**Anexa 112**

**AACR Nr. _____/ _____**

# IR(A) SKILL TEST & PROFICIENCY CHECK

| | | | |
|---|---|---|---|
| Applicant's last name(s) and first name(s): | | | |
| Signature of applicant: | | | |
| Type of licence*: | | Licence number*: | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | **Details of the flight** | | | | | | |
| Group, class, type of aircraft: | | | Registration: | | | | |
| Aerodrome or site: | Take-off time: | | Landing time: | | Flight time: | | |
| | | | | | | | |
| | | | | | | | |
| Total flight time: | | | | | | | |
| **2** | **Result of the test** | | | | | | |
| Pass | | Fail | | Partial pass | | | |
| **3** | **Remarks** | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Location and date: | | | | | | | |
| Examiner's certificate number *: | | | Type and number of licence: | | | | |
| Signature of examiner: | | | Name(s) in capital letters: | | | | |

**GUIDANCE** (see Appendix 7 to Part FCL and Regulation (EU) 245/2014 respectively):

1. An applicant for an IR 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.
2. 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.
3. 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**

4. 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.
5. 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.
6. 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.
7. 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.
8. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
9. An applicant for an IR 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 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 aircraft used.

**FLIGHT TEST TOLERANCES**

10. 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.

**LIMITATION**

11. 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) "linear" lateral deviations | 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. |
| 3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV) | not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1 000 feet above aerodrome level. |
| | |
| Heading | |
| all engines operating | ±5° |
| with simulated engine failure | ±10° |
| | |
| Speed | |
| All engines operating | ±5 knots |
| With simulated engine failure | +10 knots/–5 knots |

## CONTENT OF THE TEST

| | MANEVERS / PROCEDURES | FFS / FNPT | A | Signature of the examiner if the exercise has been performed |
|---|---|---|---|---|
| **SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE** - Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections | | | | |
| 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 | Identification of the required navaids for departure, arrival and approach procedures | | | |
| e | Pre-flight inspection | | | |
| f | Weather minima | | | |
| g | Taxiing | | | |
| h | PBN departure (if applicable):<br>— Check that the correct procedure has been loaded in the navigation system; and<br>— 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, altimeter setting | | | |
| l° | 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, 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 | | | |
| **SECTION 3a - ARRIVAL PROCEDURES** | | | | |
| a | Setting and checking of navigational aids, if applicable | | | |
| b | Arrival procedures, altimeter checks | | | |
| c | Altitude and speed constraints, if applicable | | | |
| d | PBN arrival (if applicable):<br>— Check that the correct procedure has been loaded in the navigation system; and<br>— Cross-check between the navigation system display and the arrival chart. | | | |

| SECTION 4(*) - 3D OPERATIONS(++) | | | | |
|---|---|---|---|---|
| a | Setting and checking of navigational aids<br>Check Vertical Path angle<br>For RNP APCH:<br>— Check that the correct procedure has been loaded in the navigation system; and<br>— 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 | | | |

| SECTION 5(*) - 2D OPERATIONS(++) | | | | |
|---|---|---|---|---|
| a | Setting and checking of navigational aids<br>For RNP APCH:<br>— Check that the correct procedure has been loaded in the navigation system; and<br>— 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 (stabilised approach), Stop Down Fixes (SDF(s)), if applicable | | | |
| g+ | Go-around action | | | |
| h+ | Missed approach procedure/landing | | | |
| i+ | ATC liaison – compliance, R/T procedures | | | |

| SECTION 6 FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) ° | | | | |
|---|---|---|---|---|
| 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 | | | |

(°) Must be performed by sole reference to instruments.

(*) May be performed in an FFS, FTD 2/3 or FNPT II.

(+) May be performed in either Section 5 or Section 6.

(++) 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.

I hereby confirm receiving the relevant information from the applicant regarding his/her experience and instruction and found the applicant being eligible, in accordance with FCL.1030 (b)(3)(i), for the conduct of the requested skill test or proficiency check.

***ADDITIONAL DECLARATION FOR NON-ROMANIAN EXAMINERS:***

*- in accordance with FCL.1030(b)(3)(iv) -*

I hereby declare that I, ……..……, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version …… of the **Examiner Differences Document** published by EASA.