



TRINIDAD AND TOBAGO CIVIL AVIATION AUTHORITY

GENERAL SKILLS TEST FOR COMMERCIAL PILOT LICENCE HELICOPTER

EXAMINEE: LICENCE NO.:

EXAMINER: LICENCE NO.:

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

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

Route flown.....

(Indicate: Satisfactory or Unsatisfactory in box after item)

PARAGRAPH 1 PRE-FLIGHT CHECKS AND PREPARATION

NOTE:			
At the beginning of the test, or at the beginning of any Section of the test when Sections are taken separately, applicants will be assessed on their ability to perform the following actions leading up to the take-off.			
<i>Use of checklist, airmanship (control of helicopter by external visual reference, anti/de-icing procedures, etc.) apply in all Paragraphs.</i>			
			Remarks
a.	Helicopter knowledge		
b.	Mass and balance		
c.	Pre-flight inspection: external and internal		
d.	Starting procedure		
e.	Taxiing including hover and air taxi		
f.	Pre-take-off procedures		
g.	ATC liaison – compliance, R/T procedures		
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail			

PARAGRAPH 2 HOVER MANOEUVRES WITH AND WITHOUT STABILITY AUGMENTATION SYSTEM (SAS), IF EQUIPPED INCLUDING CONFINED AREAS

			Remarks
a.	Lift off and touch down		
b.	Stationary hovering with head-cross-tail wind, if applicable		
c.	Stationary hover turns 360° left and right		
d.	Forward, sideward and rearward hovering		
e.	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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**PARAGRAPH 3
TAKE-OFFS (INCLUDING FROM UNPREPARED SITES AND CONFINED AREAS)**

		Remarks
a.	Take-offs (various profiles)	
b.	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		

**PARAGRAPH 4
FLIGHT MANOEUVRES AND PROCEDURES BY SOLE REFERENCE TO INSTRUMENTS**

		Remarks
a.	Climbing and descending turns on to specified headings	
b.	Level flight, control of heading, altitude and airspeed	
c.	Recovery from unusual attitudes	
d.	Turns with 30° bank, 180° to 360° left and right	
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail		

**PARAGRAPH 5
EN ROUTE PROCEDURES**

		Remarks
a.	Navigation at various altitudes, map reading	
b.	Altitude, speed, heading control, observation of airspace, altimeter setting	
c.	Observation of weather conditions, assessment of trends, diversion planning	
d.	Monitoring of flight progress, flight log, fuel usage, instrument monitoring	
e.	Tracking, positioning (NDB and/or VOR), identification of facilities	
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail		

**PARAGRAPH 6
APPROACH AND LANDINGS, (INCLUDING TO UNPREPARED SITES AND CONFINED AREAS)**

		Remarks
a.	Arrival procedures, altimeter setting, checks	
b.	ATC liaison and compliance, R/T procedures	
c.	Landings (various profiles)	
d.	Quick stops from different speeds	
e.	Descend in autorotation	
f.	Autorotative landing (at aerodromes only) (Straight in, 90° and 180° turn)	
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail		



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PARAGRAPH 7 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)

		Remarks
a.	Engine	
b.	Fuel system	
c.	Electrical system	
d.	Hydraulic system	
e.	Main and Tail rotor system	
f.	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:
.....
.....

I, the undersigned, duly appointed by the Director General of Civil Aviation to conduct the above test hereby certify thathas successfully/unsuccessfully completed the required checks.

Candidates Log Book signed

Signed:
Examiner

Date:
yy/mm/dd

GUIDELINES FOR THE SKILLS TEST

- (a) An applicant for a skill test for the Commercial Pilot Licence shall have satisfactorily completed all of the required training including instruction on the same type and class of helicopter to be used in the test. The helicopter used for the skill test shall meet the requirements for training helicopter and shall be certified for the carriage of at least two persons;
- (b) The administrative arrangements for confirming the suitability of the applicant to take the test, including disclosure of the training record of the applicant, to the Examiner, shall be determined by the Authority;
- (c) An applicant shall pass paragraphs 1 through 7 of the helicopter skill test. Failure of more than five items will require the applicant to take the entire test again. Where the applicant fails in five or less items, he shall take the failed items again;
- (d) 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.
- (e) Failure in a paragraph of the re-test, including those paragraphs that have been passed on a previous attempt, will require the applicant to take the entire re-test again. All paragraphs of the skill test shall be completed within sixty days;
- (f) Further training may be required following any failed skill test. Failure to achieve a pass in all paragraphs of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.



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- (g) The Authority will provide the Flight Examiner with adequate safety advice to ensure that the test is conducted safely 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. Where the skill test is terminated for reasons considered adequate by the Flight Examiner, only those paragraphs not completed shall be tested in a further flight;
- (h) At the discretion of the Flight Examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The Flight Examiner may stop the test at any stage if it is considered that the demonstration of flying skill by the applicant requires a complete re-test;
- (i) An applicant shall be required to fly the helicopter 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;
- (j) The route to be flown shall be chosen by the Flight Examiner and the destination shall be a controlled aerodrome. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the skill test shall be at least ninety minutes;
- (k) 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 authorized check list for the helicopter on which the test is being taken. Power settings and speeds should be agreed with the Flight examiner before the start of the skill test and should normally conform to those given in the operations of flight manual of the helicopter concerned;
- (l) The Flight examiner shall take no part in the operation of the helicopter except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic;

Flight Test Tolerances

- (m) 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 judgment 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.
- (n) The following limits are for general guidance.

Height

Generally	± 100 feet
Starting a go-around at decision height	+ 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

All engines operating	± 5°
With simulated engine failure	+10°

Speed

All engines operating	± 5 knots
With simulated engine failure	+10 knots/ -5 knots

Ground Drift (Helicopters)

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

The Flight Examiner shall make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.