



CB IR

**Skill test competency based IR
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 Competency-based IR skill test repetition of failed / partial passed IR skill test, from date: _____

Conversion from a non-EASA IR to Competency-based IR (no ATO required)

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 chief flight instructor: _____ licence number: _____

location & date: _____ signature of chief flight instructor: _____

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 or experience as PIC under IFR 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 Comp.-based 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 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 50 HR PIC): hours: _____
 (Exceptions acc. EASA Part FCL.610 IR (b))

For Skilltest on SE(A)

- IR dual flight instruction: (MNM 40 HR) hours: _____
 of which
- Instruction time FNPT I, or (MAX 10 HR) hours: _____
- Instruction time FNPT II or FFS (MAX 25 HR) hours: _____
- Total IR Instruction Time outside ATO (MAX 30 HR) hours: _____
- Total IR Instruction on aeroplane with ATO (MNM 10 HR) hours: _____

For Skilltest on ME(A)

- IR dual flight instruction: (MNM 45 HR) hours: _____
 of which
- Instruction time FNPT I, or (MAX 10 HR) hours: _____
- Instruction time FNPT II or FFS (MAX 30 HR) hours: _____
- Total IR Instruction Time outside ATO (MAX 35 HR) hours: _____
- Total IR Instruction on aeroplane with ATO (MNM 10 HR) hours: _____

Conversion of non-EASA to a "Competency based IR"

Pre-Requisites:

- 1 Valid EASA Part-FCL Licence (A) (PPL or CPL) state of issue: _____
- 2 Valid ICAO IR state of issue: _____
 Last ICAO IR check passed on: date: _____
- 3 Experience as PIC under IFR (MIN 50 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 requête 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:

Theoretical Knowledge Demonstration		Applicable for CB IR Conversion only	
Subject Air Law			
	Question Topic		
M 1			
M 2			
M 3			
M 4			
M 5			
6			
7			
8			
9			
Subject Meteorology			
	Question Topic		
M 1			
M 2			
M 3			
M 4			
M 5			
6			
7			
8			
9			
Subject Flight Planning & Performance			
	Question Topic		
M 1			
M 2			
M 3			
M 4			
M 5			
6			
7			
8			
9			
please delete as necessary	passed	failed	examiner's signature

Passrate by decision of the Examiner, 75% being a general reference

Exam questions may be chosen from the Sample Question Guide published by FOCA, but shall be adapted or modified to the planned flight as much as practical.

Applicant's licence number:

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

Section 1		Pre-flight operations & departure				
		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	Pre-flight inspection					
e	Weather minima					
f	Taxiing					
g	Pre-take off briefing. Take off					
h°	Transition to instrument flight					
i°	Instrument departure procedures, altimeter setting					
j°	ATC liaison - compliance - R/T procedures					
please delete as necessary		passed		failed		examiner's signature

Section 2		General handling				
		1 attempt		2 attempt		
		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° turns and steep descending turns					
d*°	Recovery from approach to stall in level flight, climbing and descending turns and in landing configuration					
e°	Limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes					
please delete as necessary		passed		failed		examiner's signature

- * 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 licence number:

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

Section 3		En-Route IFR procedures				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a °	Tracking, including interception, e.g. NDB, VOR, RNAV					
b °	Use of 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					
please delete as necessary		passed		failed		examiner's signature

Section 4		Precision - approach procedures					
		1 attempt		2 attempt		Airport	Apch
		pass	fail	pass	fail		
a °	Setting and checking of navigational aids, identification of facilities						
b °	Arrival procedures, altimeter checks						
c °	Approach and landing briefing, including descent / approach / landing checks						
d + °	Holding procedure						
e °	Compliance with published approach procedure						
f °	Approach timing						
g °	Altitude, speed, heading control (stabilised approach)						
h + °	Go-around action						
i + °	Missed approach procedure / landing						
j °	ATC liaison - compliance - R/T procedures						
please delete as necessary		passed		failed		examiner's signature	

- * 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 licence number:

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

Section 5		Non-precision approach procedures					
		1 attempt		2 attempt		Airport	Apch
		pass	fail	pass	fail		
a °	Setting and checking of navigational aids, identification of facilities						
b °	Arrival procedures, altimeter settings						
c °	Approach and landing briefing, including descent / approach / landing checks						
d +°	Holding procedure						
e °	Compliance with published approach procedure						
f °	Approach timing						
g °	Altitude, speed, heading control (stabilised approach)						
h +°	Go-around action						
i +°	Missed approach procedure / landing						
j °	ATC liaison - compliance - R/T procedures						
please delete as necessary		passed failed				examiner's signature	

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 during go-around						
b *°	Asymmetric approach and procedural go-around						
c *°	Asymmetric approach and landing, missed approach procedure						
d *°	ATC liaison - compliance - R/T procedures						
please delete as necessary		passed failed				examiner's signature	

- * 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