

IR(A) and BIR(A) INITIAL SKILL TEST

Applicant	Last name(s)*:		Type of licence held:
	First name(s)*:		Licence number:
	Date of birth:		State of licence issue:

(Use Type or Class Rating forms to revalidate or renew expired IR/BIR)

Language in which the test has been conducted : French English

NON-FRENCH EXAMINER ONLY

I hereby declare that I, _____, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in the latest version of the Examiner Differences Document.

Date :

Signature :

Type of skill test : IR BIR PBN privileges verified : Yes

1	Detail of the flight					
First attempt:	Date of flight:	Type of aeroplane:	Class:	Type rating:	Registration:	Examiner : Last name / First name*
	Departure:	Destination:	Block-off:	Block-on:	Flight time:	Landings:
	Trip:			FSTD variant registration :		FSTD session time :
Second attempt:	Date of flight:	Type of aeroplane:	Class:	Type rating:	Registration:	Examiner : Last name / First name*
	Departure:	Destination:	Block-off:	Block-on:	Flight time:	Landings:
	Trip:			FSTD variant registration :		FSTD session time :

2	ATO information	
Instructor last name*:		First name*:
Licence number:		Signature of flight instructor:
The ATO confirms that the candidate has been trained according to the approved syllabus and assures the level of proficiency required.		
ATO name:		Registration number:
Name of head of training*:		Licence number:
Location & date:		
Signature of head of training & ATO stamp:		

*In capital letters

Applicant's name or licence number:

3 A	Result of the test	1 Attempt	
	Pass	Partial Pass**	Fail**
Date of exam:			
Examiner's certificate number:			
I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction complying with the applicable requirements in this Part. I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable.			
Examiner name(s)*:		Signature of examiner:	

3 B	Result of the test	2 Attempt	
	Pass	Fail**	
Date of exam:			
Examiner's certificate number (if applicable):			
I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction complying with the applicable requirements in this Part. I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable.			
Examiner name(s)*:		Signature of examiner:	

**In capital letters*

4	Remarks	**Give reasons and detail any further training:
1 Attempt		
2 Attempt		

CONTENT OF THE SKILL TEST IR/BIR (A)

Ref : 03Formexa

Applicant's name or licence number:

- Applicants shall have received instruction on the same class or type of aircraft to be used in the test which shall be appropriately equipped for the training and testing purposes.
- 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.
- 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

- 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.
- 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.
- 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.
- 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.
- Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
- Applicants 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 applicants shall determine power settings and speeds. The applicants shall calculate performance data for take-off, approach and landing in compliance with the operations manual or flight manual for the aircraft used.

FLIGHT TEST TOLERANCES

- 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.
- The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

Height

Generally	± 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	± 5°
for angular deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV)	cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
"linear" lateral deviations	
3D linear vertical deviations (e.g. RNP APCH	not more than - 75 feet below the vertical profile at any Time, and not
LNAV/VNAV) using BaroVNAV)	more than + 75 feet above the vertical profile At or below 1.000 feet above aerodrome level.

Applicant's name or licence number:

Heading

all engines operating ± 5°
with simulated engine failure ± 10°

Speed

all engines operating ± 5 knots
with simulated engine failure + 10 knots/– 5 knots

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

Section 1		Pre-flight operations & departure				<div>←</div> <div>Insert examiner's initials only</div> <div>←</div>
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass & balance					
b	Use of Air Traffic Services document, weather document					
c	Preparation of ATC flight plan, IFR flight plan/log					
d	Identification of the required nav aids for departure, arrival and approach procedures					
e	Pre-flight inspection					
f	Weather minima					
g	Taxiing					
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					
i	Pre-take off briefing. Take off					
j°	Transition to instrument flight					
k°	Instrument departure procedures, including PBN departure, and altimeter setting					
l°	ATC liaison - compliance - R/T procedures					
		1 attempt		Passed		Failed
		2 attempt		Passed		Failed

Section 2				General handling		
		1 attempt		2 attempt		<div>←</div> <div>Insert examiner's initials only</div> <div>←</div>
		pass	fail	pass	fail	
a°	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim					
b°	Climbing and descending turns with sustained Rate 1 turn					
c°	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns					
d°	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration - only applicable to aeroplanes					
e°	Limited panel: stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes - only applicable to aeroplanes					
		1 attempt		Passed		Failed
		2 attempt		Passed		Failed

ay be performed in a FFS, FTD 2/3 or FNPT II

ay be performed in either Section 4 or Section 5

* May be performed in a FFS, FTD 2/3 or FNPT II

+ May be performed in either Section 4 or Section 5

° Must be performed by sole reference to instruments

Applicant's name or licence number:

CONTENT OF THE SKILL TEST IR/BIR (A)

Ref : 03Formexa

Section 3		En-Route IFR procedures				
		1 attempt		2 attempt		<div>←</div> <div>Insert examiner's initials only</div> <div>←</div>
		pass	fail	pass	fail	
a°	Tracking, including interception, e.g. NDB, VOR or track between waypoints					
b°	Use of navigation system and radio aids					
c°	Level flight, control of heading, altitude and airspeed, power setting, trim technique					
d°	Altimeter settings					
e°	Timing and revision of ETAs (En-route hold, if required)					
f°	Monitoring of flight progress, flight log, fuel usage, systems management					
g°	Ice protection procedures, simulated if necessary					
h°	ATC liaison - compliance - R/T procedures					
		1 attempt		Passed		Failed
		2 attempt		Passed		Failed

Section 3a				Arrival procedures			
		1 attempt		2 attempt		<div>←</div> <div>Insert examiner's initials only</div> <div>←</div>	
		pass	fail	pass	fail		
a°	Setting and checking of navigational aids, if applicable						
b°	Arrival procedures, altimeter check						
c°	Altitude and speed constraint, if applicable						
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						
		1 attempt		Passed		Failed	
		2 attempt		Passed		Failed	

* May be performed in a FFS, FTD 2/3 or FNPT II

+ May be performed in either Section 4 or Section 5

* May be performed in a FFS, FTD 2/3 or FNPT II

+ May be performed in either Section 4 or Section 5

° Must be performed by sole reference to instruments

Applicant's name or licence number:

Section 4		3D operations **			
		1 attempt		2 attempt	
		pass	fail	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				
b °	Approach and landing briefing, including descent /approach / landing checks, including identification of facilities				
c + °	Holding procedure				
d °	Compliance with published approach procedure				
e °	Approach timing				
f °	Altitude, speed, heading control (stabilised approach)				
g + °	Go-around action				
h + °	Missed approach procedure / landing				
i °	ATC liaison - compliance - R/T procedures				

←
Insert
examiner's
initials
only
←

** 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.

1 attempt ☐ Passed ☐ Failed

2 attempt ☐ Passed ☐ Failed

Section 5		2D operations **			
		1 attempt		2 attempt	
		pass	fail	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				
b °	Approach and landing briefing, including descent /approach / landing checks, including identification of facilities				
c + °	Holding procedure				
d °	Compliance with published approach procedure				
e °	Approach timing				
f °	Altitude/distance to MAPT, speed, heading control (stabilized approach), Stop Down Fixes (SDF(s)), if applicable				
g + °	Go-around action				
h + °	Missed approach procedure / landing				
i °	ATC liaison - compliance - R/T procedures				

←
Insert
examiner's
initials
only
←

1 attempt ☐ Passed ☐ Failed

2 attempt ☐ Passed ☐ Failed

Section 6 (ME only)		Flight with one engine inoperative			
		1 attempt		2 attempt	
		pass	fail	pass	fail
a °	Simulated engine failure after take-off, or on go-around				
b °	Approach, go-around and procedural missed approach with one engine inoperative				
c °	Approach and landing with one engine inoperative				
d °	ATC liaison - compliance - R/T procedures				

←
Insert
examiner's
initials
only
←

1 attempt ☐ Passed ☐ Failed

2 attempt ☐ Passed ☐ Failed

- * May be performed in a FFS, FTD 2/3 or FNPT II
+ May be performed in either Section 4 or Section 5
° Must be performed by sole reference to instruments