordinates actions with other flight crew members efficiently • Recognizes errors or system malfunctions, and takes timely and appropriate corrective action • Re-plans flight as necessary	

Section 4 - Abnormal and Emergency Procedures		Remarks
Spotting, assessing, and addressing emergencies or abnormal using the appropriate procedures, maintaining a safe flight throughout; decisions to discontinue the flight to ensure safety, if necessary		
Knowledge	• Emergency drills memory items • Understanding of all emergency and abnormal procedures • Precautionary landing methodology • Standard phraseology for emergency and abnormal situation • Transponder codes for emergency or com-loss situations • Priority setting tools (e.g. PPAA or FNCM)	
Skill	• Control the helicopter's flight path • Analyze emergency or abnormal situation and formulate appropriate plan • Execute abnormal or emergency drills in accordance with the Flight Manual or other appropriate document (touch drills only) • Proper use of the applicable checklist to confirm actions when time permits • Situation assessment, decision and solution implementation • Make suitable emergency R/T calls (given to the examiner but not transmitted)	
Attitude	• Demonstrates terrain awareness • Assesses environmental conditions • Information gathering and problem solving • Informed decision making • Awareness of time or height availability and exhaustion • Informed decision making and effective implementation • Aware of the helicopter systems' state and set priorities (Fly, Navigate, Communicate, Manage) • Coordinates actions with other flight crew members efficiently • Recognizes errors or system malfunctions, and takes timely and appropriate corrective action; • Re-plans flight as necessary	

Section 5 - Instrument Flight Procedures (to be performed in IMC or simulated IMC)		Remarks
Safe, structured and compliant IFR operation, including PBN operation, by sole reference to instruments; clear and timely communication with ATC; stable 2D / 3D approaches to MDA / DA and missed approach/landing		
Knowledge	• Instrument procedures, instrument chart reading, briefing structure and purpose • Radiotelephony requirements, procedures, and applicable standard phraseology • On-board navigation and communication equipment use and limitation • OEI performance limitations • Governing minima and conditions to start and continue an approach • CAR OPS 3 • Regulatory requirements associated with the airspace used • PBN operation, limitations included on the use of GNSS/SBAS-derived navigational information • Specific limitations associated with the use of higher level of augmentation	
Skill	• Flight preparation information retrieval and usage of official reference documents • Helicopter control by sole reference to instruments, stabilized flight path in trim • IFR charts reading (understanding and usage of information) • Proficient usage of on-board navigation and communication equipment • Adherence to instrument procedures • Maintain mode awareness of auto flight system(s), including engagement and automatic transitions • Detect deviations from the desired aircraft state (flight path, speed, etc.) and take appropriate action • Recognize mishandled auto flight system • Detects deviations through instrument scanning • Applicable standard communication phraseology	
Attitude	• Continuously acquire information and update his knowledge about his position and potential threats (e.g. traffic, terrain, flight path, weather, icing) and consider their future evolution • Set priorities (Fly, Navigate, Communicate, Manage) to ensure timely completion • Assertive, seek clarification of doubts and misunderstandings before acting • Recognizes tracking errors or system malfunctions, and takes timely and appropriate corrective action, including initiating a 'go-around' maneuver if the approach becomes unstable • Coordinates actions with other flight crew members efficiently and delegates tasks appropriately • Ready and willing to seek assistance as necessary (e.g. from ATC) • Importance of throughout preparation and knowledge of IFR procedures • Workload anticipation and management	

Section 6 - Use of optional equipment		Remarks
Determine that the applicant is competent to operate optional equipment like EGPWS/TAWS/ACAS as fitted to the helicopter		
Knowledge	• System knowledge; • Normal operating procedures • Abnormal or emergency operating procedures	
Skill	• Use equipment in normal, abnormal and/or emergency procedures	
Attitude	• Maintains adequate lookout throughout • Demonstrates terrain awareness • Aware of conflicting traffic movements • Priorities flying tasks, normal operating procedures, and emergency operating procedures appropriately • Coordinates actions with other flight crew members efficiently • Delegates tasks appropriately. • Identifies possible threats and takes mitigatory action; • recognizes errors or system malfunctions, and takes timely and appropriate corrective action	