

<b>Applicant's information</b>	Applicant's last name(s)						
	Applicant's first name(s)						
	Type of licence*						
	Licence number*						
	State of licence issue						
<b>1 Details of the flight</b>	Class or type of aircraft					Registration	
	Date	Aerodrome or site	Off block time	Take-off time	Landing time	On block time	Flight time
						Total flight time	
<b>2 Result of the test</b>	Skill test details						
	<input type="checkbox"/> Pass		<input type="checkbox"/> Fail			<input type="checkbox"/> Partial pass	
	Reason(s) why, if failed						
<b>3 Remarks</b>							

<b>Conclusion</b>	<input type="checkbox"/> Applicant's experience and instruction comply with Annex 1 Part-FCL	
	<input type="checkbox"/> All the required manoeuvres and exercises have been completed	
	<input type="checkbox"/> Applicant's theoretical knowledge has been confirmed by verbal examination	
	<input type="checkbox"/> PBN (performance based navigation) requirements has been confirmed	
	Temporary rating: type/IR	issued until (dd/mm/yyyy) (8 weeks)
<b>Signature</b>	Location	Date
	Examiner's certificate number *	
	Type and number of licence	
	Signature of examiner	Name(s) in capital letters
	<input type="checkbox"/> I hereby declare that I, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version [insert document version, _____] of the Examiner Differences Document	
<b>Attachments</b>	<input type="checkbox"/> Foreign examiner: copy of licence, medical and examiner authorization	
	<input type="checkbox"/> Foreign FSTD: copy of approval certificate	

\* if applicable

**IR skill test**

1. An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test.
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 to 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/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
9. An applicant for an IR 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 the applicant is required to determine power settings and speeds. 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 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

#### Height

- Generally  $\pm 100$  feet
- Starting a go-around at decision height/altitude + 50 feet/– 0 feet
- Minimum descent height/MAP/altitude + 50 feet/– 0 feet

#### Tracking

- On radio aids  $\pm 5^\circ$
- 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  $\pm 5^\circ$
- with simulated engine failure  $\pm 10^\circ$

#### Speed

- all engines operating  $\pm 5$  knots
- with simulated engine failure + 10 knots/– 5 knots

Content of the skill test for the issue of an IR(A)	SECTION 1 – PRE-FLIGHT OPERATIONS AND DEPARTURE		Pass	Fail
	Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections			
	a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance	<input type="checkbox"/>	<input type="checkbox"/>
	b	Use of Air Traffic Services document, weather document	<input type="checkbox"/>	<input type="checkbox"/>
	c	Preparation of ATC flight plan, IFR flight plan/log	<input type="checkbox"/>	<input type="checkbox"/>
	d	Identification of the required navaids for departure, arrival and approach procedures	<input type="checkbox"/>	<input type="checkbox"/>
	e	Pre-flight inspection	<input type="checkbox"/>	<input type="checkbox"/>
	f	Weather Minima	<input type="checkbox"/>	<input type="checkbox"/>
	g	Taxiing	<input type="checkbox"/>	<input type="checkbox"/>
	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"/>
	i	Pre-take-off briefing, Take-off	<input type="checkbox"/>	<input type="checkbox"/>
	j (°)	Transition to instrument flight	<input type="checkbox"/>	<input type="checkbox"/>
	k (°)	Instrument departure procedures, including PBN departures, and altimeter setting	<input type="checkbox"/>	<input type="checkbox"/>
l (°)	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	
<b>SECTION 2 – GENERAL HANDLING (°)</b>		<b>Pass</b>	<b>Fail</b>	
a	Control of the aeroplane by reference solely to instruments, including level flight at various speeds, trim	<input type="checkbox"/>	<input type="checkbox"/>	
b	Climbing and descending turns with sustained Rate 1 turn	<input type="checkbox"/>	<input type="checkbox"/>	
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns	<input type="checkbox"/>	<input type="checkbox"/>	
d (*)	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration	<input type="checkbox"/>	<input type="checkbox"/>	
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes	<input type="checkbox"/>	<input type="checkbox"/>	
<b>SECTION 3 – EN-ROUTE IFR PROCEDURES (°)</b>		<b>Pass</b>	<b>Fail</b>	
a	Tracking, including interception, e.g. NDB, VOR, or track between waypoints	<input type="checkbox"/>	<input type="checkbox"/>	
b	Use of navigation system and radio aids	<input type="checkbox"/>	<input type="checkbox"/>	
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique	<input type="checkbox"/>	<input type="checkbox"/>	
d	Altimeter settings	<input type="checkbox"/>	<input type="checkbox"/>	
e	Timing and revision of ETAs (en-route hold, if required)	<input type="checkbox"/>	<input type="checkbox"/>	
f	Monitoring of flight progress, flight log, fuel usage, systems' management	<input type="checkbox"/>	<input type="checkbox"/>	
g	Ice protection procedures, simulated if necessary	<input type="checkbox"/>	<input type="checkbox"/>	
h	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	
<b>SECTION 3a - ARRIVAL PROCEDURES</b>		<b>Pass</b>	<b>Fail</b>	
a	Setting and checking of navigational aids, and identification of facilities, if applicable	<input type="checkbox"/>	<input type="checkbox"/>	
b	Arrival procedures, altimeter checks	<input type="checkbox"/>	<input type="checkbox"/>	
c	Altitude and speed constraints, if applicable	<input type="checkbox"/>	<input type="checkbox"/>	
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.	<input type="checkbox"/>	<input type="checkbox"/>	

Content of the skill test for the issue of an IR(A)	SECTION 4(°) – 3D OPERATIONS (++)		Pass	Fail
	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.	<input type="checkbox"/>	<input type="checkbox"/>
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities	<input type="checkbox"/>	<input type="checkbox"/>	
c (+)	Holding procedure	<input type="checkbox"/>	<input type="checkbox"/>	
d	Compliance with published approach procedure	<input type="checkbox"/>	<input type="checkbox"/>	
e	Approach timing	<input type="checkbox"/>	<input type="checkbox"/>	
f	Altitude, speed heading control (stabilised approach)	<input type="checkbox"/>	<input type="checkbox"/>	
g (+)	Go-around action	<input type="checkbox"/>	<input type="checkbox"/>	
h (+)	Missed approach procedure/landing	<input type="checkbox"/>	<input type="checkbox"/>	
i	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	
SECTION 5 (°) – 2D OPERATIONS (++)		Pass	Fail	
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"/>	
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities	<input type="checkbox"/>	<input type="checkbox"/>	
c (+)	Holding procedure	<input type="checkbox"/>	<input type="checkbox"/>	
d	Compliance with published approach procedure	<input type="checkbox"/>	<input type="checkbox"/>	
e	Approach timing	<input type="checkbox"/>	<input type="checkbox"/>	
f	Altitude/Distance to MAPT, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable	<input type="checkbox"/>	<input type="checkbox"/>	
g (+)	Go-around action	<input type="checkbox"/>	<input type="checkbox"/>	
h (+)	Missed approach procedure/landing	<input type="checkbox"/>	<input type="checkbox"/>	
i	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	
SECTION 6 – FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) (°)		Pass	Fail	
a	Simulated engine failure after take-off or on go-around	<input type="checkbox"/>	<input type="checkbox"/>	
b	Approach, go-around and procedural missed approach with one engine inoperative	<input type="checkbox"/>	<input type="checkbox"/>	
c	Approach and landing with one engine inoperative	<input type="checkbox"/>	<input type="checkbox"/>	
d	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	

(°) Must be performed by sole reference to instruments.

(\*) May be performed in an FFS, FTD 2/3 or FNPT II.

(+) May be performed in either Section 4 or Section 5.

(++) 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.