



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΗΡΕΣΙΑ ΠΟΛΙΤΙΚΗΣ ΑΕΡΟΠΟΡΙΑΣ
HELLENIC REPUBLIC
HELLENIC CIVIL AVIATION AUTHORITY
MEMBER OF EASA



HCAA REFERENCE No.:

FSD REFERENCE No.:

(HCAA USE ONLY- Αριθμοί Πρωτοκόλλου /Χρήση ΥΠΑ μόνο)

FORM No. 320(H)

SKILL TEST FOR THE ISSUE OF A CPL (H)

APPLICATION AND EXAMINER'S REPORT

☐ initial skill test combined with first TR

☐ repetition of failed skill test, from date: _____

☐ initial skill test combined with TR prof. check

☐ repetition of partial passed skill test, from date: _____

Name/Surname/Father's Name:

Όνομα/Επίθετο/Όνομα πατρός

ID/Passport No.:

Αριθ.ΑΤ/Διαβατηρίου

Date of birth: Ημερ.γέν.:		Place of birth: Τόπος γέν.:		Nationality: Εθνικότητα:	
Private Address: Διεύθ. Κατοικίας:		Post code: Ταχ. Κώδ.:		City/Country: Πόλη/Χώρα:	
Phone/mobile: Τηλ. σταθ./κιν. :				Phone/fax office: Τηλ./φάξ εργασίας:	
e-mail and additional contact info: Ηλεκτρονική διεύθ./επιπρόσθετες πληρ. επικοινωνίας:		Signature of applicant: Υπογραφή αιτούντος/αιτούσας:			
Grand total flight hours: Γενικό σύνολο ωρών:		PIC hours: Ωρες κυβ.:		COPI hours: Ωρες συγκυβ.:	
				Type/Licence number: Τύπος/αριθμός αδείας:	
				Med. Certificate Class/ Exp. Date: Κλάση/Ημερομ.λήξης πιστοπ.υγείας:	
HCAA USE ONLY REMARKS (Χρήση ΥΠΑ μόνο, παρατηρήσεις)					
INSPECTING OFFICER		AVIATION SAFETY INSPECTOR		LICENSING DEP. DIRECTOR	
				FLIGHT STANDARDS DEP. DIRECTOR	

ΥΠΕΥΘΥΝΗ ΔΗΛΩΣΗ - DECLARATION

A.

Με ατομική μου ευθύνη και γνωρίζοντας τις κυρώσεις (1), που προβλέπονται από τις διατάξεις της παρ. 6 του άρθρου 22 του Ν. 1599/1986, δηλώνω ότι τα περιεχόμενα στην παρούσα αίτησή μου στοιχεία είναι ακριβή (2) και αληθή (3) και έχω πληρώσει τα αντίστοιχα τέλη.

ΣΗΜΕΙΩΣΗ:

(1) «Όποιος εν γνώσει του δηλώνει ψευδή γεγονότα ή αρνείται ή αποκρύπτει τα αληθινά με την έγγραφη υπεύθυνη δήλωση του άρθρου 8, τιμωρείται με φυλάκιση τουλάχιστον τριών μηνών. Εάν ο υπαίτιος αυτών των πράξεων σκόπευε να προσπορίσει στον εαυτό του ή σε άλλον περιουσιακό όφελος βλάπτοντας τρίτον ή σκόπευε να βλάψει άλλον, τιμωρείται με κάθειρξη μέχρι 10 ετών.

(2) Η ακρίβεια των στοιχείων που υποβάλλονται με αυτή τη δήλωση μπορεί να ελεγχθεί με βάση το αρχείο άλλων υπηρεσιών (άρθρο 8 παρ. 4 Ν. 1599/1986).

(3) Οιαδήποτε ψευδής παρουσίαση ή δήλωση ή απόκρυψη πληροφοριών στην παραπάνω αίτηση θα έχει ως συνέπεια την απόρριψή της, την ποινική δίωξη των υπευθύνων κατά το άρθρο 42 ή 220 του Ποινικού Κώδικα και την ανάκληση από την ΥΠΑ οποιουδήποτε ισχύοντος αεροπορικού Πτυχίου ή Πιστοποιητικού Υγείας.

(4) Ο Ευρωπαϊκός Κανονισμός (ΕΥ) Νο. 1178/2011 όπως τροποποιήθηκε, απαιτεί όπως όλες οι άδειες/πτυχία του ενδιαφερομένου να διεκπεραιώνονται μόνο από την Αρχή Πολιτικής Αεροπορίας που κατέχει τα ιατρικά δεδομένα αυτού. (Part MED.A.030 and Part FCL.015).

Εάν τα ιατρικά σας δεδομένα δεν βρίσκονται στην Ελληνική Υπηρεσία Πολιτικής Αεροπορίας, η αίτησή σας θα απορριφθεί.

On my own responsibility and knowing the presumable penalties (1), by the paragraph 6 of the article 22 of the N.1599/1986, I declare that the included elements in my present application are accurate (2) and true (3) and I have paid the applicable fees.

NOTE:

(1) "Whoever, under his own knowledge, declares untrue facts or denies or withholds the true facts within his/her written declaration under the article 8, he/she will be punished with imprisonment of at least three months. If the responsible of these actions intended, for his own benefit or other's benefit, to draw financial profit harming third person or he/she intended to harm other, he/she will be punished with imprisonment for a term up to 10 years.

(2) The accuracy of the elements that are submitted with this declaration can be checked on the basis of a check into other agency's archives (article 8 paragraphs 4 N.1599/1986).

(3) Any untrue presentation or declaration or dissimulation of information within the above application will have as a consequence its rejection, the penal prosecution of responsible persons according to the article 42 or 220 of the Penal Code and the revocation of every valid aviation licence or Medical Certificate by the Hellenic CAA.

(4) European Commission Regulation (EU) No. 1178/2011 as amended requires that an individual has all of their licences administered by the National Aviation Authority that holds their medical records.

(Part MED.A.030 and Part FCL.015).

If your medical records are not held by the HCAA, your application will be rejected.

B.

Επιπρόσθετες πληροφορίες σχετικά με την αίτησή σας/Additional information concerning your application:

Ο / Η Δηλών (ούσα)

Name of Applicant:

Υπογραφή

Signature:

Ημερομηνία

Date:



Applicant's Licence No.:

Instructor

last name: _____ first name: _____

licence number: _____ FI signature: _____

ATO The ATO confirms having trained the candidate acc. to its approved syllabus and tested him to be ready to pass the skill test/proficiency check.

name: _____ registration no: _____

name of chief flight instructor: _____ licence no: _____

location & date: _____ signature of chief flight instructor: _____

Details of flight

date: _____ type of helicopter / variant: _____ reg: _____ TR: _____

Dep. / Dest: _____ Rotor Start: _____ Rotor Stop: _____ Flight Time: _____ Landings: _____

Result of skill test*

*FE delete as necessary

Passed*

Failed*

Partial Passed*

Applicant's signature

Revalidation of further type(s) FCL.740.H

☐ SEP ☐ SET < 3'175kg

*FE / TRE delete as necessary

Type used for Last test /check	Type	>15 hours TT on type	>2 hours PIC since last revalidation	Type used for Last test /check	Type	>15 hours TT on type	>2 hours PIC since last revalidation
<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes

Examiner

last name: _____ first name: _____

examiner authorisation: _____ licence number: _____

location & date: _____

Examiner's signature

Use of checklist, airmanship, A/C limitations must be respected in all sections

General flight experience report

A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form. Please make sure to mark your licence number together with your signature at the bottom of the pages.

Recapitulation of conditions: instruction and flying experience before CPL(H) skill test

- a) Applicants minimum age: (MNM18 years) ☐ YES
- b) Enclose official printout of criminal record file issued by state of residence (max 3 month old) ☐ YES
- c) Pilot licence (medical or PPL) valid until: _____
- d) EASA Medical class 1 (Part MED.A.030(f)) valid until: _____
- e) Theoretical examination for CPL(H) passed date: _____
- f) NIT completed or confirmed with form NIT(H).611 date: _____
- g) Flight experience before starting CPL modular course (MNM 155 HR) hours: _____

Crediting (JAR-FCL 2.155) from the 185 hours of flight time:

- (i) PPL(A) holder (MAX 20 HR PIC); **or** hours: _____
- (ii) CPL(A) holder (MAX 50 HR PIC); **or** hours: _____
- (ii) TMG or Glider holder (MAX 10 HR PIC) hours: _____

a copy of the relevant logbook pages must be submitted

- h) Flight experience (MIN 185 HR) hours: _____
including:
- i) Flight experience as PIC(H) (MNM 50 HR) hours: _____
of which
- Cross country (MNM 10 HR) hours: _____
of which
- Cross country flight: (MNM 185 Km) Km: _____
- Leg 1** DEP: _____ DEST: _____ Km: _____
- Leg 2** DEP: _____ DEST: _____ Km: _____
- Leg 3** DEP: _____ DEST: _____ Km: _____

- j) Dual VFR flight instruction (MIN 30 HR) hours: _____

For Pilots without IR:

- k) Dual instrument flight instruction (MNM 10 HR) hours: _____
of which
- instruction time BITD, FNPT I or II, FS (MAX 5 HR) hours: _____

For Pilots without NIT:

- l) Night flight time (see JAR-FCL2.165(b)) (MNM 5 HR) hours: _____

Revalidation of further types according to FCL.740.H

To revalidate a **single-engine piston helicopter type rating** within a group the applicant shall complete:

- 1) Minimum 2 hours as PIC in the relevant helicopter type within the validity period
- 2) The proficiency check shall be performed on the least recently used helicopter for a proficiency check.
- 3) Complete table page 1 for Type Ratings to be revalidated with this proficiency check and indicate type used for last proficiency check

To revalidate a **single-engine turbine helicopter type rating (MTOW < 3'175 kg)** within a group the applicant shall complete:

- 1) Minimum 300 hours PIC on helicopters
- 2) Minimum 15 hours on relevant helicopter type
- 3) Minimum 2 hours as PIC on the relevant helicopter type within the validity period
- 4) The proficiency check shall be performed on the least recently used helicopter type for a proficiency check.
- 5) Complete table page 1 for type ratings to be revalidated with this proficiency check and indicate type used for last proficiency check.

Use of checklist, airmanship, A/C limitations must be respected in all sections

Skill test

An applicant shall pass sections 1 through 5 of the skill test. Failure in more than one section will require the applicant to take the entire test again. If any item in a section is failed, that section is failed. An applicant failing only one section shall take the failed section again. Failure in any items of the re-test and failure in any other items already passed, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

Further training may be required following any failed skill test. Failure to achieve a pass in all sections of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

Conduct of the skill test

The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

Should the applicant choose to terminate a skill test for reasons considered inadequate by the FE, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

An applicant shall be required to fly the helicopter from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.

An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

The FE shall take no part in the operation of the helicopter except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Note

The examiner may elect to deviate from any given procedure stated in the skill test if, in his judgment, the outcome of a maneuver may jeopardize the safety of the aircraft or its occupants. The reasons for deviating from a mandatory maneuver shall be stated in the remarks.



Section 1		PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES					
		1 attempt		2 attempt			
		pass	fail	pass	fail	M	
1.1	Helicopter knowledge, (e.g. technical log, fuel, mass and balance, performance), Flight Planning, NOTAMS, Weather					M	
	1 Check knowledge of helicopter serviceability record 2 Confirm that the helicopter is in a serviceable and safe condition for flight 3 Check and complete all necessary documentation 4 Principles of Mass & Balance computation 5 Mass and Balance computation 6 HIGE / HOGE 7 Helicopter Limitations according to AFM/RFM 8 Density altitude 9 Vne / H/V diagram 10 Significant Weather charts / winds aloft / Area Forecasts 11 TAF / METAR 12 GAFOR 13 AIP / NOTAM / KOSIF 14 AMIE selfbriefing system Pass = min. 11+ / 7M	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M	
1.2	Pre-flight inspection/action, location of parts and purpose	pass	fail	pass	fail	M	
	1 Using a checklist, perform pre-flight inspections 2 Identify components and functions as required by the Examiner 3 Fuel and oil grade and sampling Pass = min. 2+	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>		
1.3	Cockpit inspection, Starting procedure	pass	fail	pass	fail	M	
	1 ATIS / Startup clearance if applicable 2 Systematic use of checklist 3 Appropriate Com and nav equipment setting 4 Altimeter setting 5 Limitations according to AFM/RFM Pass = min. 4+ / 1M	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M	
1.4	Communication and navigation equipment checks, selecting and setting frequencies	pass	fail	pass	fail	M	
	1 Obtain ATC clearance and follow ATC instructions or as directed by the FE 2 Demonstrate standard radio procedures and phraseology Pass = min. 1+	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>		
1.5	Pre-take-off procedure, R/T procedure, ATC liaison-compliance	pass	fail	pass	fail	M	
	1 Complete all recommended pre take-off checks 2 Demonstrate compliance with ATC instructions 3 Use charts or other published information as required 4 Limitations according to AFM/RFM 5 Complete a departure briefing for the examiner Pass = min. 4+ / 1M	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M	
1.6	Parking, Shutdown and Post-flight procedure	pass	fail	pass	fail	M	
	1 Using a checklist, perform post-flight inspections 2 Limitations according to AFM/RFM 3 Complete all necessary documentation Pass = min. 2+ / 1M	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M	
		passed		failed		examiner's signature	

Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 2		HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS					
		1 attempt		2 attempt			
		pass	fail	pass	fail	M	
2.1	Take-off and landing (lift off and touch down)						
	1 Vertical take-off 2 Stabilised hover height 3 Hover check 4 Maintain heading 5 Limitations according to AFM/RFM 6 Vertical descent (lat +aft drift =0) 7 Ground track during landing $\pm 10^\circ$ 8 Gentle ground contact within $\varnothing 1m$ Pass = min. 6+ / 1M (items must be passed in the same attempt)	+	-	+	-	M	
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.2	Taxi, hover taxi					M	
	1 Stabilised hover height 0.5 - 1.5 m 2 Limitations according to AFM/RFM 3 Lookout techniques / collision avoidance Pass = min. 2 +	+	-	+	-		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3	Stationary hover with head/cross/tail wind					M	
	Square with variable heading 1 Vertical take off, max. drift 1m 2 Maintain proper ground track $\pm 10^\circ$ 3 Constant ground speed 4 Maintain height 0.5 - 1.5m 5 Max drift in corners $\varnothing 1m$ 6 Constant rotation speed 7 Lateral ground track drift max $\pm 1m$ 8 Landing within $\varnothing 1m$ (lat +aft drift = 0) Pass = min. 6+ (items must be passed in the same attempt)	+	-	+	-		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.4	Stationary hover turns, 360° left and right (spot turns)					M	
	360° Pedal turn with landings every 90° 1 Vertical take off, max. drift 1m 2 Maintain height 0.5 - 1.5m 3 Rotation $\varnothing 2m$ 4 Stabilized hover flight 5 Maintain heading $\pm 10^\circ$ 6 Landing within $\varnothing 1m$ (lat +aft drift = 0) Pass = min. 4+ (items must be passed in the same attempt)	+	-	+	-		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.5	Forward, sideways and backwards hover manoeuvring					M	
	Square with fixed heading 1 Vertical take off, max. drift 1m 2 Maintain heading $\pm 10^\circ$ 3 Constant ground speed 4 Maintain height 0.5 - 1.5m 5 Max drift in corners $\varnothing 1m$ 6 Lateral ground track drift max $\pm 1m$ 7 Landing within $\varnothing 1m$ (lat +aft drift = 0) Pass = min. 5+ (items must be passed in the same attempt)	+	-	+	-		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 2 cont.		HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS					
		1 attempt		2 attempt			
		pass	fail	pass	fail	M	
2.6	Simulated engine failure from the hover					M	
	1 Drift (Lat. and Aft = 0) 2 Using pedals control yaw 3 Gentle ground contact Pass = min. 3+ / 1M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M	
2.7	Quick stops into and downwind					M	
	1 Attitude min. 15° nose up 2 maintain heading ±10° 3 Limitations 4 Acceleration (max. take off power AFM/RFM) 5 Maintain Altitude (±100 ft) Pass = min. 3+ (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>		
2.8	Sloping ground/unprepared sites landings and take-offs					M	
	1 Approach and departure from slope 2 Left side cross slope landing (within aircraft and pilot limits) 3 Right side cross slope landing (within aircraft and pilot limits) 4 Front slope landing (within aircraft and pilot limits) 5 Heading and ground position Pass = min. 4+ / 1M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M	
2.9	Take-offs (various profiles)					M	
	1 Vertical take-off 2 Stabilised hover height 3 Hover check 4 Maintain heading 5 Acceleration according to situation 6 Recommended climb speed 7 Limitations according to AFM/RFM 8 Lookout techniques / collision avoidance Pass = min. 6+ / 1M (items must be passed in the same attempt) CAN BE COMBINED WITH OTHER EXERCISES	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M	
2.10	Crosswind, downwind take-off (if practicable)						
2.11	Take-off at maximum take-off mass (actual or simulated)					M	
	Examiner giving a power limitation 1 Take-off briefing 2 Hover check 3 Transition from hover to climb out 4 Power and RPM limitations Pass = min. 3+ / 1M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M	
2.12	Approaches (various profiles)					M	
	Outside landing (e.g. pinnacle / confined area / open field) 1 Reconnaissance 2 Approach briefing 3 Flight tactics (terrain, cables, ecology) 4 Approach (speed, rate of descent, angle) 5 Precision selected landing area 6 Landing Pass = min. 4+ (items must be passed in the same attempt) CAN BE COMBINED WITH OTHER EXERCISES	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>		

Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 2 cont.		HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS					
		1 attempt		2 attempt			
		pass	fail	pass	fail	M	
2.13	Limited power take-off and landing <i>Examiner giving a power limitation</i> 1 Take-off briefing 2 Hover check 3 Transition from hover to climb out 4 Power and RPM limitations 5 Obstacle clearance Pass = min. 3+ / 2M (items must be passed in the same attempt)	<div>+ <input type="checkbox"/></div>	<div>- <input type="checkbox"/></div>	<div>+ <input type="checkbox"/></div>	<div>- <input type="checkbox"/></div>	M	
2.14	Autorotations, (FE to select two items from - Basic, range, low speed, and 360° turns) 1 Autorotation entry (Rotor RPM within limits / attitude / yaw) 2 Wind evaluation 3 Landing area selection (terrain, obstacles) 4 Parameter correction during glide 5 Precision selected touchdown area 6 Go-Around @ ~ 50 m / AGL Pass = min. 4+ / 3M (items must be passed in the same attempt)	<div>+ <input type="checkbox"/></div>	<div>- <input type="checkbox"/></div>	<div>+ <input type="checkbox"/></div>	<div>- <input type="checkbox"/></div>	M	
2.15	Autorotative landing (see note page 3) 1 Autorotation entry (Rotor RPM within limits / attitude / yaw) 2 Maintain proper glide configuration (speed / rotor-RPM-control) 3 Parameters before flare according to AFM 4 Flare (height, heading) 5 Level off (yaw, height, attitude, speed) 6 Gentle ground contact 7 Precision selected landing area Pass = min. 5+ / 5M (items must be passed in the same attempt)	<div>+ <input type="checkbox"/></div>	<div>- <input type="checkbox"/></div>	<div>+ <input type="checkbox"/></div>	<div>- <input type="checkbox"/></div>	M	
2.16	Practice forced landing with power recovery 1 Autorotation entry (Rotor RPM within limits / attitude / yaw) 2 Maintain proper glide configuration (speed / rotor-RPM-control) 3 Parameters before flare according to AFM 4 Flare (height, heading) 5 Level off (yaw, height, attitude, speed) 6 Precision selected landing area Pass = min. 4+ / 4M (items must be passed in the same attempt)	<div>+ <input type="checkbox"/></div>	<div>- <input type="checkbox"/></div>	<div>+ <input type="checkbox"/></div>	<div>- <input type="checkbox"/></div>	M	
2.17	Power checks, reconnaissance technique, approach and departure technique <i>Outside landing (e.g: pinnacle / confined area / open field)</i> 1 Reconnaissance 2 Approach briefing 3 Flight tactics (terrain, cables, ecology) 4 Approach (speed, rate of descent, angle) 5 Precision selected landing area 6 Landing Pass = min. 4+ (items must be passed in the same attempt) CAN BE COMBINED WITH OTHER EXERCISES	<div>+ <input type="checkbox"/></div>	<div>- <input type="checkbox"/></div>	<div>+ <input type="checkbox"/></div>	<div>- <input type="checkbox"/></div>	M	
please delete as necessary		passed	failed	examiner's signature			



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Section 3		NAVIGATION - EN ROUTE PROCEDURES					
		1 attempt		2 attempt			
		pass	fail	pass	fail	M	
3.1	Navigation and orientation at various altitudes/heights, map reading					M	
	1 Find Nav waypoint 1 (scale 1:500'000)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	
	2 Find Nav waypoint 2 (scale 1:500'000)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	3 Adopt proper flight tactics (terrain, cables, environnement)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.2	Altitude/height, speed, heading control, observation of airspace, altimeter setting						
	5 Maintain assigned airspeed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	6 Maintain assigned altitude	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	7 Heading control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	8 Lookout techniques / collision avoidance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.3	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and reestablishment of correct track, instrument monitoring						
	9 Cockpit management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	10 Flight-log	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	11 ETA assessment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	12 Fuel management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	13 Assessment of track error and correction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.4	Observation of weather conditions, diversion planning						
3.5	Tracking, positioning (NDB and/or VOR), identification of facilities						
	15 NDB / VOR station identification	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	16 Determination of QDR / QDM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	17 Interception and tracking of assigned QDM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3.6	ATC liaison and observance of regulations, etc.						
	18 Knowledge of airspace classification	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	M	
	19 ATC communications	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	20 VFR weather minimum	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	21 Observation of right of way rules	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Pass = min. 16+ / 2M							
please delete as necessary		passed	failed	examiner's signature			



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Section 4		FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS					
		1 attempt		2 attempt		M	
		pass	fail	pass	fail	M	
4.1	Level flight, control of heading, altitude/height and speed						
	1 Assigned altitude	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	2 Assigned airspeed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	3 Heading control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	Pass = min. 2+ (items must be passed in the same attempt)						
4.2	Rate 1 level turns onto specified headings, 180° to 360° left and right	pass	fail	pass	fail	M	
	Level 180°R + 180°L turns						
	1 Assigned altitude	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	2 180° right turn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	3 180° left turn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	4 Bank angle (standard rate)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	Pass = min. 3+ (items must be passed in the same attempt)						
4.3	Climbing and descending, including turns at rate 1 onto specified headings	pass	fail	pass	fail	M	
	climbing 180°R + 180°L turns						
	1 Assigned airspeed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	2 180° right turn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	3 180° left turn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	4 Bank angle (standard rate)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	5 Assigned heading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	Pass = min. 3+ (items must be passed in the same attempt)						
4.4	Recovery from unusual attitudes	pass	fail	pass	fail	M	
	1 Bank control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	2 Pitch control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	3 Airspeed control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	4 smooth control inputs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	Pass = min. 3+ (items must be passed in the same attempt)						
4.5	Turns with 30° bank, turning up to 90° left and right	pass	fail	pass	fail	M	
	Level 90°R + 90°L turns						
	1 Assigned altitude	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	2 90° right turn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	3 90° left turn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	4 Bank angle (30°)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	Pass = min. 3+ (items must be passed in the same attempt)						
		passed		failed		examiner's signature	

please delete as necessary

Section 5		ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)					
Note: Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test.		1 attempt		2 attempt		M	FE shall select 4 items from the following
		pass	fail	pass	fail		
5.1	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate						
5.2	Fuel system malfunction						
5.3	Electrical system malfunction						
5.4	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable						
5.5	Main rotor and/or anti-torque system malfunction (flight simulator or discussion only)						
5.6	Fire drills, including smoke control and removal, as applicable						
5.7	Other abnormal and Emergency procedures as outlined in appropriate flight manual						



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Section 5 cont. ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)		1 attempt		2 attempt		
Note: Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test.		pass	fail	pass	fail	
5.7.1	Take-offs with simulated engine failure shortly before reaching TDP or DPATO (MULTI ENGINE ONLY)					M
	<i>Examiner to choose one CAT A procedure</i> 1.1 CAT A procedure (specify): 1.2 CAT B procedure if helicopter not certified for CAT A 2 Helicopter control (Heading, attitude) 3 Rotor RPM within Limits 4 O.E.I. Limitations (TQ, ITT/ TOT, N1, etc.) 5 Landing Attitude 6 Engine shutdown procedure (simulated) or as required by the examiner Pass = min. 5+ / 3M (items must be passed in the same attempt)	+ <input type="checkbox"/> - <input type="checkbox"/>	+ <input type="checkbox"/> - <input type="checkbox"/>	M		
5.7.2	Take-offs with simulated engine failure shortly after reaching TDP or DPATO (MULTI ENGINE ONLY)					M
	<i>Examiner to choose one CAT A procedure</i> 1.1 CAT A procedure (specify): 1.2 CAT B procedure if helicopter not certified for CAT A 2 Helicopter control (Heading, attitude) 3 Rotor RPM within Limits 4 O.E.I. Limitations (TQ, ITT/ TOT, N1, etc.) 5 Airspeed and attitude control (V_{Toss} , V_y) 6 Engine shutdown procedure (simulated) or as required by the examiner Pass = min. 5+ / 3M (items must be passed in the same attempt)	+ <input type="checkbox"/> - <input type="checkbox"/>	+ <input type="checkbox"/> - <input type="checkbox"/>	M		
5.7.3	Go around or landing following simulated engine failure before LDP or DPBL (MULTI ENGINE ONLY)					M
	<i>Examiner to choose one CAT A procedure</i> 1.1 CAT A procedure (specify): 1.2 CAT B procedure if helicopter not certified for CAT A 2 Helicopter control (Heading, attitude) 3 Rotor RPM within Limits 4 O.E.I. Limitations (TQ, ITT/ TOT, N1, etc.) 5 Airspeed and attitude control 6 Engine shutdown procedure (simulated) or as required by the examiner Pass = min. 5+ / 3M (items must be passed in the same attempt)	+ <input type="checkbox"/> - <input type="checkbox"/>	+ <input type="checkbox"/> - <input type="checkbox"/>	M		
5.7.4	Landings following simulated engine failure after LDP or DPBL (MULTI ENGINE ONLY)					M
	<i>Examiner to choose one CAT A procedure</i> 1.1 CAT A procedure (specify): 1.2 CAT B procedure if helicopter not certified for CAT A 2 Helicopter control (Heading, attitude) 3 Rotor RPM within Limits 4 O.E.I. Limitations (TQ, ITT/ TOT, N1, etc.) 5 Landing attitude 6 Engine shutdown procedure (simulated) or as required by the examiner Pass = min. 5+ / 3M (items must be passed in the same attempt)	+ <input type="checkbox"/> - <input type="checkbox"/>	+ <input type="checkbox"/> - <input type="checkbox"/>	M		
please delete as necessary		passed	failed	examiner's signature		