

Examiner Report for Instrument Rating (H) Skill Test

This form can be part filled in on screen then printed, completed, signed and submitted as instructed.
Please complete this form in BLOCK CAPITALS using black or dark blue ink.



1. APPLICANT DETAILS	
Surname: Forename(s):	
CAA Personal reference number	
Licence Type:.....	
Series:	Attempt: Date:..... Place of Test:
SPH ☐	MPH ☐ Tick as required
FALSE REPRESENTATION STATEMENT It is an offence under Article 231 of the Air Navigation Order 2009 to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.	
I declare that the information provided is correct. Applicant's Signature:	

2. FLIGHT TEST		To be completed by the Examiner				
Route:						
Helicopter Type and Reg:	Take off time:		Land time:		Total Time:	
Test Sections:	1	2	3	4	5	6
Sections to be taken:						
Result:						
(a)						
(b)						
(c)						
(d)		N/A				
(e)		N/A				
(f)		N/A				
(g)		N/A				
(h)		N/A				
(i)		N/A	N/A			
(j)	N/A	N/A	N/A			
Re-test Items:						
Test Sections incomplete due						
Items not completed:						
I confirm the applicant's instruction and experience complies with Part-FCL, and I confirm that all the required manoeuvres and exercises have been completed ☐						
I have assessed the ICAO English Language Proficiency of the Applicant at Level 6: Yes ☐ No* ☐ Not Assessed ☐ (*I have advised the Applicant to complete Form SRG 1199 and be assessed by an appropriate organisation, see CAP 804.) Assessment is not required if Applicant holds Level 6.						
Examiner's Name:	Examiner's No.:					
Examiner's Signature:	Date:					
Authorising Competent Authority:	Date of Examiner UK briefing (if applicable):					
Received (Applicant) Signature:						
Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA contained in version of the examiner differences document.						

3. FLIGHT TRAINING ORGANISATION	
ATO:.....	Date Training Completed:.....
Recommended for test by (name):	



Civil Aviation Authority Regulation 6

Regulation 6(5) of the Civil Aviation Authority Regulations 1991 provides as follows: Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed you will have to satisfy the Authority that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.

Use of checklist, airmanship, anti-icing/de-icing procedures, etc. apply in all sections.

SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE		SECTION 4. PRECISION APPROACH PROCEDURES	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance	a	Setting and checking of navigational aids, identification of facilities
b	Use of Air Traffic Services document, weather document	b	Arrival procedures, altimeter checks
c	Preparation of ATC flight plan, IFR flight plan/log	c	Approach and landing briefing, including descent/approach/landing checks
d	Pre-flight inspection	d *	Holding procedure
e	Weather Minima	e	Compliance with published approach procedure
f	Taxiing/air taxi in compliance with ATC or instructions of instructor	f	Approach timing
g	Pre take-off briefing, procedures and checks	g	Altitude, speed heading control (stabilised approach)
h	Transition to instrument flight	h *	Go-around action
i	Instrument departure procedures	i *	Missed approach procedure/landing
		j	ATC liaison - compliance, R/T procedures
SECTION 2. GENERAL HANDLING		SECTION 5. NON-PRECISION APPROACH PROCEDURES	
a	Control of the helicopter by reference solely to instruments, including: trim	a	Setting and checking of navigational aids, identification of facilities
b	Climbing and descending turns with sustained Rate 1 turn	b	Arrival procedures, altimeter checks
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns	c	Approach and landing briefing, including descent/approach/landing checks
SECTION 3. EN-ROUTE IFR PROCEDURES		d *	Holding procedure
a	Tracking, including interception, e.g. NDB, VOR, RNAV	e	Compliance with published approach procedure
b	Use of radio aids	f	Approach timing
c	Level flight, control of heading, altitude and airspeed, power setting	g	Altitude, speed, heading control (stabilised approach)
d	Altimeter settings	h *	Go-around action
e	Timing and revision of ETAs	i *	Missed approach procedure/landing
		j	ATC liaison - compliance, R/T procedures
f	Monitoring of flight progress, flight log, fuel usage, systems' management	SECTION 6. ABNORMAL AND EMERGENCY PROCEDURES	
g	Ice protection procedures, simulated if necessary and if applicable	a	Simulated engine failure after take-off and on/during approach* (at a safe altitude unless carried out in a FFS or FNPTII/III, FTD 2,3) * Multi engine helicopter only
h	ATC liaison - compliance, R/T procedures	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 director* Precision approach manually with director* *Only one item is tested

* To be performed in Section 4 or Section 5