

 Ente Nazionale per l'Aviazione Civile	IR A	☐ SINGLE ENGINE
		☐ MULTI ENGINE
 	INIT. ISSUE - REVAL. - RENEWAL SKILL TEST - PROF. CHECK	☐ SKILL TEST
		☐ PROFICIENCY CHECK
CHECK LIST Ref: Appendix 7 Part FCL Reg. 1178/2011		

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: - Performance calculation - Mass and balance computation	☐	☐	☐	☐	☐	
1.2	Air Traffic Services forms Weather documentation	☐	☐	☐	☐	☐	
1.3	ATC flight plan 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): - Procedure loading process - Cross check navigation system data against departure chart data	☐	☐	☐	☐	☐	
1.9	Pre-take-off briefing Take-off	☐	☐	☐	☐	☐	
1.10	Transition to instrument flight >>> Note 1: Must be performed by sole reference to instruments	☐	☐	☐	☐	☐	
1.11	Instrument departure procedures, including PBN departures, and altimeter setting >>> 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 >>> Note 3: Must be performed by sole reference to instruments					
2.1	Control of the aeroplane by reference solely to instruments, including: - Level flight at various speeds - Trim use	☐	☐	☐	☐	☐
2.2	Climbing and descending turns with sustained Rate 1 turn	☐	☐	☐	☐	☐
2.3	Recoveries from unusual attitudes, including: - Sustained 45° bank turns - Steep descending turns	☐	☐	☐	☐	☐
2.4	Recovery from approach to stall in various configurations: - Level flight - Climbing and descending turns - Landing configuration >>> Note 4: May be performed in an FFS, FTD 2/3 or FNPT II >>> Note 5: Applicable to aeroplanes only	☐	☐	☐	☐	☐
2.5	Limited panel: - Stabilised climb or descent - Level turns at Rate 1 onto given headings - Recovery from unusual attitudes >>> Note 6: Applicable to aeroplanes only	☐	☐	☐	☐	☐
		Examiner initials 				
3	SECTION 3 - EN-ROUTE IFR PROCEDURES >>> Note 7: Must be performed by sole reference to instruments					
3.1	Tracking, including interception between radio navigation including: - NDB, - VOR - Track between waypoints	☐	☐	☐	☐	☐
3.2	Use of navigation system and radio aids	☐	☐	☐	☐	☐
3.3	Level flight Heading control Maintaining altitude and airspeed Power setting Trim technique	☐	☐	☐	☐	☐
3.4	Altimeter settings	☐	☐	☐	☐	☐
3.5	ETA calculation and update En-route hold, (if required)	☐	☐	☐	☐	☐
3.6	Flight progress monitor Flight log update Fuel status monitor Aircraft systems management	☐	☐	☐	☐	☐
3.7	Ice protection procedures, simulated if necessary	☐	☐	☐	☐	☐
3.8	ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
		Examiner initials 				



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MANOEUVRES / PROCEDURES		FSTD	A	PASS	FAIL	N / A
3a	SECTION 3a - ARRIVAL PROCEDURES					
3a.1	Radio navigation set-up	☐	☐	☐	☐	☐
3a.2	Arrival procedures Altimeter setting and cross-checks	☐	☐	☐	☐	☐
3a.3	Altitude and speed constraints compliance	☐	☐	☐	☐	☐
3a.4	PBN arrival (if applicable): • Procedure loading process • Cross check navigation system data against arrival chart data	☐	☐	☐	☐	☐
		Examiner initials 				
4	SECTION 4 - 3D OPERATIONS					
>>> Note 8: Must be performed by sole reference to instruments >>> 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 Vertical path profile check For RNP approach: • Procedure loading process • Cross check navigation system data against approach chart data	☐	☐	☐	☐	☐
4.2	Approach and landing briefing Descent and approach landing checks Facilities identification	☐	☐	☐	☐	☐
4.3	Holding procedure >>> 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 >>> Note 11: May be performed in either Section 5 or Section 6	☐	☐	☐	☐	☐
4.8	Missed approach procedure Landing >>> 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					
>>> Note 13: Must be performed by sole reference to instruments >>> 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 For RNP approach: • Procedure loading process • Cross check navigation system data against approach chart data	☐	☐	☐	☐	☐
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Applicant name _____



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MANOEUVRES / PROCEDURES		FSTD	A	PASS	FAIL	N / A
5	SECTION 5 - 2D OPERATIONS (cont.) >>> Note 13: Must be performed by sole reference to instruments >>> 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 Descent and approach landing checks Facilities identification	☐	☐	☐	☐	☐
5.3	Holding procedure >>> 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: • Altitude and distance to MAPt Speed and heading control (stabilized approach) Step-down fixes, if applicable	☐	☐	☐	☐	☐
5.7	Go-around action >>> Note 16: May be performed in either Section 5 or Section 6	☐	☐	☐	☐	☐
5.8	Missed approach procedure Landing >>> Note 17: May be performed in either Section 5 or Section 6	☐	☐	☐	☐	☐
5.9	ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
Examiner initials 						
6	SECTION 6 - FLIGHT WITH ONE ENGINE INOPERATIVE >>> 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 Go-around technique 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) 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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