

**Anexa 114**

**AACR Nr.** \_\_\_\_\_ / \_\_\_\_\_

**BIR(H)/IR(H) SKILL TEST**

Applicant's last name(s):	aircraft	SE-MP: A		H		SE-MP: A		H
Applicant's first name(s):		SE-MP: A		H		SE-MP: A		H
Signature of applicant:		SP		MP				
Operations:								
Type of licence held:	Checklist:	Training record:		Type rating:				
Licence number:	Skill test:		Class rating:					IR:
State of licence issue:		Proficiency check:		ATPL:		MPL:		

<b>1</b>	<b>Theoretical training for the issue of a type or class rating performed during period</b>							
From:	To:	At:						
Mark obtained:	% (Pass mark 75%):	Type and number of licence:						
Signature of HT:	Name(s) in capital letters:							
<b>2</b>	<b>FSTD</b>							
FSTD (aircraft type):	Three or more axes: Yes		Ready for service and used:					
	No							
FSTD manufacturer:	Motion or system:	Visual aid: Yes		No				
FSTD operator:	FSTD ID code:							
Total training time at the controls:	Instrument approaches at aerodromes to a decision altitude or height of:							
Location, date and time:	Type and number of licence:							
Type rating instructor	Class rating instructor	instructor						
Signature of instructor:	Name(s) in capital letters:							

<b>3</b>	<b>Flight training: in the aircraft</b>				<b>in the FSTD (for ZFTT)</b>			
Type of aircraft:	Registration:	Flight time at the controls:						
Take-offs:	Landings:	Training aerodromes or sites (take-offs, approaches and landings):						
Take-off time:	Landing time:							
Location and date:	Type and number of licence held:							
Type rating instructor	Class rating instructor							
Signature of instructor:	Name(s) in capital letters:							

<b>4</b>	<b>Skill test</b>				<b>Proficiency check</b>			
Skill test and proficiency check details:								
Aerodrome or site:	Total flight time:							
Take-off time:	Landing time:							
Pas s	Partial pass	Fail	Reason(s) why, if failed:					
Location and date:	SIM or aircraft registration:							
Examiner's certificate number (if applicable):	Type and number of licence:							
Signature of examiner:	Name(s) in capital letters:							

**GUIDANCE** (see Appendix 7 to Part FCL and Regulation (EU) 245/2014 respectively):

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

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 helicopter 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 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 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 helicopter 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 helicopter used.

10. The applicant shall demonstrate the ability to:

- operate the helicopter within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgment and airmanship;
- apply aeronautical knowledge; and
- maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

11. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter 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 ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable. 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.

3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)

Heading

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

Speed

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

	PROCEDURES	FFS/ FNPT	H	Examiners signature
<b>SECTION 1 DEPARTURE Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections</b>				
a	Use of flight manual (or equivalent) especially helicopter 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 Nav aids for departure, arrival and approach procedures			
e	Pre-flight inspection			
f	Weather minima			
g	Taxying/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			

<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 1 turn			
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns			

<b>SECTION 3 EN-ROUTE PROCEDURES</b>				
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 and compliance, R/T procedures			

<b>SECTION 3a ARRIVAL PROCEDURES</b>				
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.			

<b>SECTION 4 3D OPERATIONS(+)</b>				
a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: (i) Check that the correct procedure has been loaded in the navigation system; and (ii) 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			

<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 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			

<b>SECTION 6 ABNORMAL AND EMERGENCY PROCEDURES</b>				
<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	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 or maintain 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

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.

**ADDITIONAL DECLARATION FOR NON-ROMANIAN EXAMINERS** (in accordance with FCL.1030(b)(3)(iv))

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.