

APPLICATION AND REPORT FORM FOR THE INSTRUMENT RATING SKILL TEST ON HELICOPTER ACCORDING TO PART FCL SUBPART G AND APPENDIX 7 TO COMMISSION REGULATION (EU) NO 1178/2011 OF 3 NOVEMBER 2011

**B. To be  
completed  
by examiner**

Date of test
Type of helicopter
Total time helicopter

**C. To be  
completed by  
applicant**

Date of birth (yyyy-mm-dd)	State of licence issue	Licence no
Last name	First and middle names	
Street or box	Country	Telephone
Postal code and city	E-mail address	

**D. To be  
completed by  
the ATO**

TRAINING COMPLETED AND APPLICATION APPROVED		
Name and approval number of ATO	Signature Head of Training	
Date	Name of HT in block letters	
Total time during course	Total time in FFS/FTD during course FFS:                      FTD:	
Instrument time during course	Instrument time in simulator during course	Total time cross-country*

**E. To be  
completed by  
examiner**

RESULT OF THE TEST		
Final result:	<input type="checkbox"/> Passed	<input type="checkbox"/> Partial pass <input type="checkbox"/> Failed
<input type="checkbox"/> Temporary rating issued		<input type="checkbox"/> Temporary rating not issued
Name in block letters (if no stamp):	Stamp/Printed name	
Signature of examiner: .....		
Examiner certificate number:		

**F.**

<p><b>Before Test</b></p> <p><input type="checkbox"/> Valid PPL/CPL/ATPL licence</p> <p><input type="checkbox"/> Valid language proficiency</p> <p>Valid R/T certificate :</p> <p><input type="checkbox"/> Swedish <input type="checkbox"/> English</p> <p><input type="checkbox"/> Personal identification card</p>	<p><input type="checkbox"/> Flight training</p> <p><input type="checkbox"/> Theoretical training</p> <p><input type="checkbox"/> Valid theoretical examination</p> <p><input type="checkbox"/> 70h IR (min 30 IR Ground time)</p>	<p><b>All prerequisites checked and confirmed including latest revision of Examiners Differences Document</b></p> <p>EDD revision nr: .....</p> <p>..... Examiner</p>
<p>(**) = To be performed in Section 4 or Section 5                  (***) = Multi-engine helicopter only                  (****) = Only one item to be tested                  (+) = 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.</p>		

**G.**

SECTION 1 Departure		Instructors initials when training completed	Chkd in FS/H	Pass	Fail
1.a	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance			<input type="checkbox"/>	<input type="checkbox"/>
1.b	Use of Air Traffic Services document, weather document			<input type="checkbox"/>	<input type="checkbox"/>
1.c	Preparation of ATC flight plan, IFR flight plan/log			<input type="checkbox"/>	<input type="checkbox"/>
1.d	Identification of the required nav aids for departure, arrival and approach procedures			<input type="checkbox"/>	<input type="checkbox"/>
1.e	Pre-flight inspection			<input type="checkbox"/>	<input type="checkbox"/>
1.f	Weather minima			<input type="checkbox"/>	<input type="checkbox"/>
1.g	Taxiing/Air taxi in compliance with ATC or instructions of instructor			<input type="checkbox"/>	<input type="checkbox"/>
1.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.			<input type="checkbox"/>	<input type="checkbox"/>
1.i	Pre-take-off briefing, procedures and checks			<input type="checkbox"/>	<input type="checkbox"/>
1.j	Transition to instrument flight			<input type="checkbox"/>	<input type="checkbox"/>
1.k	Instrument departure procedures, including PBN procedure			<input type="checkbox"/>	<input type="checkbox"/>
			Examiners initials when section completed.....		

SECTION 2 GENERAL HANDLING		Instructors initials when training completed	Chkd in FS/H	Pass	Fail
2.a	Control of the helicopter by reference solely to instruments, including			<input type="checkbox"/>	<input type="checkbox"/>
2.b	Climbing and descending turns with sustained Rate 1 turn			<input type="checkbox"/>	<input type="checkbox"/>
2.c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns			<input type="checkbox"/>	<input type="checkbox"/>
			Examiners initials when section completed.....		

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

<b>SECTION 3A ARRIVAL PROCEDURES</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
3.a	Setting and checking of navigational aids, if applicable			<input type="checkbox"/>	<input type="checkbox"/>
3.b	Arrival procedures, altimeter checks			<input type="checkbox"/>	<input type="checkbox"/>
3.c	Altitude and speed constraints, if applicable			<input type="checkbox"/>	<input type="checkbox"/>
3.d	PBN arrival (if applicable): <ul style="list-style-type: none"> <li>- Check that the correct procedure has been loaded in the navigation system; and</li> <li>- Cross-check between the navigation system display and the arrival chart</li> </ul>			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed.....			

<b>SECTION 4 3D OPERATIONS (+)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
4.a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: <ul style="list-style-type: none"> <li>- Check that the correct procedure has been loaded in the navigation system; and</li> <li>- Cross-check between the navigation system display and the approach chart.</li> </ul>			<input type="checkbox"/>	<input type="checkbox"/>
4.b	Approach and landing briefing, including descent/approach/landing checks			<input type="checkbox"/>	<input type="checkbox"/>
4.c(**)	Holding procedure			<input type="checkbox"/>	<input type="checkbox"/>
4.d	Compliance with published approach procedure			<input type="checkbox"/>	<input type="checkbox"/>
4.e	Approach timing			<input type="checkbox"/>	<input type="checkbox"/>
4.f	Altitude, speed, heading control, (stabilised approach)			<input type="checkbox"/>	<input type="checkbox"/>
4.g(**)	Go-around action			<input type="checkbox"/>	<input type="checkbox"/>
4.h(**)	Missed approach procedure / landing			<input type="checkbox"/>	<input type="checkbox"/>
4.i	ATC liaison — compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed.....			

# INSTRUMENT RATING HELICOPTER

<b>SECTION 5 2D OPERATIONS (+)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
5.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.			<input type="checkbox"/>	<input type="checkbox"/>
5.b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities			<input type="checkbox"/>	<input type="checkbox"/>
5.c(**)	Holding procedure			<input type="checkbox"/>	<input type="checkbox"/>
5.d	Compliance with published approach procedure			<input type="checkbox"/>	<input type="checkbox"/>
5.e	Approach timing			<input type="checkbox"/>	<input type="checkbox"/>
5.f	Altitude, speed, heading control (stabilised approach)			<input type="checkbox"/>	<input type="checkbox"/>
5.g(**)	Go-around action			<input type="checkbox"/>	<input type="checkbox"/>
5.h(**)	Missed approach procedure(**)/landing			<input type="checkbox"/>	<input type="checkbox"/>
5.i	ATC liaison – compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed.....			

<b>SECTION 6 - ABNORMAL AND EMERGENCY PROCEDURES:</b>		Instructors initials when training completed	Chkd in FS/H	Pass	Fail
6.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)			<input type="checkbox"/>	<input type="checkbox"/>
6.b	Failure of stability augmentation devices/hydraulic system (if applicable)			<input type="checkbox"/>	<input type="checkbox"/>
6.c	Limited panel			<input type="checkbox"/>	<input type="checkbox"/>
6.d	Autorotation and recovery to a pre-set altitude			<input type="checkbox"/>	<input type="checkbox"/>
6.e	3D operations manually without flight director (****) 3D operations manually with flight director (****)			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when section completed.....			

# INSTRUMENT RATING HELICOPTER

<b>H. FLIGHT DETAILS</b>		
Helicopter registration or FSTD qualification no:	Rotor stop/end of FSTD slot	
Departure aerodrome	Rotor turning/Start of FSTD slot	
Destination aerodrome	Total flight time	
Helicopter type and variant	Pilot in command	Other flight crew, (if any)

<b>I. REMARKS</b>	
Item no	Comment
Debriefing/taken part of comments above	Signature of applicant:

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

## Instructions for completing form TSL7569 - Instrument rating Helicopter

- B. Please enter the complete information. "Type of helicopter" means the relevant type of helicopter according to EASA Class and Type Rating List/Licence Endorsement list (Helicopters).
- C. Personal information of the applicant.
- D. This section is to be completed by the Head of Training of the ATO. Total time cross-country is referring to total cross-country time logged by the applicant.
- E. The result of the test
- 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. Protocol

1. (\*\*)= To be performed in Section 4 or Section 5  
 (\*\*\*) = Multi-engine helicopter only  
 (\*\*\*\*) = Only one item to be tested  
 (+) = 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.

2. 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	+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" 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 allowed.
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 1000 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

3. 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.
4. The following abbreviations are used to indicate the training equipment used:
  - H = Helicopter
  - FS = Flight Simulator
  - FTD = Flight Training Device (including FNPT)

5. Instructor initials are required for skill test.
  6. A flight simulator shall be used for practical training for type ratings if the simulator forms part of an approved type rating course. The following considerations will apply to the approval of the course:
    - (a) the qualification of the flight simulator or FNPT II as set out in Part-ORA;
    - (b) the qualifications of the instructors and examiner;
    - (c) the amount of line-oriented flight training on the course.
    - (d) the qualifications and previous experience of the pilot under training.
    - (e) the amount of supervised line flying experience provided after the issue of the new type rating
- 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.