



Flight Operations Standards Department/General Aviation & Training Section  
IR helicopters skill test and proficiency check for single and multi- engine

1. To be completed by the applicant

a) Applicant name	
b) Address/	
c) E-mail address	
d) Mobile Number	
e) Date & place of birth	
f) Nationality	
g) Copy of passport	
I hereby declare that the information given in this form is true, correct completed.	
I am applying for IR skill test/PC( H) - issuance on ( )	
• Applicant's signature:	

2. To be completed by the examiner

Skill test : <input type="checkbox"/> Type rating	<input type="checkbox"/> IR	<input type="checkbox"/> ATPL	
<input type="checkbox"/> PC Revalidation	<input type="checkbox"/> PC Renewal of lapsed rating		
<input type="checkbox"/> Single pilot helicopter	<input type="checkbox"/> Multi pilot helicopter		
<input type="checkbox"/> VFR	<input type="checkbox"/> PIC	<input type="checkbox"/> SP incl. (see instructions)	
<input type="checkbox"/> IFR	<input type="checkbox"/> CO pilot	<input type="checkbox"/> AGE (18) or more	<input type="checkbox"/> valid Class 1 medical
Type of helicopter :	Flight time :	Total helicopter:	

3. To be completed by the ATO

<b>TRAINING COMPLETED AND APPLICATION APPROVED</b>	
Name and approval number of ATO	
Date	
Flight time during course	Total time in FSTD during course
<input type="checkbox"/> Refresher training completed	FFS: FTD (2,3): FNPT II: FNPT III: <input type="checkbox"/> Approved for renewal PC





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**4. To be completed by the examiner/ Result Of The Test**

Final result:	All items passed <input type="checkbox"/> Passed	1 – 5 items failed <input type="checkbox"/> Partial pass	6 or more items failed <input type="checkbox"/> Failed
<input type="checkbox"/> Temporary rating issued	<input type="checkbox"/> Temporary rating not issued	<input type="checkbox"/> Revalidation of multiple, single types (see instructions)	
<b>I have entered the following details in the applicant's license (PC only)</b>			
Rating	Date of test/check	Rating valid until	IR valid until
Signature of examiner:		Stamp(or name in block letters)	
Examiner's certificate number:			
<b>Before Test/check</b> <input type="checkbox"/> Valid PPL/CPL/ATPL license <input type="checkbox"/> Valid language proficiency <input type="checkbox"/> Valid IR theoretical knowledge examination	<b>Before skill test/PC</b> <input type="checkbox"/> Approval to take the test issued by CARC (approval must be attached to the application)	<b>Before multiple revalidation using one PC for single engine turbine helicopter refer to:</b> FCL2.245 Type ratings- Validity, revalidation and renewal	
<b>Before IR Skill Test/ PC</b> <input type="checkbox"/> Theoretical training <input type="checkbox"/> Flight training <input type="checkbox"/> Min 70 PIC (ME)	<b>Before type rating Skill Test</b> <input type="checkbox"/> Valid IR theoretical <input type="checkbox"/> > 180 Hrs	<b>Before multiple revalidation of single-engine piston helicopters</b> <input type="checkbox"/> Min 2 hours PIC on each relevant type during the validity period (PC included)	
<b>Before PC revalidation</b> <input type="checkbox"/> Valid IR rating <input type="checkbox"/> Min 2h within validity period (PC included)	<b>Before PC renewal</b> <input type="checkbox"/> Renewal training performed by ATO (Copy of renewal training certificate must be attached to the application)	<b>All prerequisites checked and confirmed including latest revision of Examiners Differences Document</b>	
		Examiner : .....	
<b>M=Mandatory    P=Trained as PIC or COP for issue    X=FS only    *=Actual or simulated IMC</b>			



## 5. SECTION 1 DEPARTURE

SECTION 1 DEPARTURE		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
1.1	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance		P	→		<b>M</b> (if performed in the helicopter)		<input type="checkbox"/>	<input type="checkbox"/>
1.2	Use of Air Traffic Services document, weather document		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
1.3	Preparation of ATC flight plan, IFR flight plan/log	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
1.4	Pre-flight inspection			P		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
1.5	Weather minima	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
1.6	Taxiing/Air taxi in compliance with ATC or instructions of instructor		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
1.7	Pre-take off briefing, procedures and checks	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
1.8	Transition to instrument flight		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
1.9	Instrument departure procedures	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when section completed				



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**6. SECTION 2 GENERAL HANDLING**

SECTION 2 GENERAL HANDLING		FTD	ES	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
2.1	Control of the helicopter by reference solely to instruments, including:		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
2.2	Climbing and descending turns with sustained rate one turn		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
2.3	Recoveries from unusual attitudes, including sustained 30bank turns and steep descending turns		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when section completed				





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**IR helicopters skill test and proficiency check for single and multi- engine**

**7. SECTION 3 EN-ROUTE IFR PROCEDURES**

SECTION 3 EN-ROUTE IFR PROCEDURES		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
3.1	Tracking, including interception, e.g. NDB, VOR, RNAV	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
3.2	Use of radio aids	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
3.3	Level flight, control of heading, altitude and airspeed, power setting		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
3.4	Altimeter settings	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
3.5	Timing and revision of ETAs		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
3.6	Monitoring of flight progress, flight log, fuel usage, systems management	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
3.7	Ice protection procedures, simulated if necessary and applicable		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
3.8	ATC liaison and compliance, R/T procedures	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
Examiners initials when section completed									

**8. Section 4 PRECISION APPROACH**

Section 4 PRECISION APPROACH		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
<b>* to be performed in Section 4 or Section 5</b>									
4.1	Setting and checking of navigational aids, identification of facilities		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.2	Arrival procedures, altimeter checks	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.3	Approach and landing briefing, including descent/approach/landing checks	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.4 *	Holding procedure	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.5	Compliance with published approach procedure	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>





**Flight Operations Standards Department/General Aviation & Training Section**  
**IR helicopters skill test and proficiency check for single and multi- engine**

4.5.1	Approach timing		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.5.2	Altitude, speed, heading control, (stabilized approach)		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.6 *	Go-around action		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.7 *	Missed approach procedure/ landing	P	→	→		<b>M</b>			
4.8	ATC liaison - compliance, R/T procedures	P	→	→		<b>M</b>			

Examiners initials when section completed

**9. SECTION 5 NON-PRECISION APPROACH**

Section 5 NON-PRECISION APPROACH		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
<b>* to be performed in Section 4 or Section 5</b>									
4.1	Setting and checking of navigational aids, identification of facilities		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.2	Arrival procedures, altimeter checks	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.3	Approach and landing briefing, including descent/approach/landing checks	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.4 *	Holding procedure	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.5	Compliance with published approach procedure	P	→	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.5.1	Approach timing		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.5.2	Altitude, speed, heading control, (stabilized approach)		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.6 *	Go-around action		P	→		<b>M</b>		<input type="checkbox"/>	<input type="checkbox"/>
4.7 *	Missed approach procedure* / landing	P	→	→		<b>M</b>			
4.8	ATC liaison - compliance, R/T procedures	P	→	→		<b>M</b>			

Examiners initials when section completed





**Flight Operations Standards Department/General Aviation & Training Section**  
**IR helicopters skill test and proficiency check for single and multi- engine**

**10. SECTION 6 ABNORMAL AND EMERGENCY PROCEDURES**

SECTION 6 ABNORMAL AND EMERGENCY PROCEDURES	FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
<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:</b>								
6.1						M*	<input type="checkbox"/>	<input type="checkbox"/>
		P*	→*					
6.2		P	→				<input type="checkbox"/>	<input type="checkbox"/>
6.3		P*	→*			M*	<input type="checkbox"/>	<input type="checkbox"/>
6.4		P	→*			M*	<input type="checkbox"/>	<input type="checkbox"/>
6.5		P	→*			M*	<input type="checkbox"/>	<input type="checkbox"/>
				Examiners initials when section completed				

**11. Details of the flight**

Details of the flight		
Helicopter registration or FSTD qualification No.	Rotor stopped/end of FSTD slot	
Departure aerodrome	Rotor turning/start of FSTD slot	
Destination aerodrome	Applicant tested as <input type="checkbox"/> PF <input type="checkbox"/> PNF	Total flight time
Helicopter type and variant	Pilot in command	Other Flight crew





**Flight Operations Standards Department/General Aviation & Training Section**  
**IR helicopters skill test and proficiency check for single and multi- engine**

**12.REMARKS**

REMARKS	
Item no	Comment
<input type="checkbox"/> Additional items for revalidation/renewal of SP/MP- IR rating performed successfully. See instructions part J.	
<b>Note!</b> <b>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. The helicopter used for the skill test shall meet the requirements for training helicopters set out in Appendix 1 to JCAR FCL2.055.</b> Applicants who have completed an IR rating course at a ATO must attach the following documents to the application: <ul style="list-style-type: none"> <li>• Course completion certificate.</li> <li>• ATO Approval Certificate.</li> <li>• FSTD qualification certificate.</li> <li>• The Examiners authorization documents including copy of the license.</li> <li>• Copy of the license of the TRI responsible for the aircraft training.</li> </ul>	
Debriefing/Taken parts of comments above	Signature of applicant:

<b>ADDITIONAL INFORMATION REGARDING THE TEST/PC</b>

**13. AIRCRAFT TRAINING**

AIRCRAFT TRAINING			
Aircraft training completed date:			
Place	Date	Aircraft variant	No of landings/flight time /
Signature of TRI	Name in block letters	License number	







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**Instructions for completing form**

**IR SKILL TEST OR PROFICIENCY CHECK FOR SINGLE- OR MULTI-PILOT HELICOPTER**

- A. Please tick the appropriate boxes. If the PC is aimed to revalidate a valid rating, please tick “Revalidation”. If the rating has expired, tick the appropriate box for renewal. The applicant must have accomplished an approved recurrent training before PC
- B. Please enter the complete information. ”Type of helicopter” means the relevant class of helicopter according to CARC Class and Type IR Rating List/License Endorsement list (Helicopters). ”Flight time total” is the applicants total flight time on helicopter
- C. Personal information of the applicant
- D. This section is to be completed by the Head of Training of the ATO. Please tick if recurrent training completed and if the applicant is approved for renewal PC.
- E. The result of the test. **Several Single Turbine Engine Helicopters with a maximum take-off mass of 3175 kg or Single Engine Piston Helicopters may be revalidated with one PC. If this is the case, tick applicable box and write each type on a separate line. If not enough lines, use additional information, section J.**
- F. This section is a checklist of prerequisites for the examiner to check before the test/check. **Please note that the examiner must sign and thus affirm that he has checked all prerequisites before the test.**
- G. The following limits shall apply corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:

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°
“angular” deviations	Half scale deflection, azimuth and glide path

**Heading (IFR):**

All engines operating	±5°
With simulated engine failure	±10°

**Speed (IFR):**

All engines operating	±5 knots
With simulated engine failure	+10 knots/-5 knots



The following symbols mean:

1. P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.  
X = flight simulator

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 (→).

2. The following abbreviations are used to indicate the training equipment used:  
FS = Flight Simulator  
FTD = Flight Training  
Device H = Helicopter
3. a) Applicants for the skill test for the issue of the multi- single pilot helicopter IR rating shall take only Sections 1 to 4 and, if applicable, Section 6.  
b) Applicants for the revalidation or renewal of the multi- single helicopter IR rating proficiency check shall take only Sections 1 to 4 and, if applicable Section 6.
  - a. Instrument flight procedures (Section 4,5) shall be performed only by applicants wishing to renew or revalidate an IR(H) for multi- single pilot helicopter or extend the privileges of that rating to another multi- single pilot type.
  - b. The starred items (\*) shall be flown in actual or simulated IMC only by applicants wishing to renew or revalidate an IR(H) for multi- single -pilot helicopter, or extend the privileges of that rating to another type. The starred (\*) items of section 5 , shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the skill test or proficiency check. If the starred (\*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of instrument rating privileges, the type rating will be restricted to VFR only.
4. Where the letter 'M' appears in the skill test/ proficiency check column this will indicate the mandatory exercise.
5. A flight simulator shall be used for practical training and testing if the flight simulator forms part of an approved IR-rating course. The following considerations will apply to the approval of the course:
  - a) the qualification of the flight simulator as set out in JCAR;
  - b) the qualifications of the instructor and examiner ;
  - c) the amount of line-orientated flight training provided on the course;
  - d) the qualifications and previous line operating experience of the pilot under training; and
  - e) the amount of supervised line flying experience provided after the issue of the new type rating.
6. When a proficiency check on a single-pilot helicopter is performed in a multi-pilot operation in accordance with an AOC Operations Manual, the type rating will be restricted to multi-pilot. See also J below.



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- H.** Details of the flight.
- I.** Comments regarding tested items please indicate the item commented. The applicant signs that he/she has taken part of the result of the test (it is not a formal acceptance of the result).
- J.** Additional information regarding the conditions during test, simulators etc. or any other information to the license issuing authority.  
If the PC is aimed to revalidate both Multi pilot and Single Pilot ratings-on the type the applicant shall also demonstrate the following items in the single pilot role:
1. IFR precision approach manually down to DA/DH followed by a go-around OEI (for IR).
  2. Engine fire
  3. Engine failure before and after TDP
  4. Flight and landing AFCS/AP OFF
  5. Hydraulic failure including landing (if relevant).
- The examiner shall note under **I.** in the protocol if these items have been successfully passed or not.
- K.** Details of the aircraft training (which shall be given by an authorized TRI according to the approved course) when completed (if pertinent).

