Reset

TRAFICOM
Liikenne- ja viestintävirasto

Skill test report form
Instrument rating (IR) helicopters
Part-FCL Appendix 7

Tarkastettavan tiedot	Applicant's last name(s)						
	Applicant's first name(s)						
	Type of licence*						
	Licence number*						
	State of licence issue						
1 Details of the flight	Group, class, type of aircraft					Registration	
	Date	Aerodrome or site	Off block time	Take-off time	Landing time	On block time	Flight time
						Total flight time	
2 Result of the test	Skill test details						
	☐ Pass		☐ Fail			☐ Partial pass	
	Reason(s) why, if failed						
3 Remarks							

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Conclusion	☐ Applicant`s experience and instruction comply with Annex 1 Part-FCL
	☐ All the required manoeuvres and exercises have been completed
	☐ Applicant`s theoretical knowledge has been confirmed by verbal examination
	☐ PBN (Performance based navigation) requirements checked
	Temporary rating: type/IR issued until (dd/mm/yyyy) (8 weeks)
Signature	Location and date
	Examiner's certificate number *
	Type and number of licence
	Signature of examiner
	Name(s) in capital letters
Attachments	☐ Foreign examiner: copy of licence, medical and examiner authorization
	☐ Foreign FSTD: copy of approval certificate

* if applicable

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Appendix 7

IR skill test

1. An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test which shall be appropriately equipped for the training and testing purposes.

2. An applicant shall pass all the relevant sections of the skill test. 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 only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

3. Further training may be required following a failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 1 hour.

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

6. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.

7. An applicant shall fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.

8. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

9. An applicant for an IR shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised checklist 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.

FLIGHT TEST TOLERANCES

10. The applicant shall demonstrate the ability to:

- operate the aircraft within its limitations;

- complete all manoeuvres with smoothness and accuracy;

- exercise good judgment and airmanship;

- apply aeronautical knowledge; and

- 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.

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

Height

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

Tracking

- On radio aids ± 5°

- For angular deviations:
  Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)

- 2D (LNAV) and 3D (LNAV/VNAV) 'linear' lateral deviations:
  cross-track error/deviation shall normally be limited to ± the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.

- 3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV):
  not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1 000 feet above aerodrome level.

Heading

- all engines operating ± 5°
- with simulated engine failure ± 10°

Speed

- all engines operating ± 5 knots
- with simulated engine failure + 10 knots/– 5 knots

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Content of the skill test for the issue of an IR(H)		SECTION 1 — DEPARTURE Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections	Pass	Fail
	a	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance	☐	☐
	b	Use of Air Traffic Services document, weather document	☐	☐
	c	Preparation of ATC flight plan, IFR flight plan/log	☐	☐
	d	Identification of the required navaids for departure, arrival and approach procedures	☐	☐
	e	Pre-flight inspection	☐	☐
	f	Weather minima	☐	☐
	g	Taxiing/Air taxy in compliance with ATC or instructions of instructor	☐	☐
	h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.	☐	☐
	i	Pre-take-off briefing, procedures and checks	☐	☐
	j	Transition to instrument flight	☐	☐
	k	Instrument departure procedures, including PBN proceduresc	☐	☐
		SECTION 2 — GENERAL HANDLING	Pass	Fail
	a	Control of the helicopter by reference solely to instruments, including:	☐	☐
	b	Climbing and descending turns with sustained Rate 1 turn	☐	☐
	c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns	☐	☐
		SECTION 3 — EN-ROUTE IFR PROCEDURES	Pass	Fail
	a	Tracking, including interception, e.g. NDB, VOR, RNAV	☐	☐
	b	Use of radio aids	☐	☐
	c	Level flight, control of heading, altitude and airspeed, power setting	☐	☐
	d	Altimeter settings	☐	☐
	e	Timing and revision of ETAs	☐	☐
	f	Monitoring of flight progress, flight log, fuel usage, systems management	☐	☐
	g	Ice protection procedures, simulated if necessary and if applicable	☐	☐
	h	ATC liaison — compliance, R/T procedures	☐	☐
		SECTION 3a: ARRIVAL PROCEDURES	Pass	Fail
	a	Setting and checking of navigational aids, if applicable	☐	☐
	b	Arrival procedures, altimeter checks	☐	☐
	c	Altitude and speed constraints, if applicable	☐	☐
	d	PBN arrival (if applicable) — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the arrival chart.	☐	☐

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Content of the skill test for the issue of an IR(H)				
	SECTION 4 - 3D OPERATIONS (+)		Pass	Fail
	a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: (a) Check that the correct procedure has been loaded in the navigation system; and (b) Cross-check between the navigation system display and the approach chart.	☐	☐
	b	Approach and landing briefing, including descent/approach/landing checks	☐	☐
	c (*)	Holding procedure	☐	☐
	d	Compliance with published approach procedure	☐	☐
	e	Approach timing	☐	☐
	f	Altitude, speed, heading control (stabilised approach)	☐	☐
	g (*)	Go-around action	☐	☐
	h (*)	Missed approach procedure/landing	☐	☐
	i	ATC liaison — compliance, R/T procedures	☐	☐
	SECTION 5 - 2D OPERATIONS (+)		Pass	Fail
	a	Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.	☐	☐
	b	Approach and landing briefing, including descent/approach/landing checks and identification of facilities	☐	☐
	c (*)	Holding procedure	☐	☐
	d	Compliance with published approach procedure	☐	☐
	e	Approach timing	☐	☐
	f	Altitude, speed, heading control (stabilised approach)	☐	☐
	g (*)	Go-around action	☐	☐
	h (*)	Missed approach procedure (*)/landing	☐	☐
	i	ATC liaison — compliance, R/T procedures	☐	☐
	SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES **This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations:**		Pass	Fail
	a	Simulated engine failure after take-off and on/during approach (**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3)	☐	☐
	b	Failure of stability augmentation devices/hydraulic system (if applicable)	☐	☐
	c	Limited panel	☐	☐
	d	Autorotation and recovery to a pre-set altitude	☐	☐
	e	3D operations manually without flight director (***) 3D operations manually with flight director (***)	☐	☐

(+) To establish PBN privileges, one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

(*) To be performed in Section 4 or Section 5.

(**) Multi-engine helicopter only.

(***) Only one item to be tested.

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