

 <p><b>ENTE NAZIONALE PER L'AVIAZIONE CIVILE</b></p>	<p><b>ATP(H) / IR / TYPE RATING</b>  <b>SPH SET- MET / MPH</b>  <b>PROFICIENCY CHECK/ SKILL TEST/</b>  <b>PRACTICAL TRAINING</b>  <b>CHECK LIST</b>  <i>Ref.:Appendix 9 Reg. 1178/2011</i></p>	<input type="checkbox"/> <b>ATPL</b> <input type="checkbox"/> <b>Type Rating</b> <input type="checkbox"/> <b>Skill test</b> <input type="checkbox"/> <b>MP</b> <input type="checkbox"/> <b>SP</b> <input type="checkbox"/> <b>SE</b> <input type="checkbox"/> <b>ME</b> <input type="checkbox"/> <b>Proficiency check</b> <input type="checkbox"/> <b>Training Record</b> <input type="checkbox"/> <b>IR</b>
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<b>Cognome:</b> <i>Applicant's last name (s)</i>	<b>Nome:</b> <i>Applicant's first name (s)</i>	<b>Firma del richiedente:</b> <i>Signature of applicant</i>
<b>Tipo di licenza:</b> <i>Type of licence</i>	<b>Numero:</b> <i>Number</i>	<b>Stato:</b> <i>State</i>

SINGLE/MULTI-PILOT HELICOPTERS  Manoeuvres/Procedures	PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
	FSTD	H	Instructor initials when training completed	Chkd in FSTD - H	Examiner initials when test completed
<b>SECTION 1</b>					
<b>Pre-flight preparations and checks</b>					
1.1 Helicopter exterior visual inspection: location of each item and purpose of inspection		P		M (If performed in the helicopter)	
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 air traffic control instructions or on instructions of an instructor	P	→		M	
1.5 Pre take-off procedures and checks	P	→		M	
<b>SECTION 2</b>					
<b>Flight manoeuvres and procedures</b>					
2.1 Take-offs (various profiles)	P	→		M	
2.2 Sloping ground or crosswind take-offs & landings	P	→			
2.3 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	→			
2.4 Take-off with simulated engine failure shortly before reaching TDP, or DPATO	P	→		M	
2.4.1 Take-off with simulated engine failure shortly after reaching TDP, or DPATO	P	→		M	
2.5 Climbing and descending turns to specified headings	P	→		M	
2.5.1 Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments	P	→		M	
2.6 Autorotative descents	P	→		M	
2.6.1. For single engine helicopters (SEH) autorotative landing or power recovery for multi engine helicopters (MEH) power recovery	P	→		M	
2.7 Landings various profiles	P	→		M	
2.7.1 Go around or landing following simulated engine failure before LDP or DPBL	P	→		M	
2.7.2 Landing following simulated engine failure after LDP or DPBL	P	→		M	

SINGLE/MULTI-PILOT HELICOPTERS	PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
	Manoeuvres/Procedures	FSTD	H	Instructor initials when training completed	Chkd in FSTD - H
<b>SECTION 3</b>					
<b>Normal and abnormal operations of the following systems and procedures</b>				A mandatory minimum of 3 items shall be selected from this section	
3.1 Engine	P	→			
3.2 Air conditioning (heating, ventilation)	P	→			
3.3 Pitot/ static system	P	→			
3.4 Fuel System	P	→			
3.5 Electrical system	P	→			
3.6 Hydraulic system	P	→			
3.7 Flight control and Trim-system	P	→			
3.8 Anti-icing and de- icing system	P	→			
3.9 Autopilot/ Flight director	P	→			
3.10 Stability augmentation devices	P	→			
3.11 Weather radar, radio altimeter, transponder	P	→			
3.12 Area Navigation System	P	→			
3.13 Landing gear system	P	→			
3.14 Auxiliary power unit	P	→			
3.15 Radio, navigation equipment, instruments flight management system	P	→			
<b>SECTION 4</b>					
<b>Abnormal and emergency procedures</b>				A mandatory minimum of 3 items shall be selected from this section	
4.1 Fire drills (including evacuation if applicable)	P	→			
4.2 Smoke control and removal	P	→			
4.3 Engine failures, shutdown and restart t a safe height	P	→			
4.4 Fuel dumping (simulated)	P	→			
4.5 Tail rotor control failure (if applicable)	P	→			
4.5.1 Tail rotor loss (if applicable)	P	→	Helicopter may not be used for this exercise		
4.6 Incapacitation of crew member — MPH only	P	→			
4.7 Transmission malfunction	P	→			
4.8 Other emergency procedures as outlined in the appropriate Flight Manual	P	→			

APPLICANT NAME .....

SINGLE/MULTI-PILOT HELICOPTERS	PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK		
	Manoeuvres/Procedures	FSTD	H	Instructor initials when training completed	Chkd in FSTD - H	Examiner initials when test completed
<b>SECTION 5</b>						
<b>Instrument flight procedures (to be performed in IMC or simulated IMC)</b>						
5.1 Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	→				
5.1.1 Simulated engine failure during departure	P*	→		M		
5.2 Adherence to departure and arrival routes and ATC instruction	P*	→		M		
5.3 Holding Procedures	P*	→				
5.4 3D operations to DH/A of 200ft.(60mt.) or to higher minima if required by the approach procedure	P*	→				
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 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 1000ft. Above the 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		
5.6 Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	→				
5.6.1 Other missed approach procedures	P*	→				
5.6.2 Go-around with one engine simulated inoperative or reaching DA/DH or MDA/MDH	P*			M		
5.7 IMC autorotation with power recovery	P*	→		M		
5.8 Recovery from unusual attitudes	P*	→		M		
<b>SECTION 6 – Use of optional equipment</b>						
6.1 Use of optional equipment	P	→				

Signature of TRI (as applicable)		Name of TRI (as applicable)	
Location and data		Type & number of TRE/SFE Licence	
Signature of TRE/SFE		Name of TRE/SFE	

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

### GENERAL

- (a) The following symbols mean:  
P = Trained as PIC for the issue of a type rating SPH or trained as PIC or Co-pilot and as PF and PM for the issue of a Type Rating MPH
- (b) 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:  
FFS = Full Flight Simulator  
FTD = Flight Training Device  
H = Helicopter
- (c) The starred items (\*) shall be flown in actual or simulated IMC, only by applicant wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.
- (d) Instrument flight procedures (section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges or that rating to another type. An FFS or FTD 2/3 may be used for this purpose.
- (e) When letter "M" appears in the skill test or proficiency check column this will indicate the mandatory exercise.
- (f) 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:
- the qualification of the FSTD as set out in Part-ORA;
  - the qualifications of the instructors and examiner;
  - the amount of FSTD training provided on the course;
  - the qualifications and previous experience on similar types of the pilot under training; and
  - the amount of supervised flying experience provided after the issue of the new type rating.

### MULTI-PILOT HELICOPTERS:

- (g) Applicant for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only section 1 to 4 and, if applicable, section 6;
- (h) Applicant for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall take only section 1 to 4 and, in applicable, section 6.

### SINGLE-PILOT HELICOPTERS:

- (i) Applicants for the issue, revalidation or renewal of a single-pilot helicopter type rating shall:
- if privileges for single-pilot operation are sought, complete the skill test or proficiency check in single-pilot operation;
  - if privileges for multi-pilot operation are sought, complete the skill test or proficiency check in multi-pilot operation;
  - if privileges for both single-pilot and multi-pilot privileges are sought, complete the skill test or proficiency check in multi-pilot operation and, additionally, the following manoeuvres and procedures in single-pilot operation :
    - for single-engine helicopters: 2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing ;
    - for multi-engine helicopters: 2.1 take-off and 2.4 and 2.4.1 engine failures shortly before and shortly after reaching TDP ;
    - 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;
  - 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.