Ente Nazionale per l'Aviazione Civile

ATPL - IR - TR SP - MP - SE - ME H

INIT. ISSUE - REVAL. - RENEWAL SKILL TEST - PROF. CHECK PRACTICAL TRAINING

CHECKLIST

Ref: Appendix 9 Part FCL Reg. 1178/2011

☐ ATPL	☐ IR	☐ TYPE RATING	
Aircraft / Operations	☐ ME	☐ MP	
	☐ SE	☐ SP	
Test / check	☐ SKILL TEST	☐ PROF CHECK	

A APPLICANT DETAILS

Applicant last name(s)		*Licence type*		*Licence number*	
Applicant first name(s)		*ID card nr.*		*Signature*	

SINGLE / MULTI-PILOT HELICOPTERS OPERATIONS	PRACTICAL TRAINING				ATPL, IR, TR, SP, MP, SE, ME, SKILL TEST or PROFICIENCY CHECK					
MANOEUVRES / PROCEDURES	*FSTD*	*H*	✓	*N/A*	*FSTD*	*H*	*M*	*PASS*	*FAIL*	*N/A*
0 SECTION 0 - THEORETICAL KNOWLEDGE										
0.1 Theoretical knowledge	*N/A*	*N/A*	☐	☐	*N/A*	*N/A*	*M*	☐	☐	☐
Instructor initials			➡		***Examiner initials***				➡	
1 SECTION 1 - PREFLIGHT PREPARATION AND CHECKS										
1.1 Helicopter exterior visual inspection; location of each item and purpose of inspection >>> Note 1: If performed in the helicopter		*P*	☐	☐	☐	☐	*M Note 1*	☐	☐	☐
1.2 Cockpit inspection	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
1.4 Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
1.5 Pre-take-off procedures and checks	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
Instructor initials			➡		***Examiner initials***				➡	
2 SECTION 2 - FLIGHT MANOEUVRES AND PROCEDURES										
2.1 Take-offs (various profiles)	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.2 Sloping ground or crosswind take-offs & landings	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.3 Cross wind take-offTake-off at maximum take-off mass (actual or simulated maximum take-off mass)	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.4 Take-off with simulated engine failure	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.4.1 Take-off with simulated engine failure shortly before reaching TDP or DPATO	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.4.2 Take-off with simulated engine failure shortly after reaching TDP or DPATO	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
Instructor initials			➡		***Examiner initials***				➡	

Applicant name _____

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MANOEUVRES / PROCEDURES		*FSTD*	*H*	✔	*N / A*	*FSTD*	*H*	*M*	*PASS*	*FAIL*	*N / A*
2	**SECTION 2 - FLIGHT MANOEUVRES AND PROCEDURES (cont.)**										
2.5	***Turns***	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.5.1	*Climbing and descending turns to specified headings*	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.5.2	*Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments*	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.6	***Autorotative descent***	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.6.1	*Autorotative landing or pwr recovery if applic. (SEH)*	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.6.2	*Power recovery for multi-engine helicopters (MEH)*	*P*	—>	☐	☐	☐	☐	*M*	☐	☐	☐
2.7	***Landing (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*	☐	☐	☐
				Instructor initials					***Examiner initials***		

3	**SECTION 3 - NORMAL AND ABNORMAL OPERATIONS OF THE FOLLOWING SYSTEMS AND PROCEDURES** ***>>> Note 2: A mandatory minimum of 3 items shall be selected from this section***										
3.1	*Engine*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.2	*Air conditioning (heating, ventilation)*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.3	*Pitot / static system*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.4	*Fuel system*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.5	*Electrical system*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.6	*Hydraulic system*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.7	*Flight controls and trim system*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.8	*Anti-icing / de-icing system*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.9	*Autopilot / flight Director*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.10	*Stability augmentation devices*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.11	*Weather radar, radio altimeter, transponder*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.12	*Area navigation system*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.13	*Landing gear system*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.14	*APU*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
3.15	*Radio, navigation equipment, instruments and FMS*	*P*	—>	☐	☐	☐	☐	*Note 2*	☐	☐	☐
				Instructor initials					***Examiner initials***		

Applicant name _____

SINGLE / MULTI-PILOT HELICOPTERS OPERATIONS		PRACTICAL TRAINING				ATPL, IR, TR, SP, MP, SE, ME, SKILL TEST or PROFICIENCY CHECK					
MANOEUVRES / PROCEDURES		FSTD	H	✔	N / A	FSTD	H	M	PASS	FAIL	N / A
4	**SECTION 4 - ABNORMAL AND EMERGENCY PROCEDURES** ***>>> Note 3: A mandatory minimum of 3 items shall be selected from this section***										
4.1	*Fire drills (including evacuation if applicable)*	*P*	*—>*	☐	☐	☐	☐	*Note 3*	☐	☐	☐
4.2	*Smoke control and removal*	*P*	*—>*	☐	☐	☐	☐	*Note 3*	☐	☐	☐
4.3	*Engine failures, shutdown and restart at a safe height*	*P*	*—>*	☐	☐	☐	☐	*Note 3*	☐	☐	☐
4.4	*Fuel dumping (simulated)*	*P*	*—>*	☐	☐	☐	☐	*Note 3*	☐	☐	☐
4.5	***Tail rotor control failure (if applicable)***	*P*	*—>*	☐	☐	☐	☐	*Note 3*	☐	☐	☐
4.5.1	*Tail rotor loss (if applicable)* *>>> Note 4: A helicopter shall not be used*	*P*	*Note 4*	☐	☐	☐	*N / A*	*Note 3*	☐	☐	☐
4.6	*Incapacitation of crew member – MPH only*	*P*	*—>*	☐	☐	☐	☐	*Note 3*	☐	☐	☐
4.7	*Transmission malfunctions*	*P*	*—>*	☐	☐	☐	☐	*Note 3*	☐	☐	☐
4.8	*Other emergency procedures as outlined in the appropriate flight manual*	*P*	*—>*	☐	☐	☐	☐	*Note 3*	☐	☐	☐
				Instructor initials					***Examiner initials***		

5	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 when airborne***			☐	☐	☐	☐		☐	☐	☐
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	*Manually, without flight director* *>>> Note 5: According to the AFM, RNP APCH procedures may require the use of AP or FD director. The procedure to be flown manually shall be chosen taking 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 1.000 ft above aerodrome level until touchdown or until completion of the missed approach procedure*	*P**	*—>**	☐	☐	☐	☐	*M**	☐	☐	☐
5.5	*2D operations down to the MDA/H*	*P**	*—>**	☐	☐	☐	☐	*M**	☐	☐	☐
				Instructor initials					***Examiner initials***		

Applicant name _____

SINGLE / MULTI-PILOT HELICOPTERS OPERATIONS		PRACTICAL TRAINING				ATPL, IR, TR, SP, MP, SE, ME, SKILL TEST or PROFICIENCY CHECK					
MANOEUVRES / PROCEDURES		*FSTD*	*H*	✓	*N / A*	*FSTD*	*H*	*M*	*PASS*	*FAIL*	*N / A*
5	**SECTION 5 - INSTRUMENT FLIGHT PROCEDURES (TO BE PERFORMED IN IMC OR SIMULATED IMC) (cont.**										
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**	☐	☐	☐
		Instructor initials				***Examiner initials***					

6	**SECTION 6 - USE OF OPTIONAL EQUIPMENT**										
6.1	*Use of optional equipment*	*P**	*—>**	☐	☐	☐	☐		☐	☐	☐
		Instructor initials				***Examiner initials***					

B	**TYPE RATING INSTRUCTOR**			
Instructor details (as applicable)	*Name*		*License number*	
	Signature		*Location and date*	

C	**TYPE RATING EXAMINER / SYNTETHIC FLIGHT EXAMINER**			
Examiner details	*Name*		*License number*	
	Signature		*Location and date*	

END

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A1	APPENDIX 1 - GLOSSARY, CROSS-REFERENCE, DETAILED INSTRUCTIONS		
(a)	*Symbols meaning*	*P*	*Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PM for the issue of a type rating for multi pilot helicopters (MPH).*
(b)	*Practical training*	*The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow —>* *The following abbreviations are used to indicate the training equipment used*	
		H	*Helicopter*
		FFS	*Full flight simulator*
		FTD	*Flight training device*
(c)	*Starred items*	*The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.*	
(d)	*Instrument flight*	*Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or an FTD 2/3 may be used for this purpose*	
(e)	*Mandatory exercise or choice*	*M*	*Where letter "M" appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.*
(f)	*Practical training and testing in an FSTD*	*An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:*	
		(a)	*The qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);*
		(b)	*The qualifications of the instructor and examiner;*
		(c)	*The amount of FSTD training provided on the course;*
		(d)	*The qualifications and previous experience in similar types of the pilots under training; and*
		(e)	*The amount of supervised flying experience provided after the issue of the new type rating.*
(g)	*Multi-pilot helicopters*	*(a)*	*Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall pass only Sections 1 to 4 and, if applicable, Section 6.*
		(b)	*Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall pass only Sections 1 to 4 and, if applicable, Section 6.*
(h) Single-pilot helicopters		*Applicants for the issue, revalidation or renewal of a single-pilot helicopter type rating shall:*	
		(i)	*If privileges for single-pilot operation are sought, complete the skill test or proficiency check in single-pilot operation*
		(ii)	*If privileges for multi-pilot operation are sought, complete the skill test or proficiency check in multi-pilot operation*
		(iii)	*If privileges for both single-pilot and multi-pilot operations are sought, complete the skill test or proficiency check in multi-pilot operation and, additionally, the following manoeuvres and procedures in single-pilot operation:* *(1) For single-engine helicopters: 2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing* *(2) For multi-engine helicopters: 2.1 take-off and 2.4 and 2.4.1 engine failures shortly before and shortly after reaching TDP* *(3) For IR privileges, in addition to point (1) or (2) as applicable one approach of Section 5 unless the criteria of Appendix 8 are met*
		(iv)	*In order to remove a restriction to multi-pilot operation from a non-complex single-pilot helicopter type rating, complete a proficiency check that includes the manoeuvres and procedures referred to in point (c)(1) or (c)(2), as applicable*

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A2	APPENDIX 2 - FLIGHT TEST TOLERANCE

Applicants shall demonstrate the ability to:	
(a)	*Operate the helicopter within its limitations*
(b)	*Complete all manoeuvres with smoothness and accuracy*
(c)	*Exercise good judgement and airmanship*
(d)	*Apply aeronautical knowledge*
(e)	*Aaintain control of the helicopter 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, if applicable*
(g)	*Communicate effectively with the other crew members, if applicable*

The following limits shall apply corrected to make allowance for turbulent conditions and handling qualities and performance of the helicopter used:

IFR FLIGHT LIMITS			
HEIGHT	*Generally*	*± 100 ft*	
	Starting a go-around at DH / DA	*+ 50 ft / -0 ft*	
	Minimum descent height/MAPt/altitude	*+ 50 ft / -0 ft*	
TRACKING	*On radio aids*	*± 5°*	
	Angular deviations	*± 1/2 scale deviation*	*Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)*
	2D (LNAV) 3D (LNAV / VNAV) linear lateral deviations	*± 1/2 RNP procedure value*	*Cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.*
	3D (LNAV / VNAV) linear vertical deviations	*± 75 ft*	*Not more than – 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.*
HEADING	*All engine operating*	*± 5°*	
	Simulated engine failure	*± 10°*	
SPEED	*All engine operating*	*± 5 knots*	
	Simulated engine failure	*+ 10 knots / - 5 knots*	
VFR FLIGHT LIMITS			
HEIGHT	*Generally*	*± 100 ft*	
HEADING	*Normal operations*	*± 5°*	
	Abn / Emer operations	*± 10°*	
SPEED	*Generally*	*± 10 knots*	
	Simulated engine failure	*+ 10 knots / - 5 knots*	
GROUND DRIFT	*T.O. hover I.G.E.*	*± 3 knots*	
	Landing	*± 2 knots*	*With 0 ft rearward or lateral flight*

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