

RoCAA IR(A) skill test & proficiency check Form

IR(A) SKILL TEST & PROFICIENCY CHECK

Applicant name & surname			
Licence type and No.:		Applicant signature	
1	<i>Details of flight</i>		
<i>Class/type aeroplane</i>		<i>Departure aerodrome</i>	
<i>Registration</i>		<i>Destination aerodrome:</i>	
<i>Block time off:</i>		<i>Block time on:</i>	
<i>Total block time:</i>		<i>Take-off time:</i>	<i>Landing time:</i>
2	<i>Result of Test</i>		
<i>Pass</i>		<i>Fail</i>	<i>Partial pass</i>
3	<i>Remarks</i>		
<i>Location and date:</i>		<i>Type and number of examiner's licence:</i>	
<i>Signature of examiner:</i>		<i>Name of examiner, in capitals:</i>	

Guidance

- An applicant for a skill test for the IR(A) shall have received instruction on the same class or type of aeroplane to be used for the skill test.
- An applicant shall pass sections 1 through 5 of the test/check, and section if a multi-engine aeroplane is used.
- 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 failed test/check. Failure to achieve a pass in all sections of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.
- 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 re-test.
- Skill test time shall be minimum 60 minutes.**
- The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height

Generally	±100 feet
Starting a go-around at decision height	+50 feet/-0 feet
Minimum descent height/MAP/altitude	+50 feet/-0 feet

Tracking

on radio aids	±5°
Precision approach:	half scale deflection, azimuth and glide path

Heading

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

Speed

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

P	Pass	R	Pass after repeat	F	Fail	N/A	Not applicable	/	Not performed	
1	2				3	4	5			
MANEVRE / PROCEDURI						FS / FNPT	A	Semnătura examinato-rului dacă exercițiul a fost efectuat		
SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE										
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and 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									
SECTION 2 GENERAL HANDLING										
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									
e	Limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes.									
SECTION 3 EN-ROUTE IFR PROCEDURES										
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 and compliance, R/T procedures									
SECTION 4 PRECISION APPROACH PROCEDURES										
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									
SECTION 5 NON-PRECISION APPROACH PROCEDURES										
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									
SECTION 6 (if applicable) Simulated asymmetric flight										
a	Simulated engine failure after take-off or on go-around									
b	Asymmetric approach and procedural go-around									
c	Asymmetric approach and landing, missed approach procedure									
d	ATC liaison: compliance, R/T procedures									

* May be performed in a Flight Simulator or FNPT II

+ May be performed in either Section 4 or Section 5