

Autoritatea Aeronautică Civilă Română



Operator de date cu caracter personal înregistrat la ANSPDCP cu nr. 20425

Anexa 46. CPN-T-IR(H)-EN

AACR Nr. _____ / _____

IR(H) SKILL TEST

Applicant's NAME and SURNAME _____

SIGNATURE _____

1				<i>Details of the flight</i>			
Helicopter type				Departure aerodrome			
Registration				Destination aerodrome:			
Rotor start				Rotor Stop			
Flight Time:				Landings:			
2				<i>Result of Test</i>			
Passed		Failed		Partial pass			
<p><i>I hereby confirm receiving the relevant information from the applicant regarding his/her experience and instruction, and found the applicant being eligible, in accordance with FCL.1030 (b)(3)(i), for the conduct of the requested skill test or proficiency check.</i></p> <p>ADDITIONAL DECLARATION FOR NON-ROMANIAN EXAMINERS (in accordance with FCL.1030(b)(3)(iv))</p> <p><i>I hereby declare that I,, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version of the Examiner Differences Document published by EASA.</i></p>							
Location and date:				Type and number of FE's licence:			
Signature of FE:				Name of FE, in capitals:			
CONDUCT OF THE TEST							
<p>1. An applicant for a skill test for the IR(H) shall have received instruction on the same type of helicopter to be used for the skill test.</p> <p>2. An applicant shall pass all sections of the skill test. Failure in more than one section will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.</p> <p>3. An examiner shall plan a test/check flight so that the flight time in a helicopter or ground time in an approved synthetic training device is not less than 60 minutes.</p>							
FLIGHT TEST TOLERANCES							
Height	Generally			±100 feet			
	Starting a go-around at decision height			+50 feet/-0 feet			
	Minimum descent height/MAP/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			
P	pass	R	Pass after repeat	F	fail	N/A	Not applicable
	/						Not done
1	2				3	4	
	PROCEDURES				FS/ FNPT	H	Examiners signature
SECTION 1 DEPARTURE							
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	Pre-flight inspection						

e	Weather minima			
f	Taxying/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			
SECTION 2 GENERAL HANDLING				
a	Control of the helicopter by reference solely to instruments, including:			
b	Climbing and descending turns with sustained rate one turn			
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns			
SECTION 3 EN-ROUTE IFR PROCEDURES				
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 applicable			
h	ATC liaison and compliance, R/T procedures			
SECTION 4 PRECISION APPROACH				
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			
<i>* to be performed in Section 4 or Section 5</i>				
SECTION 5 NON-PRECISION APPROACH				
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			
<i>* to be performed in Section 4 or Section 5</i>				
SECTION 6 ABNORMAL AND EMERGENCY PROCEDURES				
<i>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::</i>				
a	Engine failure after take-off and on/during approach* (at a safe altitude unless carried out in a flight simulator or FNPT II[III, FTD 2,3]) *Multi-engine helicopter 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 with flight director* *Only one item to be tested			