



**EIR**

**Skill test / Proficiency Check  
Application and report form**

Applicant's licence number:

**Applicant** last name: \_\_\_\_\_ first name: \_\_\_\_\_ date of birth: \_\_\_\_\_

place of birth: \_\_\_\_\_ place of origin: \_\_\_\_\_ nationality: \_\_\_\_\_

private address: post code: \_\_\_\_\_ city: \_\_\_\_\_ street: \_\_\_\_\_

phone/fax home: \_\_\_\_\_ phone/fax office: \_\_\_\_\_

e-mail: \_\_\_\_\_ signature of applicant: \_\_\_\_\_

- Initial En route-IR Skilltest  Repetition of failed / partial passed EIR test, from date: \_\_\_\_\_
- Conversion from a non-EASA IR to EASA En route-IR (no ATO required)  Revalidation En route-IR Proficiency Check

**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: \_\_\_\_\_

**1 Details of flight**

date: \_\_\_\_\_ type of aeroplane: \_\_\_\_\_ registration: \_\_\_\_\_ class: \_\_\_\_\_ TR: \_\_\_\_\_

departure/destination \_\_\_\_\_ block-off: \_\_\_\_\_ block-on: \_\_\_\_\_ block time: \_\_\_\_\_ # of landings: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**2 Result of skill test** \*delete as necessary

Applicant's signature

**3 Remarks**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Examiner:** last name: \_\_\_\_\_ first name: \_\_\_\_\_

examiner authorisation: \_\_\_\_\_ licence number: \_\_\_\_\_

location and date: \_\_\_\_\_ signature of flight examiner: \_\_\_\_\_

Applicant's licence number:

**Instruction / experience report**

A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form. Please make sure to note your licence number together with your signature at the bottom of the pages.

**Summary of conditions and flying experience before En Route IR(SPA) skill test**

- a) EASA Licence PPL(A) or CPL(A) date of issue: \_\_\_\_\_
- b) EASA Medical class  1 or  2 / with IR valid until: \_\_\_\_\_
- c) Theoretical examination CB-IR/EIR(A) passed acc. FCL.615 date: \_\_\_\_\_
- d) IR radiotelephony practical test passed date: \_\_\_\_\_  
 Language proficiency min. level 4 valid until date: \_\_\_\_\_
- e) Night qualification entry in licence   
 or form 60.611   
 or IFR day only
- f) Flight experience (MNM 20 HR PIC): hours: \_\_\_\_\_  
 (Exceptions acc. EASA Part FCL.610 IR (b))

**For Skilltest on SE(A)**

- IR dual flight instruction: (MNM 15 HR) hours: \_\_\_\_\_  
 of which
- Total IR Instruction Time outside ATO (MAX 5 HR) hours: \_\_\_\_\_
- Total IR Instruction on aeroplane with ATO (MNM 10 HR) hours: \_\_\_\_\_

**For Skilltest on ME(A)**

- IR dual flight instruction: (MNM 16 HR) hours: \_\_\_\_\_  
 of which
- Total EIR Instruction time on ME(A) (MNM 4 HR) hours: \_\_\_\_\_
- Total IR Instruction Time outside ATO (MAX 6 HR) hours: \_\_\_\_\_
- Total IR Instruction on aeroplane with ATO (MNM 10 HR) hours: \_\_\_\_\_

**Conversion of non-EASA to a EASA EIR**

**Pre-Requisites:**

- 1 Valid EASA Part-FCL Licence (A) (PPL or CPL) state of issue: \_\_\_\_\_
- 2 Valid ICAO IR state of issue: \_\_\_\_\_
- 3 Experience as PIC under IFR (MIN 25 HR) hours: \_\_\_\_\_
- 4 Passed oral Theoretical Knowledge Examination (see page 4)

Applicant's licence number: 

## Conduct of the skill test

An applicant shall pass all relevant sections of the test/check. 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 take the failed section again. 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. All sections of the skill test shall be completed within six months.

Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

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 one hour.

The Authority will provide the examiner with adequate safety advice to ensure that the test is conducted safely.

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 skills requires a complete re-test.

An applicant shall fly the aeroplane from a position where the pilot-in-command functions can be performed and carry out the test as if there is no other crew member. The examiner will take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. This restriction may be removed by the applicant carrying out another initial rating skill test acting as if there was no other crew member on a single-pilot aeroplane. 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.

An applicant for IR(A) 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 check list for the aeroplane 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 aeroplane used.

### Hinweis:

Innert 10 Tagen nach Zustellung des Ergebnisses des Skill Test/Proficiency Checks kann beim Bundesamt für Zivilluftfahrt, 3003 Bern, schriftlich die Ausstellung einer beschwerdefähigen Verfügung über das Prüfungsergebnis verlangt werden.

### Remarque:

Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur réquête écrite auprès de l'Office fédéral de l'aviation civile, 3003 Berne, une décision susceptible de recours portant sur le résultat dudit examen.

### Avviso:

Entro dieci giorni dall'invio dei risultati dello Skill Test/Proficiency Check può essere richiesta per iscritto all'Ufficio federale dell'aviazione civile, 3003 Berna, una decisione impugnabile sull'esito dell'esame.

### Remark:

Within 10 days after receipt of this skill test/proficiency check result, an appealable decision about the test / check results may be requested in writing to the Federal Office of Civil Aviation, 3003 Bern, using one of the official languages (German/French/Italian)



Applicant's licence number:

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

<b>Section 1</b>		<b>Pre-flight operations &amp; departure</b>				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
<b>a</b>	Use of flight manual (or equivalent) especially a/c performance calculation, mass & balance					
<b>b</b>	Use of Air Traffic Services document, weather document					
<b>c</b>	Preparation of ATC flight plan, IFR flight plan / log					
<b>d</b>	Pre-flight inspection					
<b>e</b>	Weather minima					
<b>f</b>	Taxiing					
<b>g</b>	Pre-take off briefing. Take off					
<b>h</b>	ATC liaison - compliance - R/T procedures					
please delete as necessary		<b>passed failed</b>				examiner's signature

<b>Section 2</b>		<b>General handling</b>				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
<b>a °</b>	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim					
<b>b °</b>	Climbing and descending turns with sustained Rate 1 turn					
<b>c °</b>	Recoveries from unusual attitudes, including sustained 45° turns and steep descending turns					
<b>d °</b>	Recovery from approach to stall in level flight, climbing and descending turns and in landing configuration					
<b>e °</b>	Limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes					
please delete as necessary		<b>passed failed</b>				examiner's signature

° Must be performed by sole reference to instruments

Applicant's licence number:

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

<b>Section 3</b>		<b>En-Route IFR procedures</b>			
		1 attempt		2 attempt	
		pass	fail	pass	fail
<b>a</b>	Transition to instrument flight				
<b>b</b>	Tracking, including interception, e.g. NDB, VOR, RNAV				
<b>c</b>	Use of radio aids				
<b>d</b>	Level flight, control of heading, altitude and airspeed, power setting, trim technique				
<b>e</b>	Altimeter settings				
<b>f</b>	Timing and revision of ETAs (En-route hold, if required)				
<b>g</b>	Monitoring of flight progress, flight log, fuel usage, systems' management				
<b>h</b>	Simulated emergency situation(s)				
<b>i</b>	Ice protection procedures, simulated if necessary				
<b>j</b>	Simulated diversion to alternate aerodrome				
<b>k</b>	Transition to visual flight				
<b>l</b>	ATC liaison - compliance - R/T procedures				
please delete as necessary		<b>passed</b>		<b>failed</b>	
				examiner's signature	

<b>Section 4</b>		1 attempt		2 attempt	
		pass	fail	pass	fail
<b>Not applicable</b>					

° Must be performed by sole reference to instruments

Applicant's licence number:

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

<b>Section 5</b>		<b>Visual Arrival &amp; Landing</b>					
		1 attempt		2 attempt		Airport	RWY
		pass	fail	pass	fail		
<b>a</b>	Setting and checking of navigational aids, identification of facilities						
<b>b</b>	Arrival procedures, altimeter settings						
<b>c</b>	Approach and landing briefing, including descent / approach / landing checks						
<b>d</b>	Visual Landing						
<b>e</b>	ATC liaison - compliance - R/T procedures						
please delete as necessary		<b>passed</b>		<b>failed</b>		examiner's signature	

<b>Section 6 (ME only)</b>		<b>Flight with one engine inoperative</b>					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
<b>a °</b>	Simulated engine failure during en route phase of flight						
<b>d</b>	ATC liaison - compliance - R/T procedures						
please delete as necessary		<b>passed</b>		<b>failed</b>		examiner's signature	

° Must be performed by sole reference to instruments