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Record of versions

Version number	Date of revision	Topics
2.0	20/12/2019	Report in accordance with IR (EU) 2019/1747

**When to use this report?**

- In case of reporting a skill test for an ATPL or a helicopter type rating,
- In case of reporting a proficiency check for a helicopter type rating or an instrument rating.

**Conduct of the test**

It should be noted that the aircraft, if used in the test, shall be appropriately equipped for the training and testing purposes.

1. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used, as established in this Part.
2. Use of the helicopter checklists, airmanship, anti-icing/de-icing procedures and principles of threat and error management apply in all sections of the test.
3. During the proficiency check, the examiner shall verify that the holder of the type rating maintains an adequate level of theoretical knowledge.
4. 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.
5. An applicant shall fly the aircraft from a position where the PIC or co-pilot functions can be performed and to carry out the test as if there is no other crew member if taking the test/check under single-pilot conditions. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.
6. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot helicopter extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PNF:
  - (a) management of crew cooperation;
  - (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
  - (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

**Flight test tolerances**

7. 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;
  - (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is always assured;
  - (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
  - (g) communicate effectively with the other crew members, if applicable.
8. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

IFR flight limits			VFR flight limits		
Height	Generally	± 100 ft	Heading	Generally	± 100 ft
	Starting a go-around at decision height/altitude	+ 50 ft/- 0 ft		Normal operations	± 5°
	Minimum descent height/MAP/altitude	+ 50 ft/- 0 ft		Abnormal operations/emergencies	± 10°
Tracking	On radio aids	± 5°	Speed	Generally	± 10 knots
	For 'angular' deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)		With simulated engine failure	+ 10 knots/- 5 knots
	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.	Ground drift	T.O. hover I.G.E	± 3 ft
3D linear vertical deviations	not more than - 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.	Landing		± 2 ft (with 0 ft rearward or lateral flight)	
Heading	all engines operating	± 5°			
	with simulated engine failure	± 10°			
Speed	all engines operating	± 5 knots			
	with simulated engine failure	+ 10 knots/- 5 knots			

### **Content of the report**

9. The following symbols mean:

P = Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PM for the issue of a type rating for multi pilot helicopters (MPH).

10. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (→).

The following abbreviations are used to indicate the training equipment used:

H = helicopter

FFS = full-flight simulator

FTD = flight training device

11. The starred items (\*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.

12. Where the letter 'M' appears in the skill test or proficiency check column this will indicate a mandatory exercise.

13. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:

(a) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);

(b) the qualifications of the instructor and examiner;

(c) the amount of FSTD training provided on the course;

(d) the qualifications and previous experience in similar types of the pilots under training; and

(e) the amount of supervised flying experience provided after the issue of the new type rating

14. Manoeuvres and procedures shall include MCC for multi-pilot helicopter and for single-pilot helicopters in multi-pilot operations.

15. To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

#### **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. Please consult the information notice "PBN Instruction for licence holders – BCAA requirements" for the training and testing requirements and how to obtain this particular endorsement.

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.

**DISCLAIMER** This report is destined for being used by Approved Training Organisations, instructors and examiners. It has been prepared by putting together the officially published regulations with the related acceptable means of compliance and guidance material (including the amendments) adopted so far. However, to keep this document as compact as possible, the essential references only have been included, please refer to the official publication<sup>(1)</sup> for the complete text.

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILLTEST or PROFICIENCY CHECK	
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Tested or checked in FSTD or H	Examiner initials when test or check completed
<b>SECTION 1: Preflight preparations and checks</b>						
1.1	Helicopter external visual inspection; location of each item and purpose of inspection		P		M (if performed in the helicopter)	
1.2	Cockpit Inspection	P	→		M	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	→		M	
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	P	→		M	
1.5	Pre-take-off procedures and checks	P	→		M	
<b>SECTION 2: Flight manoeuvres and procedures</b>						
2.1	Take-offs (various profiles)	P	→		M	
2.2	Sloping ground or crosswind take-offs & landings	P	→			
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	→			
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	P	→		M	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	→		M	
2.5	Climbing and descending turns to specified headings	P	→		M	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	→		M	
2.6	Autorotative descent	P	→		M	
2.6.1	For single-engine helicopters (SEH) autorotative landing or for multi-engine helicopters (MEH) power recovery	P	→		M	
2.7	Landings, various profiles	P	→		M	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P	→		M	
2.7.2	Landing following simulated engine failure after LDP or DPBL	P	→		M	
<b>SECTION 3: Normal and abnormal operations of the following systems and procedures</b>						
3	Normal and abnormal operations of the following systems and procedures:	A mandatory minimum of 3 items shall be selected from this section				
3.1	Engine	P	→			
3.2	Air conditioning (heating, ventilation)	P	→			
3.3	Pitot/static system	P	→			
3.4	Fuel system	P	→			
3.5	Electrical system	P	→			
3.6	Hydraulic system	P	→			
3.7	Flight control and trim-system	P	→			
3.8	Anti-icing and de-icing system	P	→			
3.9	Autopilot/Flight director	P	→			
3.10	Stability augmentation devices	P	→			
3.11	Weather radar, radio altimeter, transponder	P	→			
3.12	Area navigation system	P	→			
3.13	Landing gear system	P	→			
3.14	APU	P	→			
3.15	Radio, navigation equipment, instruments and FMS	P	→			

(1) Please refer to Regulation (EU) No 1178/2011, at its latest version, for complete text.

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILLTEST or PROFICIENCY CHECK	
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Tested or checked in FSTD or H	Examiner initials when test or check completed
<b>SECTION 4: Abnormal and emergency procedures</b>						
4	Abnormal and emergency procedures	A mandatory minimum of 3 items shall be selected from this section				
4.1	Fire drills (including evacuation if applicable)	P	→			
4.2	Smoke control and removal	P	→			
4.3	Engine failures, shutdown and restart at a safe height	P	→			
4.4	Fuel dumping (simulated)	P	→			
4.5	Tail rotor control failure (if applicable)	P	→			
4.5.1	Tail rotor loss (if applicable)	P	A helicopter shall not be used for this exercise			
4.6	Incapacitation of crew member — MPH only	P	→			
4.7	Transmission malfunctions	P	→			
4.8	Other emergency procedures as outlined in the appropriate flight manual	P	→			
<b>SECTION 5: Instrument flight procedures (to be performed in IMC or simulated IMC)</b>						
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	→*			
5.1.1	Simulated engine failure during departure	P*	→*		M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	→*		M*	
5.3	Holding procedures	P*	→*			
5.4	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	P*	→*			
5.4.1	Manually, without flight director <sup>(1)</sup>	P*	→*		M*	
5.4.2	Manually, with flight director	P*	→*		M*	
5.4.3	With coupled autopilot	P*	→*			
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*	→*		M*	
5.5	2D operations down to the MDA/H	P*	→*		M*	
5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH	P*	→*			
5.6.1	Other missed approach procedure	P*	→*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	P*	→*		M*	
5.7	IMC autorotation with power recovery	P*	→*		M*	
5.8	Recovery from unusual attitudes	P*	→*		M*	
<b>SECTION 6: Use of optional equipment</b>						
6	Use of optional equipment	P→	→			

<sup>(1)</sup> Please refer to Regulation (EU) No 1178/2011, at its latest version, for complete text.