

# Examiner Report for Instrument Rating (H) Skill Test

This form can be part filled in on screen then printed, completed, signed and submitted as instructed. Please complete this form in BLOCK CAPITALS using black or dark blue ink.



<b>1. APPLICANT DETAILS</b>		
Surname:.....		Forename(s):.....
CAA Personal reference number		Licence Type:.....
Series: .....	Attempt:.....	Date:..... Place of Test: .....
SPH	MPH	Tick as required
<b>FALSE REPRESENTATION STATEMENT</b>		
It is an offence under Article 256 of the Air Navigation Order 2016 to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.		
I declare that the information provided is correct		Applicant's Signature.....

<b>2. FLIGHT TEST</b>		<b>To be completed by the Examiner</b>						
Route:								
Helicopter Type and Reg:		Take-off time:		Land time:		Total time:		
Test Sections:		1	2	3	3a	4	5	6
Sections to be taken:								
Result:								
(a)								
(b)								
(c)								
(d)			N/A					
(e)			N/A		N/A			
(f)			N/A		N/A			N/A
(g)			N/A		N/A			N/A
(h)			N/A		N/A			N/A
(i)			N/A	N/A	N/A			N/A
(j)			N/A	N/A	N/A	N/A	N/A	N/A
(k)			N/A	N/A	N/A	N/A	N/A	N/A
Re-test items:								
Test Sections incomplete due:								
Items not completed:								
I confirm the applicant's instruction and experience complies with Part-FCL, and I confirm that all the required manoeuvres and exercises have been completed								
Examiner's Name:				Examiner's No:				
Examiner's Signature:				Date:				
Authorising Competent Authority:				Examiner Designation Date/Reference:				
Applicant's Signature:								
Non-UK Examiners – I have reviewed and applied the relevant national procedures and requirements of the UK CAA.								
UK Examiner Designation Reference: .....								

<b>3. FLIGHT TRAINING ORGANISATION</b>	
ATO:.....	Date Training Completed:.....
Recommended for test by (name):.....	

Copies of the report shall be submitted to (1) The Applicant (2) The Applicant's Competent Authority (3) The Examiner (4) The Examiner's Competent Authority (if different)

**Civil Aviation Authority Regulation 6**

Regulation 6(5) of the Civil Aviation Authority Regulations 1991 provides as follows: Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed you will have to satisfy the Authority that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.

**SECTION 1 - DEPARTURE**

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

a	Use of flight manual (or equivalent) especially a/c 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 taxi 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 procedures

**SECTION 2 - GENERAL HANDLING**

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**

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 - compliance, R/T procedures

**SECTION 3A - ARRIVAL PROCEDURES**

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

**SECTION 4 - 3D OPERATIONS(+)**

a	Setting and checking of navigational aids Check Vertical Path angle for RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigational 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

<b>SECTION 5 - 2D OPERATIONS(+)</b>	
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 navigational 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
<b>SECTION 6 - ABNORMAL AND EMERGENCY PROCEDURES</b>	
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:	
a	Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in a FFS or FNPTII/III, FTD2,3)
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.