

**TYPE/INSTRUMENT PROFICIENCY CHECK FOR SINGLE AND MULTI PILOT HELICOPTER
JAR-FCL AND UK LICENCES REVALIDATION/RENEWAL – APPLICATION**

Please complete the form in BLOCK CAPITALS using black or dark blue ink after reading the attached guidance

PAYMENT METHODS. Please complete form SRG\1187

1. PERSONAL DETAILS (tick as appropriate)

CAA Personal reference number (if known)

Licence Type Private Professional

Surname Forename(s)

Title Date of birth (dd/mm/yyyy)

Nationality Town and Country of birth

Permanent address

..... Postcode

Telephone Number Alternative Telephone

E mail address Fax Number

Address for correspondence (if different from above)

..... Postcode

2. APPLICATION (tick appropriate box)

Revalidation

Renewal rating expired by less than 5 years Renewal expired by more than 5 years (see General Guidance)

Type rating Instrument rating

Single pilot helicopter Multi-pilot helicopter

Type/Variant (specify) Hours in previous period Date of last Check

Common SEP/SET Group Revalidation (see Note 4):

Type/Hours Type/Hours Type/Hours Type/Hours Type/Hours

3. EXAMINER'S NOTIFICATION OF COMPLETION (tick as appropriate)

I certify completion of the Helicopter type / instrument Proficiency Check requirements

Type rating Instrument rating Pass / Fail / Partial Pass

ATPL (H) Skill Test Pass / Fail / Partial Pass

Helicopter Registration & Type used Date test completed

Helicopter FS Type used Total Test Flight / Sim Time

Examiner's Signature Name (block capitals)

Examiner's No. Date

4. CERTIFICATE OF ENGLISH LANGUAGE PROFICIENCY ASSESSMENT

The pilot named above has been assessed for English language proficiency in accordance with the ICAO language proficiency rating scale to Level 6 – Expert.

Tick as appropriate YES NO

CAA Reference: Date:

Examiner's name: Signature:

5. DECLARATION (tick as appropriate)

I declare that the information provided on this form is correct.

I agree to receive:

Flight Crew Safety material from the CAA only or

Safety material from authorised sources or

I do not wish to receive Safety material

Signature Date

It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. Persons doing so render themselves liable, on summary conviction, to a fine not exceeding the statutory maximum (currently £5000, or in Northern Ireland £2000) and on conviction on indictment to an unlimited fine or imprisonment for a term not exceeding two years or both. A Cancellation Charge may be applied as per the CAA scheme of charges when an active application request has been cancelled by the CAA or the customer.

6. PAYMENT METHODS

Please complete form SRG\1187 (for Renewal over 5 years only).

7. SUBMISSION INSTRUCTIONS

Send your completed application form to:

Civil Aviation Authority, Personnel Licensing Department, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom

- We will require the JAR Examiners Approval if the proficiency check has been conducted with a Non UK JAR Examiner.
- Payment form SRG\1187 (for Renewal over 5 years only)

Please note that failure to submit all of the required documentation may lead to a delay in processing your application.

8. CAA USE ONLY (tick as appropriate)		
Date		Enclosures
Receipt No.		
Cheque/PO/Cash Access/Visa/Maestro	Renewal over 5 years only	Despatch/collection details
Date of Issue		
Checked by		Validate Instrument rating on Type <input type="checkbox"/>
Loaded by		Type rating Revalidated <input type="checkbox"/> / Renewed <input type="checkbox"/> <input type="checkbox"/>
Signed by		Instrument rating Revalidated <input type="checkbox"/> / Renewed <input type="checkbox"/> <input type="checkbox"/>

PART TWO - SPH / MPH PROFICIENCY CHECK SCHEDULE - EXAMINERS RECORD

(tick as appropriate)

Applicant's Surname Applicant's Forename

Licence number Type Rating Current Rating valid to date

Aircraft Type FS Reg..... Date of test Revalidation Renewal

Manoeuvres/Procedures		Chk'd in	Pass/ Fail	Manoeuvres/Procedures		Chk'd in	Pass/ Fail
		FSTD				FSTD	
		M (see note i)				M (see note i)	
Section 1 Pre-Flight Checks and Procedures				Section 4 Abnormal and emergency procedures (min of 3 items from this section)			
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection	M		4.1	Fire drills (including evacuation if applicable)		
1.2	Cockpit inspection	M		4.2	Smoke control and removal		
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	M		4.3	Engine failures, shut down and restart at a safe height		
1.4	Taxiing/air taxiing in compliance with ATC/instructor instructions	M		4.4	Fuel dumping (simulated)		
1.5	Pre take-off procedures and checks	M		4.5	Tail rotor control failure (if applicable)		
Section 2 Flight Profile				4.5.1	Tail rotor loss (if applicable)		
2.1	Take-offs (various profiles)	M		4.6	Incapacitation of crew member (if applicable)		
2.2	Sloping ground take-offs & landings			4.7	Transmission Malfunctions		
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)			4.8	Other emergency procedures as outlined in the appropriate FM		
2.4	Take-off with simulated engine failure shortly before reaching TDP, or DPATO	M(ME)		Section 5 Instrument Flight Procedures (Actual or Sim IMC)			
2.4.1	Take-off with simulated engine failure shortly after reaching TDP, or DPATO	M (ME)		5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne		
2.5	Climbing and descending turns to specified headings	M		5.1.1	Simulated engine failure during departure	M	
2.5.1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments (see note ii)	M		5.2	Adherence to departure and arrival routes and ATC instructions	M	
2.6	Autorotative descent	M		5.3	Holding procedures		
2.6.1	Autorotative landing or power recovery	M		5.4	ILS approach down to CAT 1 DA/DH		
2.7	Landings, various profiles	M		5.4.1	Manually, without flight director (see note iii)		
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	M (ME)		5.4.2	Manually, with flight director		
2.7.2	Landing following simulated engine failure after LDP or DPBL	M (ME)		5.4.3	With coupled autopilot		
Section 3 Normal and abnormal operations of the following systems and procedures: (min of 3 items from section)				5.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure)	M	
3.1	Engine			5.5	Non-precision approach down to the minimum descent altitude MDA/MDH	M	
3.2	Air conditioning (heating, ventilation)			5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH		
3.3	Pitot/static system			5.6.1	Other missed approach procedures		
3.4	Fuel System			5.6.2	Go-around with one engine sim inoperative on reaching DA/DH or MDA/MDH	M	
3.5	Electrical system			5.7	IMC autorotation with power recovery	M	
3.6	Hydraulic system			5.8	Recovery from unusual attitudes	M	
3.7	Flight control and Trim-system			Section 6 Use of Optional Equipment			
3.8	Anti- and de-icing system			6.1	Optional equipment		
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	Auxiliary power unit						
3.15	Radio, navigation equipment, instruments flight management system						

RESULT – Pass / Fail (tick as applicable)

Name of Examiner..... Examiner No Signature of Examiner

Note: If an FSTD is used for Section 5, it must be qualified and user approved for this purpose. An FTD or FS may be used for the other sections when it is qualified and user approved for those purposes.

TYPE/INSTRUMENT PROFICIENCY CHECK FOR SINGLE AND MULTI PILOT HELICOPTER JAR-FCL AND UK LICENCES REVALIDATION/RENEWAL - APPLICATION GUIDANCE

General Guidance

This form is to be used to apply for JAR and UK Licence holders for the Renewal/Revalidation of a Type/Instrument Ratings for Single pilot and Multi-pilot helicopters.

For ratings that have expired for a period exceeding 5 years from the date of expiry this form should be sent to CAA PLD together with the appropriate fee as per the scheme of charges. The examiner should make no licence entry.

Please note that failure to submit all the required documentation may lead to a delay in processing your application.

Section 1 - Personal Details

The permanent address is the one that will appear on your licence. If you wish the licence returned to an alternative address please complete the correspondence address.

Section 2 - Application

Section 3 - Examiner's Notification of Completion

Section 4 - CERTIFICATE OF ENGLISH LANGUAGE PROFICIENCY ASSESSMENT

ICAO has published a standard that requires flight crew of aircraft using radiotelephony to be proficient in the language used for communication. All pilots must obtain an assessment of their Language Proficiency to at least Level 4; in the UK, this will be in English. This Standard became obligatory from 05 March 2008

Where an applicant uses English as their primary language for communication and demonstrates that they are fluent, they may be assessed ICAO Level 6 (Expert). Examiners may certify that an applicant is fluent in the use of English for radiotelephony by placing a tick in the **Yes** box in Section 7. Where a candidate is considered less than fluent, or in the case of candidates whose primary language is not English and if there is any doubt regarding their fluency in English, the examiner should place a tick in the **No** box. Applicants who are not assessed as Level 6 may obtain the necessary assessment from an accredited language assessment centre. Examiners are only required to identify fluency, and should not attempt to assess levels of fluency. If there is any doubt whatsoever the tick should be placed in the **No** box.

Further details are published on the Personnel Licensing Department Website under ICAO Language Proficiency

Section 5 - Declaration

Section 6 - Payment Methods

Please complete Payment form SRG\1187 (for Renewal over 5 years only).

Section 7 - Submission Instructions

As detailed

Part Two - SPH/MPH Proficiency Check Schedule - Examiners Record

Proficiency Check Profile is to be in accordance with Appendix 1 to JAR-FCL 2.240 and 2.295.

After the debrief complete both parts of the form.

- For a Pass give Part 1 of the form to the applicant to send to Personnel Licensing Department.
- For a Partial Pass give the form to the applicant to present for the next attempt.
- For a Fail complete a SRG\1159 (FCL 252) Notification of Failure, ask the applicant to sign it. Give a copy of the form to the applicant and send the original to Personnel Licensing Department with this form.

Note i The examiner is required to exercise judgement in conducting the flight check/test given particular circumstances or aircraft types. The non-mandatory items give the examiner room to adjust the flight check/test to suit operational conditions or helicopter type. Those items that are not annotated M (for mandatory) should not be taken to mean that the item must always be ignored. It is not satisfactory simply to fly the basic minimum profile, without assessing the pilot's ability to operate those aircraft systems that are necessary for the safe operation of the aircraft type in both normal and abnormal conditions.

Note ii If not covered in Part 5.

Note iii In accordance with Standards Document 28 this shall be flown as an uncoupled approach or without flight director.

Cross Crediting of Proficiency Checks

- i) For Single Engine Piston (SEP) helicopters as listed in Appendix 1 to JAR-FCL 2.245(b)(3), the proficiency check in accordance with JAR-FCL 2.245(b)(1) is only required on one of the applicable types held provided that the application has:
 - completed at least 2 hours PIC flight time on each of the other type(s) during the validity period to which that revalidation proficiency check shall carry across.
 - performed consecutive revalidation on different types.

- ii) For Single Engine Turbine (SET) helicopters of a maximum gross weight, of 3175 kg, the proficiency check in accordance with JAR-FCL 2.245(b)(1) is only required on one of the applicable types held, provided that the applicant has:
 - completed at least 300 hours as pilot in command of helicopters; and
 - completed 15 hours as pilot on each of the type(s) to which that revalidation proficiency check shall carry across, and
 - completed at least 2 hours as PIC flight time on each of the other type(s) during the validity period to which that revalidation proficiency check shall carry across.
 - performed consecutive revalidation on different types.