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Record of versions

| Version number | Date of revision | Topics |
|----------------|------------------|--|
| 1.0 | 02/12/2015 | Initial version |
| 1.1 | 01/10/2016 | Additional requirements for performance-based navigation |
| 1.2 | 18/01/2018 | Flight test schedule valid for IR skill test only |

When to use this report?

In case of reporting a skill test for an instrument rating for helicopters

Content of the report

1. It should be noted that the helicopter used in the test shall be appropriately equipped for training and testing purposes.
2. 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.
3. The applicant shall demonstrate the ability to:
 - (a) operate the helicopter within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge; and
 - (e) 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.

Flight test tolerances

4. 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. |
| 3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV) | 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. |

Heading

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

Speed

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

Important note concerning Performance-based navigation

No license holder may perform PBN-approaches in European airspace, without being granted additional PBN privileges to their Instrument Rating.

IR pilots without PBN privileges may only fly on routes and approaches that do not require PBN privileges and no PBN items shall be required for the renewal of their IR, until 25 August 2020; after that date, PBN privileges shall be required for every IR

APPLICANT'S NAME:

Use of the helicopter checklists, airmanship, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

| SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE | | Examiner's initials when test/check completed |
|--|--|--|
| 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 1. Passed <input type="checkbox"/> Failed <input type="checkbox"/> | | |

| SECTION 2. GENERAL HANDLING | | Examiner's initials when test/check completed |
|--|--|--|
| 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 2. Passed <input type="checkbox"/> Failed <input type="checkbox"/> | | |

| SECTION 3. EN-ROUTE IFR PROCEDURES | | Examiner's initials when test/check completed |
|--|---|--|
| 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 | |
| SECTION 3. Passed <input type="checkbox"/> Failed <input type="checkbox"/> | | |

APPLICANT'S NAME:

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| SECTION 3a. ARRIVAL PROCEDURES | | Examiner's initials when test/check completed |
|---|--|--|
| 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 3a. Passed <input type="checkbox"/> Failed <input type="checkbox"/> | | |

| SECTION 4. 3D OPERATIONS (+) | | Examiner's initials when test/check completed |
|--|---|--|
| a | Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: (a) Check that the correct procedure has been loaded in the navigation system; and (b) 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 | |
| SECTION 4. Passed <input type="checkbox"/> Failed <input type="checkbox"/> | | |

APPLICANT'S NAME:

Use of the helicopter checklists, airmanship, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

| SECTION 5. 2D OPERATIONS (+) | | Examiner's initials when test/check completed |
|--|---|--|
| 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 | |
| SECTION 5. Passed <input type="checkbox"/> Failed <input type="checkbox"/> | | |

| SECTION 6. ABNORMAL AND EMERGENCY PROCEDURES | | Examiner's initials when test/check completed |
|--|---|--|
| 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 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 | Precision approach manually without flight director (***) Precision approach manually with flight director (***) | |
| SECTION 6. Passed <input type="checkbox"/> Failed <input type="checkbox"/> | | |

(+) 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 either section 4 or section 5.

(**) Multi-engine helicopter only.

(***) Only one item to be tested