



TRINIDAD AND TOBAGO CIVIL AVIATION AUTHORITY

GENERAL SKILLS TEST FOR PRIVATE PILOT LICENCE HELICOPTER

EXAMINEE: LICENCE NO.:

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DATE: A/C REG.: A/C TYPE:

WEATHER CONDITIONS..... TURBULENCE:- CALM/MODERATE/HEAVY

Note: Use of checklist, airmanship (control of helicopter by external visual reference, anti/de-icing procedures, etc.) apply in all sections.

(Indicate: Satisfactory or Unsatisfactory in box after item)

SECTION 1 – Pre-Flight Checks and Preparations

		Remarks
1.	Helicopter knowledge	
2.	Mass and balance	
3.	Pre-flight inspection: external and internal	
4.	Starting procedure	
5.	Taxiing including hover and air taxi	
6.	Pre-take-off procedures	
7.	ATC liaison – compliance, R/T procedures	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail

SECTION 2 – Hover Manoeuvres (including confined areas)

		Remarks
1.	Lift off and touch down	
2.	Stationary hovering with head-cross-tail wind, if applicable	
3.	Stationary hover turns 360 degrees left and right	
4.	Forward, sideways and rearwards hovering	
5.	Simulated engine failure during hovering (at aerodromes only)	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail



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SECTION 3 – Take offs (including from unprepared sites AND confined areas)

		Remarks
1.	Take offs (various profiles)	
2.	Simulated engine failure during take off (at aerodromes only)	
3.	After T/O checks, departure procedure, ATC liaison and compliance, R/T procedures	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail

SECTION 4 – Flight Procedures and Manoeuvres

		Remarks
1.	Climbing and descending turns on to specified headings	
2.	Level flight, control of heading, altitude and speed	
3.	Level turns with 30 degrees bank, 180 degrees left and right, visually and 180 degrees level turns by sole reference to instruments	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail

SECTION 5 – Navigation

		Remarks
1.	Navigation at various altitudes, map reading	
2.	Altitude, speed, heading control, observation of airspace, altimeter setting	
3.	Observation of weather conditions, assessment of trends, diversion planning	
4.	Monitoring of flight progress, flight log, fuel usage, instrument monitoring	
5.	Use of radio navigation aids	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail

SECTION 6 – Approach and Landings, (including to unprepared sites and confined areas)

		Remarks
1.	Arrival procedures, altimeter setting, checks	
2.	ATC liaison and compliance, R/T procedures	
3.	Landings (various profiles)	
4.	Quick stops from different speeds	
5.	Descent in autorotation	
6.	Autorotative landing (at aerodromes only)	
	Action after flight	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail



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SECTION 7 – Abnormal and Emergency Procedures (simulated where appropriate)

			Remarks
1.	Engine		
2.	Fuel system		
3.	Electrical system		
4.	Hydraulic system (if relevant)		
5.	Main and Tail rotor system		
6.	Other abnormal and emergency procedures as outlined in the appropriate Flight Manual		
<i>Assessment This Section</i>			<input type="checkbox"/> Pass <input type="checkbox"/> Fail

RESULT: (PASS) (FAIL)

GENERAL REMARKS AND RECOMMENDATIONS:
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I, the undersigned, duly appointed by the Director General of Civil Aviation to conduct the above examination hereby certify that
has successfully/unsuccessfully completed the required checks.
Candidates Log Book signed

Signed: Date:
Examiner yy/mm/dd

GUIDELINES FOR THE SKILLS TEST

(1) An applicant for a skill test for the Private Pilot Licence shall have received instruction on the same class/type of aircraft to be used for the skill test. The applicant shall be permitted to choose to take the test on a single-engine aircraft or, subject to the experience requirement in these Regulations or 70 hours flight time as pilot-in-command, on a helicopter as applicable. The aircraft used for the skill test shall meet the requirements for training aircraft and approved by the Authority. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, will be determined by the Authority.

(2) An applicant shall pass sections 1 through 5 of the skill test and section 6 if a multi-engine aircraft is used. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the

failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within sixty days.

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

Conduct of Test

(4) The Authority will provide the Flight Examiner with adequate safety advice to ensure that the test is conducted safely.



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

(6) 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.

(7) An applicant shall be required to fly the aircraft 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 the Act or Regulations made thereunder.

(8) The route to be flown for the navigation test shall be chosen by the Flight Examiner. The route may end at the aerodrome of departure or at another 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 duration of the navigation section of the test, shall be at least 60 minutes and may, as agreed between applicant and Flight Examiner, be flown as a separate test.

(9) An applicant shall indicate to the Flight Examiner 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 aircraft 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 aircraft used.

(10) The FE will take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Flight Test Tolerances

(11) The applicant shall demonstrate the ability to:

- (a) operate the aircraft within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge; and
- (e) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

(12) The following limits are for general guidance. The FE will make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

Height

normal flight	± 150 feet
with simulated engine failure	± 200 feet
hovering I.G.E flight (helicopters)	+/- 2 feet

Heading / Tracking of radio aids

normal flight	± 10°
with simulated engine failure	± 15°

Speed

take-off and approach (aeroplanes)	+15/-5 knots
take-off and approach (helicopters)	-10 knots/+ 15knots
all other flight regimes	± 15 knots

Ground Drift (helicopters)

T.O. hover I.G.E	+/- 3 feet
Landing	+/- 2 feet (about 0 feet rearward or lateral flight)