REPUBLIC OF CYPRUS
DEPARTMENT OF CIVIL AVIATION

Licensing

FOR OFFICIAL USE
Date of receipt:

Examiner's Report – Helicopter Skill Test (Single-Pilot & Multi-Pilot Helicopters) for the Issue of a Type Rating or ATPL and Proficiency Check for the Revalidation/Renewal of a Type Rating and IR

Note – Examiners are reminded that they must complete this Report Form and may give a copy of the Examiners Report to the applicant for submission with their application. Examiners remain responsible for submitting the examiner's report to Licensing Section, within 14 working days from the proficiency check.

An examiner may only endorse the certificate of revalidation in a pilot´s license or certificate of authorisation to revalidate a rating, or to renew a rating which has not expired by more than 3 years and is still included in the license. If the rating has expired by more than 3 years, or has been removed from Section XII on page 4 of the license, the application must be submitted to Licensing Section for the rating to be entered into the certificate of revalidation and a fee will apply.

FALSE REPRESENTATION STATEMENT
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 so doing render themselves liable, on summary conviction, to a severe fine and/or imprisonment.

Please complete the form in BLOCK CAPITALS using black or dark blue ink.

1. APPLICANT DETAILS

DCA Personal Reference Number: ☐☐☐☐☐☐☐☐☐☐☐☐

Surname: …….. Forename(s): …….. Date of Birth (dd/mm/yyyy): ……..

Initial Issue ☐ Revalidation ☐ Renewal ☐ ATPL Issue ☐ VF ☐ IF ☐ Both VF & IF ☐

of a Helicopter/Powered Lift Type Rating on (specify including variants): ……

Single Pilot ☐ Multi Pilot ☐ Both Single & Multi Pilot ☐ Co-Pilot ☐ Current Rating valid until……..

I confirm I have requested the Test as detailed above (applicants signature):……

2. EXAMINERS REPORT OF TEST OR CHECK

I confirm the applicant's instruction and experience complies with Part-FCL, AND I confirm that all the required manoeuvres and exercises have been completed as per section 1 AND I confirm that the applicant's theoretical knowledge has been confirmed by verbal examination (tick if applicable) ☐

A/C Type & Reg/FS No:…… Date of Test: Take off time: Landing time:

Result: Pass ☐ Fail ☐ Partial Pass ☐

I have ☐ I have not ☐ signed the Certificate of Revalidation. New rating expiry date……..

3. REVALIDATION

Revalidation by Experience of Single Engine Piston or Single Engine Turbine Helicopters/IR Cross Credit.

I confirm the applicant has met the requirements of Part-FCL.740.H for the revalidation of the following types:

…… Ratings are now valid until: ……

I confirm the applicant has met the requirements of Part-FCL Appendix 8 for the IR Cross Credit of the following types:

…… Ratings are now valid until: ……

Rating Revalidated by Experience, I have ☐ I have not ☐ Signed the Certificate of Revalidation.

4. ENGLISH LANGUAGE PROFICIENCY - For Cyprus DCA Examiners Only

I have assessed the ICAO English Language Proficiency of the Applicant at Level 6: Pass ☐ Fail ☐ Not Assessed ☐

If applicant has been assessed for English Language Proficiency at Level 6, DCA Form LIC-032 should be submitted together with this report.

5.CONFIRMATION

Examiner's Name: …… Examiner's Number: ……

Examiner's Signature: …… Date: ……

Authorising Competent Authority: ……

Non-Cyprus DCA Examiners - I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's Competent Authority (Cyprus DCA) contained in version _____ of the Examiner Differences Document. ☐

I have been informed of the result of the Skill Test/Proficiency Check

Applicant's signature: …… Date: ……

Original of this report shall be submitted to the Applicant's Competent Authority.
Copies of the report shall be submitted to (1) The Applicant (2) The Examiner (3) The Examiner's Competent Authority (if different)

Applicant's details			
Name..... DCA Ref No:..... A/C Type/Reg:..... FLT time..... Date:.....			
Use of checklist, airmanship, control of helicopter by external references, anti-icing procedures, etc. apply in all sections.			
Manoeuvres / Procedures *M (Mandatory)*			Pass/Fail
Section 1. Pre-Flight Checks and Procedures			
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection	M	
1.2	Cockpit inspection	M	
1.3	Starting procedures, radio and navigation equipement check, selection and setting of navigation and communication frequencies	M	
1.4	Taxiing/air taxing in compliance with ATC/instructor instructions	M	
1.5	Pre take-off procedures and checks	M	
Section 2. Flight Man oeuvres and Procedures			
2.1	Take-offs (various profiles)	M	
2.2	Sloping ground or crosswind take-offs and landings		
2.3	Take-off maximum take-off mass (actual or simulated maximum take-off mass)		
2.4	Take-off with simulated engine failure shortly before reaching TDP, or DPATO	M(ME)	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP, or DPATO	M(ME)	
2.5	Climbing and descending turns to specified headings	M	
2.5.1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments (if not completing Section 5).	M	
2.6	Autorotative descent	M	
2.6.1	Autorotative landing (SEH only) or power recovery	M	
2.7	Landing (Various Profiles)	M	
2.7.1	Go-around or landing following simulated engine failure before LDP of DPBL	M(ME)	
2.7.2	Landing following simulated engine failure after LDP of DPBL	M(ME)	
Section 3. Normal and abnormal operations of the following systems and procedures(mandatory minimum of 3 items from section)			
3.1	Engine		
3.2	Air conditioning (heating, ventilation)		
3.3	Pilot/static system		
3.4	Fuel system		
3.5	Electrical system		
3.6	Hydraulic system		
3.7	Flight control and Trim-system		
3.8	Anti-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	Auxiliary power unit		
3.15	Radio, navigation equipment, instruments flight management system		

Manoeuvres / Procedures *M (Mandatory)*			Pass/Fail
Section 4. Abnormal and emergency procedures (mandatory minimum of 3 items from this section)			
4.1	Fire drills (including evacuation if applicable		
4.2	Smoke control and removal		
4.3	Engine failures, shut down and restart at a safe 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 FM		
Section 5. Instrument Flight Procedures (Performed in actual or simulated IMC)			
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne		
5.1.1	Simulated engine failure during departure	M	
5.2	Adherence to departure and arrival routes and ATC instructions	M	
5.3	Holding procedures		
5.4	3D operations to DH/A of 200 feet (60m) or to a higher minima if required by the approach procedure		
5.4.1	Manually, without flight director	M	
5.4.2	Manually, with flight director	M	
5.4.3	With coupled autopilot		
5.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing 1000 feet AAL until touchdown or until completion of the missed approach procedure)		
5.5	2D operations down to the minimum descent altitude MDA/MDH	M	
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH		
5.6.1	Other missed approach procedures		
5.6.2	Go-around with on engine simulated inoperative on reaching DA/DH or MDA/MDH	M	
5.7	IMC autorotation with power recovery	M	
5.8	Recovery from unusual altitudes	M	
Section 6. Use of Optional equipment			
6.1	Optional equipment		
Section 7. Oral TK for SE Type Rating Skills Test			
7.1	Weight limitations/MAUM/MTOW		
7.2	Vne/Vno/Vy		
7.3	Power limitations		
7.4	Sloping ground limitations		
7.5	Avoid curve parameters		
7.6	Starter/Start limitations		
7.7	Fuel capacity/consumption/endurance		
7.8	Autorotation speeds		
7.9	RRPM limits (power on/power off)		
7.10	Wind limitations/critical wind azimuth areas		
7.11	Other limitations from the appropriate FM		

6. REASON OF FAILURE		
Section	Sub Section	

Name (block capitals):	***Examiner's Signature:***

Use additional sheets if necessary.

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Extract of Part-FCL:

C. Specific requirements for the helicopter category

1. In case **of skill test or proficiency check for type ratings and the ATPL** the applicant 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 the applicant to take the entire test or check again. An applicant failing not more than five items shall take the failed items again. Failure in any item of the re- test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.

2. In case of proficiency check for an IR the applicant shall pass section 5 of the proficiency check. Failure in more than three items will require the applicant to take the entire section 5 again. An applicant failing not more than three items shall take the failed items again. Failure in any item of the re-check or failure in any other items of section 5 already passed will require the applicant to take the entire check again.

FLIGHT TEST TOLERANCE

3. The applicant 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) maintain 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; and
   (g) communicate effectively with the other crew members, if applicable.

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

(a) IFR flight limits

Height:
Generally ± 100 feet
Starting a go-around at decision height/altitude + 50 feet/– 0 feet
Minimum descent height/altitude + 50 feet/– 0 feet

Tracking:
On radio aids ± 5°
Precision approach half scale deflection, azimuth and glide path

Heading:
Normal operations ± 5°
Abnormal operations/emergencies ± 10°

Speed:
Generally ± 10 knots
With simulated engine failure + 10 knots/– 5 knots

(b) VFR flight limits

Height: Generally ± 100 feet

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 feet

Landing ± 2 feet (with 0 feet rearward or lateral flight)

5. The following symbols mean:

GENERAL

P = Trained as PIC for the issue of a type rating for SPH or trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating for MPH.

6. 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

7. 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.

8. 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 FTD 2/3 may be used for this purpose.

9. Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

10. 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:

(i) the qualification of the FSTD as set out in Part-OR; (ii) the qualifications of the instructor and examiner;
(iii) the amount of FSTD training provided on the course;
(iv) the qualifications and previous experience in similar types of the pilot under training; and
(v) the amount of supervised flying experience provided after the issue of the new type rating.

MULTI-PILOT HELICOPTERS

11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only sections 1 to 4 and, if applicable, section 6.

12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency c check shall take only sections 1 to 4 and, if applicable, section 6.

Appendix 8

Cross-crediting of the IR part of a class or type rating proficiency check
B. Helicopters

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine helicopters as appropriate.

When a **proficiency check**, including IR, is performed and the holder has a valid:	Credit is valid towards the IR part in a proficiency check for:
MPH type rating	SE type rating (*), and SP ME type rating (*).
SP ME type rating, operated as single-pilot	SE type rating, SP ME type rating.
SP ME type rating,restricted to multi-pilot operation	SE type rating, (*) SP ME type rating (*).

(*) Provided that within the preceding 12 months at least 3 IFR departures and approaches have been performed on an SP type of helicopter in an SP operation.

FCL.740.H Revalidation of type ratings – helicopters

(a) Revalidation. For revalidation of type ratings for helicopters, the applicant shall:

(1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating; and

(2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.

(3) When applicants hold more than 1 type rating for single-engine piston helicopters, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed at least 2 hours of flight time as PIC on the other types during the validity period.

The proficiency check shall be performed each time on a different type.

(4) When applicants hold more than 1 type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3 175 kg, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed:

(i) 300 hours as PIC on helicopters;
(ii) 15 hours on each of the types held; and
(iii) at least 2 hours of PIC flight time on each of the other types during the validity period.

The proficiency check shall be performed each time on a different type.

(5) A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups, in accordance with (3) and (4).

(6) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.

(b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of (a) (3) and (4), the applicant shall not exercise his/her privileges in any of the types.