



DIREÇÃO DE LICENCIAMENTO E EXAMINAÇÃO
DEPARTAMENTO DE EXAMINAÇÃO

ST BIR/IR(H) PBN – Skill Test BIR/Instrument Rating (Helicopter) PBN

Fill in **BLUE** or **BLACK** ink, with **BLOCK CAPITALS**, after checking the instructions contained in the annex to this form.

SECTION A – APPLICANT DETAILS

Complete name	ANAC number / Student pilot card number
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Examiner shall check the Course Completion Certificate issued by the ATO, prior to the conduct of the Skill Test

SECTION B – SKILL TEST IR(H)					PBN YES <input type="checkbox"/> NO <input type="checkbox"/>					
B.1 – Attempts					B.2 – Helicopter					
Attempt number		(If applicable) date of previous attempt			Type		Variant			
B.3 – Details										
Flt	Date	Conducted in		Registration	Depart. location	Arrival location	Start time	Finish time	Duration	Ldgs
1		<input type="checkbox"/> A/C	<input type="checkbox"/> FSTD							
2		<input type="checkbox"/> A/C	<input type="checkbox"/> FSTD							
3		<input type="checkbox"/> A/C	<input type="checkbox"/> FSTD							
									Total duration & Ldgs:	
B.4 – Result					B.5 – Applicant Declaration					
<input type="checkbox"/> PASS					I declare that I have been informed of the result of the Test. Signature:					
<input type="checkbox"/> PARTIAL PASS										
<input type="checkbox"/> FAIL										
B.6 – Examiner					B.7 – (If applicable) ANAC Inspector / Senior Examiner					
Name					Name					
Examiner Certificate number/Member State					Examiner Certificate number/Member State					
FCL.1030(b)(3)(iv) – Applicant's experience and training complies with the applicable requirements of PART-FCL. FCL.1030(b)(3)(v) – All required manoeuvres and exercises have been completed in accordance with PART-FCL. "Non-ANAC" Examiners only: FCL.1030(b)(3)(iv) - I have reviewed and applied the relevant national procedures and requirements of the applicants Competent Authority contained in the Examiner Differences Document, version:										
Examiner signature					ANAC Inspector / Senior Examiner signature					

SECTION C – REMARKS / REASONS FOR FAILURE (AS APPLICABLE)

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

Shaded and starred (*) items may be performed in either section 4 or section 5.
(+) 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

SECTION 1 – DEPARTURE	PASS	FAIL
1.a Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance		
1.b Use of Air Traffic Services document, weather document		
1.c Preparation of ATC flight plan, IFR flight plan/log		
1.d Identification of the required nav aids for departure, arrival and approach procedures		
1.e Pre-flight inspection		
1.f Weather minima		
1.g Taxiing/air taxi in compliance with ATC or instructions of instructor		
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.		
1.i Pre-take-off briefing, procedures and checks		
1.j Transition to instrument flight		
1.k Instrument departure procedures, including PBN procedures		

SECTION 2 – GENERAL HANDLING	PASS	FAIL
2.a Control of the helicopter by reference solely to instruments, including:		
2.b Climbing and descending turns with sustained Rate 1 turn		
2.c Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns		

SECTION 3 – EN-ROUTE IFR PROCEDURES	PASS	FAIL
3.a Tracking, including interception, e.g. NDB, VOR, RNAV		
3.b Use of radio aids		
3.c Level flight, control of heading, altitude and airspeed, power setting		
3.d Altimeter settings		
3.e Timing and revision of ETAs		
3.f Monitoring of flight progress, flight log, fuel usage, systems management		
3.g Ice protection procedures, simulated if necessary and if applicable		
3.h ATC liaison — compliance, R/T procedures		

SECTION 3a – ARRIVAL PROCEDURES	PASS	FAIL
3a.a Setting and checking of navigational aids, and identification of facilities, if applicable		
3a.b Arrival procedures, altimeter checks		
3a.c Altitude and speed constraints, if applicable		
3a.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 (+)	PASS	FAIL
4.a Setting and checking of navigational aids Check Vertical Path angle 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.		
4.b Approach and landing briefing, including descent/approach/landing checks		
4.c(*) Holding procedure		
4.d Compliance with published approach procedure		
4.e Approach timing		
4.f Altitude, speed heading control (stabilised approach)		
4.g(*) Go-around action		
4.h(*) Missed approach procedure/landing		
4.i ATC liaison — compliance, R/T procedures		

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature
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SECTION 5 – 2D OPERATIONS(*)		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.		
5.b	Approach and landing briefing, including descent/approach/landing checks and identification of facilities		
5.c(*)	Holding procedure		
5.d	Compliance with published approach procedure		
5.e	Approach timing		
5.f	Altitude, speed heading control (stabilised approach)		
5.g(*)	Go-around action		
5.h(*)	Missed approach procedure/landing		
5.i	ATC liaison — compliance, R/T procedures		

SECTION 6 –ABNORMAL AND EMERGENCY PROCEDURES		PASS	FAIL
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:			
Multi-engine helicopter only			
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)		
6.b	Failure of stability augmentation devices/hydraulic system (if applicable)		
6.c	Limited panel		
6.d	Autorotation and recovery to a pre-set altitude		
Only one item to be tested			
6.e	i.3D operations manually without flight director; or ii.3D operations manually with flight director		

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature
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INSTRUCTIONS

DO NOT PRINT THIS PAGE, UNLESS STRICTLY NECESSARY

Instruction pages contain a summary of applicable procedures and Regulations. They shall be complemented by checking applicable Regulations, Examiner Handbook and EASA Examiner Differences Document.

Incomplete forms or with filling deficiencies, will be rejected, stopping any application process.

Conditions

Examiner: ANAC Inspector or IRE(H).

Prior notification: MANDATORY up to 05 days prior of planned date (ANAC Examiners: [webportal](#); NON-ANAC Examiners: [e-mail](#)).

ANAC approval: MANDATORY (check [webportal](#) or [e-mail](#), as applicable).

Experience & crediting: FCL.615, Appendix 3 – “Training courses for the issue of a CPL and an ATPL”, Appendix 6 – “Modular training courses for the IR.

A Course Completion Certificate, shall be handed by the ATO to the Examiner prior to the conduct of the Test.

EXAM SHALL NOT TAKE PLACE IF THE COURSE COMPLETION CERTIFICATE IS NOT PRESENTED TO THE EXAMINER, IF NOT PROPERLY FILLED AND NOT SIGNED.

Exam duration: according GM1 FCL.1015, at least **03 hours** total, of which at least **60 minutes** flight (including navigation section).

Timeframe: All relevant sections of the skill test shall be completed within **six months**.

Licence endorsement: Not applicable.

Exam report: MANDATORY, up to 15 days after planned date (ANAC Examiners: [webportal](#); NON-ANAC Examiners: [e-mail](#)).

Filling instructions

Fill hours and times as **hh:mm** and dates in **dd/mm/yy** format.

SECTION A: Self-explanatory.

SECTION B.1: Indicate attempt number. In case of a re-test, indicate the date of the previous attempt.

NOTE 1: Form(s) of previous attempt(s) shall be attached to this Form and verified by the Examiner.

NOTE 2: Examiner shall check the **Course Completion Certificate issued by the ATO**, before starting the Test.

SECTION B.2: Indicate the helicopter type used in the Test in accordance with the “[EASA Type Rating & License Endorsement List Flight Crew](#)” and variant (if applicable).

SECTION B.3: Fill the flight details in line 1.

In case the Test is conducted in more than one flight, use additional lines 2 and 3 for subsequent flight(s).

In case an **aircraft is used**, all items are self-explanatory, except:

- “**Start time**”, “**Finish time**” and “**Duration**”, according definitions contained in FCL.010, for flight time.

In case an **FSTD is used**, all items self-explanatory, except:

- “**Registration**” column, insert the FSTD Qualification Certificate number;
- “**Departure location**” and “**Arrival location**” are not mandatory;
- “**Start time**” and “**Finish time**” will be the time of start and end of the FSTD session, respectively;
- “**Duration**” will be the session time.

“**Total duration & Ldgs**” is respectively the sum of duration times and sum of landings, if more than one flight was conducted (line 1+2+3).

SECTION B.4: Grade according to “**Pass/fail policy**” detailed below.

SECTION B.5: Self-explanatory.

If the applicant refuses to sign, the Inspector/senior examiner shall record the fact in SECTION C.

ANAC shall be informed with undue delay, with a short report of the event.

SECTION B.6: Self-explanatory.

By signing, the Examiner acknowledges the declarations contained within the section.

NON-ANAC Examiners, shall enter the current *Examiner Differences Document* version, after reviewing it.

No stamps allowed, except ANAC Inspectors.

SECTION B.7: Applicable only in case of an ANAC supervision, Examiner Assessment of Competence or Examiner Standardization Session, simultaneously to the Test, in which case the ANAC Inspector or authorized Senior Examiner fills and signs this section.

By signing, the Inspector or Senior Examiner acknowledges the declarations contained within the section.

No stamps allowed, except ANAC Inspectors.

SECTION C: Any remarks deemed necessary.

Items failed / reasons for failure will be justified here.

If insufficient space, attach a page detailing date, type of Test, applicant name and signature, Inspector/senior examiner name and signature.

SECTION 1 to 6: Grade each item in respective PASS or FAIL columns, with short signature (containing the Inspector/Senior Examiner initials), in appropriate box.

Do not grade with crosses (X) or check marks (✓).

At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. In such case the FE, shall write the number “2” (indicating 2nd attempt) next to the signature/initials in the applicable item.

In accordance with FCL.1030(b)(3)(ii), if an item has been failed, the examiner shall record the reasons for this assessment. Section C shall be used for that purpose.



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Regulations

FCL.620 – IR Skill Test.
Appendix 7 – IR Skill Test.

Flight test tolerance limits

Height

generally ± 100 ft
starting a go-around at decision height/altitude $+ 50$ ft / $- 0$ ft
minimum descent height/MAP/altitude $+ 50$ ft / $- 0$ ft

Tracking

on radio aids $\pm 05^\circ$
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 $\pm \frac{1}{2}$ 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.

Heading

all engines operating $\pm 05^\circ$
with simulated engine failure $\pm 10^\circ$

Speed

all engines operating ± 05 knots
with simulated engine failure $+ 10$ knots / $- 05$ knots

The FE should make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

Conduct of the test

Applicants for an IR shall demonstrate through the completion of a Skill Test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

An applicant shall have received flight instruction on the same class or type of aircraft to be used for the Skill Test.

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.

An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the Test as if no other crew member is present. 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.

At the discretion of the FE, any manoeuvre or procedure of the Test may be repeated once by the applicant. In such case the FE, shall write the number “2” (indicating 2nd attempt) next to the signature/initials in the applicable item.

The FE may stop the Test at any stage if it is considered that the applicants’ demonstration of flying skills requires a complete re-test.

Should the applicant choose to terminate the Skill Test for reasons considered inadequate by the Flight Examiner (FE), grade “FAIL” in section B.4. The applicant shall retake the entire Skill Test, for which a new FORM shall be used.

If the Test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight. In such case, the same FORM shall be used, completing the missing items/sections.

Pass/fail policy

An applicant shall pass all the relevant sections of the Skill Test. In such case, grade “PASS” in section B.4 of this FORM.

Failure in any item of a section will cause the applicant to fail the entire section.

In accordance with FCL.1030(b)(3)(ii), if an item has been failed, the examiner shall record the reasons for this assessment. **Section C** shall be used for that purpose.

Failure in more than one section will require the applicant to take the entire Test again. In such case, grade “FAIL” in section B.4.

An applicant **failing only in one section** shall only repeat the failed section. In such case, grade “PARTIAL PASS” in section B.4.

Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire Test again.

Failure to achieve a pass in all relevant sections of the Test in two attempts will require further practical training.

NOTE: When the Test is repeated (following a PARTIAL PASS or FAIL), a new FORM shall be used.

FORM(S) of previous attempt(s) shall be passed to the new examiner and attached to the new FORM.

Form 8.2.6.1.32, rev 1

Instructions Annex 2 of 2