



REPORT FORM IR(H)

Applicant's last name:		First name:	
Type of licence:		Number:	
State: <input type="checkbox"/> Fi		Signature of applicant:	
Skill test: <input type="checkbox"/>	Proficiency check: <input type="checkbox"/>	SP <input type="checkbox"/>	MP <input type="checkbox"/>

1	Theoretical training	<i>Satisf. Completion acc. to req. Is certified below:</i>
From:	To:	At:
Mark obtained: %	(Pass mark 75%)	Type and number of licence:
Signature of instructor:		Name in capital letters:

2	FNPT I, FNTP II/III or simulator training				
Ground training device / manufacturer:		3 or more axis	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Ready for serv. / used <input type="checkbox"/>
Operator of ground training device:		Motion / system:			
Flight training time at the controls:		Visual aid:	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Instrument approaches at aerodromes at decision altitude of:					
Location/date/time:		Signature of instructor / examiner:			
Type and number of licence:		Name in capital letters:			

3	Instrument flight training:				
Type of helicopter:	Registration:	Flight time at the controls:			
Take-offs:	Landings:	Training aerodromes/sites (T/O's, approaches and landings):			
Location/date/time:		Signature of instructor / examiner:			
Type and number of licence:		Name in capital letters:			

4	Skill test / Proficiency check <i>*Delete as necessary</i>	Partial pass*	Passed*	Failed*	
Type of helicopter: 1 st flight	Registration:	<i>Note for examiners ! If the skill test fails the cause is notifiable.</i>			
Type of helicopter: 2 nd flight	Registration:		1 st flight	2 nd flight	
		Off block			
		T/O first			
		T/D last			
		On block			
		Air time			
		FLT time			

En-route-part of the check flight:	
<input type="checkbox"/> The need of further training. <i>Details on page 2.</i>	RMK by instr. Applicants rating valid until
<input type="checkbox"/> Uncomplete items of check flight. <i>Details on page 2.</i>	
<input type="checkbox"/> Applicant must necessarily contact to Civil Aviation Authority, caused by the fail of re-test / re-check.	
Location/date/time:	Type and number of licence:
Signature of instructor / examiner:	Name in capital letters:



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5	Note: E.g. Before check flight renewal.
<input type="checkbox"/> The need further training:	
<input type="checkbox"/> Items not completed shall be tested in a further flight:	

6	Presentation of training records: Requirement TRG M1-5 regarding to applicant.
<input type="checkbox"/> Recommendation for the test by the organisation / person responsible for the training.	
<input type="checkbox"/> Advice of the skills attained for licence / rating. From the organisation / person responsible for the training	
<input type="checkbox"/> The applicant shall have passed the associated theoretical knowledge examination.	
<input type="checkbox"/> Certificate of the passed associated theoretical knowledge examination of the Civil Aviation Authority. Presentable	
<input type="checkbox"/> Clarification of sufficient experience for the licence / rating.	
<input type="checkbox"/> Training records (as needed).	
<input type="checkbox"/> Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.	
<input type="checkbox"/> Decision heights/altitudes, minimum descent heights/altitudes and missed approach point shall be determined by the applicant.	
<input type="checkbox"/> Advice of the previously failed or partially completed check flight.	

**REPORT FORM, IR(H)**

Item	Manoeuvres / Prosedures	Pass / fail	Note.
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SECTION 1 DEPARTURE

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	Pre-flight inspection.		
e	Weather minima.		
f	Taxying/Air taxi in compliance with ATC or instructions of instructor.		
g	Pre-take off briefing, procedures and checks.		
h	Transition to instrument flight.		
i	Instrument departure procedures.		

SECTION 2 GENERAL HANDLING

a	Control of the helicopter by reference solely to instruments, including:		
b	Climbing and descending turns with sustained rate one 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 applicable.		
h	ATC liaison and compliance, R/T procedures.		

SECTION 4 PRECISION APPROACH			
a	Setting and checking of navigational aids, identification of facilities.		
b	Arrival procedures, altimeter checks.		
c	Approach and landing briefing, including descent/approach/landing checks.		
d*	Holding procedure.		
e	Compliance with published approach procedure.		
f	Approach timing.		
g	Altitude, speed, heading control, (stabilised approach).		
h*	Go-around action.		
i*	Missed approach procedure / landing.		
j	ATC liaison – compliance, R/T procedures.		
* to be performed in Section 4 or Section 5			

SECTION 5 NON-PRECISION APPROACH			
a	Setting and checking of navigational aids, identification of facilities.		
b	Arrival procedures, altimeter checks.		
c	Approach and landing briefing, including descent/approach/landing checks.		
d*	Holding procedure.		
e	Compliance with published approach procedure.		
f	Approach timing.		
g	Altitude, speed, heading control, (stabilised approach).		
h*	Go around action		
i*	Missed approach procedure*/landing.		
j	ATC liaison – compliance, R/T procedures.		
* to be performed in Section 4 or Section 5.			

SECTION 6 ABNORMAL AND EMERGENCY PROCEDURES			
<i>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:</i>			
a	Engine failure after take-off and on/during approach* (at a safe altitude unless carried out in a flight simulator or FNPT II). *Multi-engine helicopter only		
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 flight director* Precision approach manually with flight director* *Only one item to be tested		

FLIGHT TEST TOLERANCES

The applicant shall demonstrate the ability to:

- operate the helicopter within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge; and
- maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

Height	Generally Starting a go-around at decision height Minimum descent height/MAP/altitude	±100 feet +50 feet/–0 feet +50 feet/–0 feet
Tracking	on radio aids ±5° Precision approach	half scale deflection, azimuth and glide path
Heading	all engines operating with simulated engine failure	±5° ±10°
Speed	all engines operating with simulated engine failure	±5 knots +10 knots/-5 knots

At the discretion of the examiner any manoeuvre or procedure of the test/check may be repeated once by the applicant.

Training during test / check is prohibited. See Finnish National regulation TRG M1-5 (6.1).

An applicant shall pass all sections of the skill test/proficiency check. Failure in more than 5 items will require the applicant to take the entire test/check again. An applicant failing not more than 5 items shall take the failed section again. Failure in any item of the re-test/re check and failure in any other items already passed, will require the applicant to take the entire test/check again.

Failure in more than 2 sections will require the applicant to take the entire test/check again..

The skill test contents and sections set out in Appendix 2 to JAR–FCL 2.210 shall be used for the skill test.