Ente Nazionale per l'Aviazione Civile

# IR
# A

## INIT. ISSUE - REVAL. - RENEWAL
## SKILL TEST - PROF. CHECK

## CHECK LIST

*Ref: Appendix 7 Part FCL Reg. 1178/2011*

☐ SINGLE ENGINE
☐ MULTI ENGINE

☐ SKILL TEST
☐ PROFICIENCY CHCK

| A | APPLICANT DETAILS | | | | | |
|---|---|---|---|---|---|---|
| *Applicant last name(s)* | | *Licence type* | | *Licence number* | | |
| *Applicant first name(s)* | | *ID card nr.* | | *Signature* | | |

| IR | | IR(A) SKILL TEST PROFICIENCY CHECK | | | | |
|---|---|---|---|---|---|---|
| MANOEUVRES / PROCEDURES | | *FSTD* | *A* | *PASS* | *FAIL* | *N / A* |
| 0 | SECTION 0 - THEORETICAL KNOWLEDGE | | | | | |
| *0.1* | *Theoretical knowledge* | *N / A* | *N / A* | ☐ | ☐ | ☐ |
| | | | | ***Examiner initials*** | ➡ | |
| 1 | SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE | | | | | |
| *1.1* | *Flight Manual / Pilot's Operating Handbook use:*<br>• *Performance calculation*<br>• *Mass and balance computation* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.2* | *Air Traffic Services forms*<br>*Weather documentation* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.3* | *ATC flight plan*<br>*IFR flight plan and flight log* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.4* | *Identification of the required navaids for departure, arrival and approach procedures* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.5* | *Pre-flight inspection* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.6* | *Weather assessment* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.7* | *Taxiing* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.8* | *PBN departure (if applicable):*<br>• *Procedure loading process*<br>• *Cross check navigation system data against departure chart data* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.9* | *Pre-take-off briefing*<br>*Take-off* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.10* | *Transition to instrument flight*<br>*>>> Note 1: Must be performed by sole reference to instruments* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.11* | *Instrument departure procedures, including PBN departures, and altimeter setting*<br>*>>> Note 2: Must be performed by sole reference to instruments* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *1.12* | *ATC liaison and R/T procedure compliance* | ☐ | ☐ | ☐ | ☐ | ☐ |
| | | | | ***Examiner initials*** | ➡ | |

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| | MANOEUVRES / PROCEDURES | *FSTD* | *A* | *PASS* | *FAIL* | *N / A* |
| 2 | **SECTION 2 - GENERAL HANDLING**<br>***>>> Note 3: Must be performed by sole reference to instruments*** | | | | | |
| *2.1* | *Control of the aeroplane by reference solely to instruments, including:*<br>• *Level flight at various speeds*<br>• *Trim use* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *2.2* | *Climbing and descending turns with sustained Rate 1 turn* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *2.3* | *Recoveries from unusual attitudes, including:*<br>• *Sustained 45° bank turns*<br>• *Steep descending turns* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *2.4* | *Recovery from approach to stall in various configurations:*<br>• *Level flight*<br>• *Climbing and descending turns*<br>• *Landing configuration*<br>*>>> Note 4: May be performed in an FFS, FTD 2/3 or FNPT II*<br>*>>> Note 5: Applicable to aeroplanes only* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *2.5* | *Limited panel:*<br>• *Stabilised climb or descent*<br>• *Level turns at Rate 1 onto given headings*<br>• *Recovery from unusual attitudes*<br>*>>> Note 6: Applicable to aeroplanes only* | ☐ | ☐ | ☐ | ☐ | ☐ |
| | | | | ***Examiner initials*** | ➡ | |

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| 3 | **SECTION 3 - EN-ROUTE IFR PROCEDURES**<br>***>>> Note 7: Must be performed by sole reference to instruments*** | | | | | |
| *3.1* | *Tracking, including interception between radio navigation including:*<br>• *NDB,*<br>• *VOR*<br>• *Track between waypoints* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *3.2* | *Use of navigation system and radio aids* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *3.3* | *Level flight*<br>*Heading control*<br>*Maintaining altitude and airspeed*<br>*Power setting*<br>*Trim technique* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *3.4* | *Altimeter settings* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *3.5* | *ETA calculation and update*<br>*En-route hold, (if required)* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *3.6* | *Flight progress monitor*<br>*Flight log update*<br>*Fuel status monitor*<br>*Aircraft systems management* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *3.7* | *Ice protection procedures, simulated if necessary* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *3.8* | *ATC liaison and R/T procedure compliance* | ☐ | ☐ | ☐ | ☐ | ☐ |
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|---|---|---|---|---|---|---|
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| **3a** | **SECTION 3a - ARRIVAL PROCEDURES** | | | | | |
| *3a.1* | *Radio navigation set-up* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *3a.2* | *Arrival procedures*<br>*Altimeter setting and cross-checks* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *3a.3* | *Altitude and speed constraints compliance* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *3a.4* | *PBN arrival (if applicable):*<br>• *Procedure loading process*<br>• *Cross check navigation system data against arrival chart data* | ☐ | ☐ | ☐ | ☐ | ☐ |
| | ***Examiner initials*** | | | | | |
| **4** | **SECTION 4 - 3D OPERATIONS**<br>***>>> Note 8: Must be performed by sole reference to instruments***<br>***>>> Note 9: 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*** | | | | | |
| *4.1* | *Radio navigation setup*<br>*Vertical path profile check*<br>*For RNP approach:*<br>• *Procedure loading process*<br>• *Cross check navigation system data against approach chart data* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *4.2* | *Approach and landing briefing*<br>*Descent and approach landing checks*<br>*Facilities identification* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *4.3* | *Holding procedure*<br>*>>> Note 10: May be performed in either Section 5 or Section 6* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *4.4* | *Compliance with published approach procedure* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *4.5* | *Approach timing* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *4.6* | *Altitude, speed and heading control (stabilized approach)* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *4.7* | *Go-around action*<br>*>>> Note 11: May be performed in either Section 5 or Section 6* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *4.8* | *Missed approach procedure*<br>*Landing*<br>*>>> Note 12: May be performed in either Section 5 or Section 6* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *4.9* | *ATC liaison and R/T procedure compliance* | ☐ | ☐ | ☐ | ☐ | ☐ |
| | ***Examiner initials*** | | | | | |
| **5** | **SECTION 5 - 2D OPERATIONS**<br>***>>> Note 13: Must be performed by sole reference to instruments***<br>***>>> Note 14: 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*** | | | | | |
| *5.1* | *Radio navigation setup*<br>*For RNP approach:*<br>• *Procedure loading process*<br>• *Cross check navigation system data against approach chart data* | ☐ | ☐ | ☐ | ☐ | ☐ |
| | ***Examiner initials*** | | | | | |

*Applicant name* _____

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|---|---|---|---|---|---|---|
| MANOEUVRES / PROCEDURES | | *FSTD* | *A* | *PASS* | *FAIL* | *N / A* |
| 5 | **SECTION 5 - 2D OPERATIONS (cont.)**<br>***>>> Note 13: Must be performed by sole reference to instruments***<br>***>>> Note 14: 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*** | | | | | |
| *5.2* | *Approach and landing briefing*<br>*Descent and approach landing checks*<br>*Facilities identification* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *5.3* | *Holding procedure*<br>*>>> Note 15: May be performed in either Section 5 or Section 6* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *5.4* | *Compliance with published approach procedure* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *5.5* | *Approach timing* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *5.6* | *Vertical profile monitor:*<br>• *Altitude and distance to MAPt*<br>*Speed and heading control (stabilized approach)*<br>*Step-down fixes, if applicable* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *5.7* | *Go-around action*<br>*>>> Note 16: May be performed in either Section 5 or Section 6* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *5.8* | *Missed approach procedure*<br>*Landing*<br>*>>> Note 17: May be performed in either Section 5 or Section 6* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *5.9* | *ATC liaison and R/T procedure compliance* | ☐ | ☐ | ☐ | ☐ | ☐ |
| | | | | ***Examiner initials*** | ➡ | |

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| 6 | **SECTION 6 - FLIGHT WITH ONE ENGINE INOPERATIVE**<br>***>>> Note 18: Must be performed by sole reference to instruments*** | | | | | |
| *6.1* | *Simulated engine failure after take-off or on go-around* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *6.2* | *Approach procedure*<br>*Go-around technique*<br>*Missed approach procedure* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *6.3* | *Approach and landing* | ☐ | ☐ | ☐ | ☐ | ☐ |
| *6.4* | *ATC liaison and R/T procedure compliance* | ☐ | ☐ | ☐ | ☐ | ☐ |
| | | | | ***Examiner initials*** | ➡ | |

| B | INSTRUMENT RATING EXAMINER | | | |
|---|---|---|---|---|
| *Examiner details* | *Name* | | *License number* | |
| | *Signature* | | *Location and date* | |

END

>>>>> STANDARDIZATION REFERENCE GUIDE - NOT TO BE REPORTED TO NAA <<<<<

| A1 | APPENDIX 1 - GLOSSARY, CROSS-REFERENCE, DETAILED INSTRUCTIONS | |
|---|---|---|
| *(a)* | *Route to be flown and planning procedures* | *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* |
| *(b)* | *Minima determination* | *Decision heights / altitude, minimum descent heights / altitudes and missed approach point shall be determined by the applicant and agreed by the examiner* |
| *(c)* | *SOPs, TEM principles and general behaviour* | *Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections* |

| A2 | APPENDIX 2 - FLIGHT TEST TOLERANCE | | |
|---|---|---|---|
| ***Applicants shall demonstrate the ability to:*** | | | |
| *(a)* | *Operate the aeroplane within its limitations* | | |
| *(b)* | *Complete all manoeuvres with smoothness and accuracy* | | |
| *(c)* | *Exercise good judgement and airmanship* | | |
| *(d)* | *Apply aeronautical knowledge* | | |
| *(e)* | *Maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt* | | |
| ***The following limits shall apply, corrected to make allowance for turbulent conditions and handling qualities and performance of the aeroplane used:*** | | | |
| *HEIGHT* | *Generally* | *± 100 ft* | |
| | *Starting a go-around at DH / DA* | *+ 50 ft / - 0 ft* | |
| | *At MDA, MDH, MAPt altitude* | *+ 50 ft / - 0 ft* | |
| *TRACKING* | *On radio aids* | *± 5°* | |
| | *Angular deviations* | *± 1/2 scale deviation* | *Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)* |
| | *2D (LNAV)<br>3D (LNAV / VNAV) linear lateral deviations* | *± 1/2 RNP procedure value* | *Cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.* |
| | *3D (LNAV / VNAV) linear vertical deviations* | *± 75 ft* | *not more than – 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.* |
| *HEADING* | *All engine operating* | *± 5°* | |
| | *Simulated engine failure* | *± 10°* | |
| *SPEED* | *All engine operating* | *± 5 knots* | |
| | *Simulated engine failure* | *+ 10 knots / - 5 knots* | |

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