



IR(H) SKILL TEST FORM

Appendix 7 to Annex I of Commission Regulation (EU) 1178/2011 (FCL.620.IR)			
APPLICATION AND REPORT FORM FOR THE IR(A) AND BIR SKILL TEST			
Applicant's last name		First name/s	
Type of licence		Applicant's licence number	
State of licence issue		Applicant's signature	
1. DETAILS OF THE FLIGHT			
Class/Type of aeroplane		Registration	
Departure aerodrome		Destination aerodrome	
Take-off time		Landing time	
Flight time		Total flight time	
2. RESULT OF THE TEST			
Skill test details :			
<input type="checkbox"/> PASSED	<input type="checkbox"/> PARTIAL PASS	<input type="checkbox"/> FAILED	
3. REMARKS			
THE EXAMINER CONFIRMS THE ADHERENCE TO FCL.1030 a) THROUGH d)			
Location and date		Type and number of FE's licence	
Name of FE in capitals		Signature of FE	



Date:	Applicant's licence number:
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Appendix 7 to Annex I - IR(H) – Skill test

1. Applicants shall have received instruction on the same class or type of aircraft to be used in the test which shall be appropriately equipped for the training and testing purposes.
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.

CONDUCT OF THE TEST

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 aircraft from a position where the PIC functions can be performed and carry out the test as if there is no other crew member. 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. Responsibility for the flight shall be allocated in accordance with national regulations.
8. Decision heights/altitudes, minimum descent heights/altitudes and missed approach points shall be determined by the applicant and agreed upon by the examiner.
9. Applicants 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 aircraft on which the test is being taken. During pre-flight preparation for the test applicants shall determine power settings and speeds. The applicants shall calculate performance data for take-off, approach, and landing in compliance with the operations manual or flight manual for the aircraft used.

FLIGHT TEST TOLERANCES

10. The applicant shall demonstrate the ability to:
 - operate the aircraft within its limitations;
 - complete all manoeuvres with smoothness and accuracy;
 - exercise good judgment and airmanship;
 - apply aeronautical knowledge; and
 - maintain control of the aircraft 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 aircraft used.

<u>Height</u>	
Generally,	±100 feet
Starting a go-around at decision height/altitude	+50 feet/–0 feet
Minimum descent height/MAP/altitude	+50 feet/–0 feet
<u>Tracking</u>	
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.
<u>Heading</u>	
All engines operating	±5°
With simulated engine failure	±10°
<u>Speed</u>	
All engines operating	±5 knots.
With simulated engine failure	+10 knots/–5 knots

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Date:	Applicant's licence number:
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Appendix 7 to Annex I - Contents of the skill test for the issue of an IR(A)

SECTION 1 DEPARTURE		EXAMINER'S INITIALS WHEN TEST COMPLETED
NOTE: Use of checklist, airmanship, anti/de-icing procedures, etc., apply in all sections.		
a.	Use of flight manual (or equivalent) especially aircraft 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.	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.	
j.°	Pre-take-off briefing, procedures, and checks	
k.	Transition to instrument flight	
l.	Instrument departure procedures, including PBN procedures	
SECTION 2 GENERAL HANDLING		
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 3 EN-ROUTE IFR PROCEDURES°		
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 – compliance, R/T procedures	



SECTION 3A ARRIVAL PROCEDURES		
		EXAMINER'S INITIALS WHEN TEST COMPLETED
a.	Setting and checking of navigational aids if applicable b, c, d.	
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 4 3D OPERATIONS ⁽⁺⁾		
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 the 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 2D OPERATIONS ⁽⁺⁾		
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 the 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 6 ABNORMAL AND EMERGENCY PROCEDURES

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:

		EXAMINER'S INITIALS WHEN TEST COMPLETED
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 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 is to be tested.

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INFORMATION NOTE ON DATA PROTECTION NOTICE D'INFORMATION SUR LA PROTECTION DES DONNEES

Personnel licenses
Licences du personnel

Personal data are processed for the purpose of aviation safety by guaranteeing that only persons possessing the required competences obtain a pilot licence, aircraft maintenance licence or cabin crew attestation.

The data subject has the right :

- to access to their personal data,
- to rectification or erasure of personal data or restriction of processing,
- to object to processing,

by contacting the data protection officer (dpo@av.etat.lu). Proof of identity has to be included in the request (ex. copy of identity card or passport, licence number, etc.).

Failure to provide the requested data will prevent the issuance, renewal/revalidation or transfer of the licence or attestation.

For more detailed information on the protection of your personal data, please consult our website:

<https://dac.gouvernement.lu/en/data-protection.html>

Les données à caractère personnel sont traitées en vue de la sécurité des activités aériennes en garantissant que seules les personnes possédant les compétences requises obtiennent une licence de pilote, une licence de maintenance d'aéronef ou un certificat de membre d'équipage.

Toute personne concernée a le droit :

- d'accéder à ses données personnelles,
- de demander la rectification ou l'effacement des données personnelles, ou la limitation du traitement,
- de s'opposer au traitement,

en contactant le délégué à la protection des données (dpo@av.etat.lu). Une preuve de l'identité doit être jointe à la demande (ex. copie de la carte d'identité ou du passeport, numéro de la licence, etc.).

Le fait de ne pas fournir les données à caractère personnel requises à la DAC fera obstacle à la délivrance, le renouvellement/la revalidation ou le transfert de la licence ou du certificat en question.

Pour des informations plus détaillées sur la protection de vos données personnelles, veuillez consulter notre site web :

<https://dac.gouvernement.lu/fr/protection-donnees.html>