

**IR(H) SKILL TEST**

Applicant's NAME and SURNAME \_\_\_\_\_

SIGNATURE \_\_\_\_\_

1	<i>Details of the flight</i>																														
	<i>Helicopter type</i>		<i>Departure aerodrome</i>																												
	<i>Registration</i>		<i>Destination aerodrome:</i>																												
	<i>Rotor start</i>		<i>Rotor Stop</i>																												
	<i>Flight Time:</i>		<i>Landings:</i>																												
2	<i>Result of Test</i>																														
	<i>Passed</i>	<i>Failed</i>	<i>Partial pass</i>																												
3	<i>Remarks</i>																														
<i>Location and date:</i>		<i>Type and number of FE's licence:</i>																													
<i>Signature of FE:</i>		<i>Name of FE, in capitals:</i>																													
<p><b>CONDUCT OF THE TEST</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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 <b>not less than 60 minutes</b>.</li> </ol> <p><b>FLIGHT TEST TOLERANCES</b></p> <table> <tr> <td><b>Height</b></td> <td>Generally</td> <td>±100 feet</td> </tr> <tr> <td></td> <td>Starting a go-around at decision height</td> <td>+50 feet/-0 feet</td> </tr> <tr> <td></td> <td>Minimum descent height/MAP/altitude</td> <td>+50 feet/-0 feet</td> </tr> <tr> <td><b>Tracking</b></td> <td>on radio aids</td> <td>±5°</td> </tr> <tr> <td></td> <td>Precision approach half scale deflection, azimuth and glide path</td> <td></td> </tr> <tr> <td><b>Heading</b></td> <td>all engines operating</td> <td>±5°</td> </tr> <tr> <td></td> <td>with simulated engine failure</td> <td>±10°</td> </tr> <tr> <td><b>Speed</b></td> <td>all engines operating</td> <td>±5 knots</td> </tr> <tr> <td></td> <td>with simulated engine failure</td> <td>+10 knots/-5 knots</td> </tr> </table>					<b>Height</b>	Generally	±100 feet		Starting a go-around at decision height	+50 feet/-0 feet		Minimum descent height/MAP/altitude	+50 feet/-0 feet	<b>Tracking</b>	on radio aids	±5°		Precision approach half scale deflection, azimuth and glide path		<b>Heading</b>	all engines operating	±5°		with simulated engine failure	±10°	<b>Speed</b>	all engines operating	±5 knots		with simulated engine failure	+10 knots/-5 knots
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<b>P</b>	pass	<b>R</b>	Pass after repeat	<b>F</b>	fail	<b>N/A</b>	Not applicable	<b>/</b>	Not done																						
1	2					3	4																								
	<b>PROCEDURES</b>					<b>FS/ FNPT</b>	<b>H</b>	Examiners signature																							
<b>SECTION 1 DEPARTURE</b>																															
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																														
<b>SECTION 2 GENERAL HANDLING</b>																															
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) <b>*Multi-engine helicopter only</b>			
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* <b>*Only one item to be tested</b>			