



IR (H)

Skill test

Applicant's licence number:

Application and report form

Applicant last name: _____ first name: _____ date of birth: _____

place of birth: _____ place of origin: _____ nationality: _____

private address: postcode: _____ city: _____ street: _____

phone/fax home: _____ phone/fax office: _____

e-mail: _____ signature of applicant: _____

initial skill test repetition of failed / partial passed skill test, from date: _____

renewal of expired rating

Instructor last name: _____ first name: _____

licence number: _____ signature of flight instructor: _____

The ATO confirms having trained the candidate in accordance with the approved syllabus and tested him to be ready to pass the skill test/proficiency check.

ATO name: _____ registration number: _____

name of chief flight instructor: _____ licence number: _____

location & date: _____ signature of chief flight instructor: _____

1 Details of flight

date: _____ type of helicopter: _____ registration: _____ TR: _____

departure/destination _____ block-off: _____ block-on: _____ block time: _____ # of landings: _____

2 Result of skill test

*delete as necessary

Applicant's signature

passed*

failed*

partial passed*

3 Remarks

Examiner: last name: _____ first name: _____

examiner authorisation: _____ licence number: _____

location and date: _____ signature of flight examiner: _____

FOCA will issue a new licence after registration of skill test data in the licensing system. The expiry date of the type rating on the new licence might vary from the examiners hand written licence entry but shall be considered as the relevant expiry date.

Instruction / experience report

licence number:

General flight experience report

A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form. Please make sure to mark your licence number together with your signature at the bottom of the pages.

Details of conditions and flying experience before IR(SPH) skill test

- a) Licence PPL(H) or CPL(H) or ATPL/VFR (H) valid until: _____
- b) EASA Medical class 1 or 2 / with IR valid until: _____
- c) Theoretical examination IR(H) passed date: _____
- d) IR radiotelephony practical test passed date: _____
- e) Night qualification completed entry in licence: _____
or confirmed with form 61.211 date: _____
- f) Flight experience (MNM 50 HR PIC): hours: _____
(Exceptions acc. EASA Part FCL.610 IR (b))

If instruction is done on SE (H)

- g) IFR dual flight instruction: (MNM 50 HR) hours: _____
of which
instruction time on an IFR-certificated (MNM 10 HR) hours: _____
helicopter
of which
instruction time FNPT I (H/A) or in an (MAX 20 HR) hours: _____
aeroplane approved for this course
or
instruction time in a helicopter FTD2/3, (MAX 35 HR) hours: _____
FNPT II/III or FS

If instruction is done on ME (H)

- g) IFR dual flight instruction: (MNM 55 HR) hours: _____
of which
instruction time FNPT I (H/A) or in an (MAX 20 HR) hours: _____
aeroplane approved for this course
of which
instruction time in a helicopter FTD2/3, (MAX 40 HR) hours: _____
FNPT II/III or FS
of which
instruction time on an IFR-certificated (MNM 10 HR) hours: _____
multi-engine helicopter

licence number:

Conduct of the skill test

An applicant for an IR shall have received instruction on the same type of aircraft in the test

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 sections shall only repeat the failed section. Failure in any section of the retest, including those sections that 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

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

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 one hour.

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.

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 skills requires a complete re-test.

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

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

An applicant for IR(H) 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 check list for the helicopter 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 helicopter used.

Hinweis:

Innert 10 Tagen nach Zustellung des Ergebnisses vom Skill Test/Proficiency Check kann beim Bundesamt für Zivilluftfahrt, 3003 Bern, schriftlich die Ausstellung einer beschwerdefähigen Verfügung über das Prüfungsergebnis verlangt werden.

Remarque:

Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur requête écrite auprès de l'Office fédéral de l'aviation civile, 3003 Berne, une décision susceptible de recours portant sur le résultat dudit examen.

Avviso:

Entro dieci giorni dall'invio dei risultati dello Skill Test/Proficiency Check può essere richiesta per iscritto all'Ufficio federale dell'aviazione civile, 3003 Berna, una decisione impugnabile sull'esito dell'esame.

Remark:

Within 10 days after receipt of this skill test/proficiency check result, an appealable decision about the test / check results may be demanded by writing in one of the official languages (German/French/Italian), to the Federal Office of Civil Aviation, 3003 Bern.

licence number:

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Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections

Section 1					Departure	
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass & balance					
b	Use of Air Traffic Services document, weather document					
c	Preparation of ATC flight plan, IFR flight plan / log					
d	Pre-flight inspection					
e	Weather minima					
f	Taxiing/Air taxi in compliance with ATC or instructions of instructor					
g	Pre-take off briefing, procedures and checks					
h	Transition to instrument flight					
i	Instrument departure procedures					
please delete as necessary		passed		failed		examiner's signature

Section 2					General handling	
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Control of the helicopter by reference solely to instruments, including: level flight at various speeds, trim					
b	Climbing and descending turns with sustained rate one turn					
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns					
please delete as necessary		passed		failed		examiner's signature

licence number:

Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections

Section 3		En-Route IFR procedures				
		1 attempt		2 attempt		
		pass	fail	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					
please delete as necessary		passed		failed		examiner's signature

Section 4		precision approach					
		1 attempt		2 attempt		Airport	Apch
		pass	fail	pass	fail		
a	Setting and checking of navigational aids, identification of facilities						
b	Arrival procedures, altimeter checks						
c	Approach and landing briefing, including descent / approach / landing checks						
d*	Holding procedure						
e	Compliance with published approach procedure						
f	Approach timing						
g	Altitude, speed, heading control (stabilised approach)						
h*	Go-around action						
i*	Missed approach procedure / landing						
j	ATC liaison - compliance - R/T procedures						
please delete as necessary		passed		failed		examiner's signature	

* To be performed in either Section 4 or Section 5

licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 5		Non-precision approach					
		1 attempt		2 attempt		Airport	Apch
		pass	fail	pass	fail		
a	Setting and checking of navigational aids, identification of facilities						
b	Arrival procedures, altimeter checks						
c	Approach and landing briefing, including descent / approach / landing checks						
d*	Holding procedure						
e	Compliance with published approach procedure						
f	Approach timing						
g	Altitude, speed, heading control (stabilised approach)						
h*	Go-around action						
i*	Missed approach procedure* / landing						
j	ATC liaison - compliance - R/T procedures						
please delete as necessary		passed		failed		examiner's signature	

* To be performed in either Section 4 or Section 5

Section 6 (if applicable)		Abnormal and emergency procedures					
This section may be combined with sections 1 through 5. The test shall have regards 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:							
		1 attempt		2 attempt			
		pass	fail	pass	fail		
a	Simulated engine failure after take-off and on/during approach* (at a safe altitude unless carried out in a FS or FNPT II/III, FTD 2,3) * ME (H) only						
b	Failure of stability augmentation devices / hydraulic system (if applicable)						
c	Limited panel						
d	Autorotation and recovery to a pre-set altitude						
e	Precision approach manually without flight director*						
	Precision approach manually without flight director*						
	Precision approach manually with flight director*						
	*only one item to be tested						
please delete as necessary		passed		failed		examiner's signature	