

APPLICATION AND REPORT FORM FOR THE INSTRUMENT RATING SKILL TEST ON AEROPLANE ACCORDING TO PART FCL SUBPART G AND APPENDIX 7 TO COMMISSION REGULATION (EU) NO 1178/2011 OF 3 NOVEMBER 2011

<b>A.</b>	<input type="checkbox"/> IR Single engine	<input type="checkbox"/> IR Multi engine	<b>B. To be completed by examiner</b>	Date of test
				Flight time Total

<b>C. To be completed by applicant</b>	Date of birth (yyyy-mm-dd)		State of lic. issue		Licence no	
	Last name			First and middle names		
	Street or box			Country		Telephone
	Postal code and city			E-mail address		
	Place		Date		Signature of applicant	
	Flight time total	Cross country	Night Flight	Instrument	Instrument ground time	

<b>D. To be completed by the ATO</b>	<b>TRAINING COMPLETED AND APPLICATION APPROVED</b>					
	Name of ATO			Signature Head of Training		
	Date			Name in block letters		
Flight time during course		Instrument time during course		Total time in FTD/FFS		

<b>E. To be completed by examiner</b>	<b>RESULT OF THE TEST</b>					
	Final result:		<input type="checkbox"/> Passed	<input type="checkbox"/> Partial pass	<input type="checkbox"/> Failed	
	<input type="checkbox"/> Temporary rating issued			<input type="checkbox"/> Temporary rating not issued		
	Place and date:			Stamp/Printed name		
Signature of examiner: .....						
Examiner certificate No:						

**F.**

<p><b>Before Test/check</b></p> <p><input type="checkbox"/> Written test passed</p> <p><input type="checkbox"/> Valid PPL/CPL/ATPL/MPL licence</p> <p><input type="checkbox"/> Cross country ≥50 h PIC</p> <p><input type="checkbox"/> SE ≥50h instrument time</p> <p><input type="checkbox"/> ME ≥55h instrument time</p> <p><input type="checkbox"/> Valid language proficiency</p> <p>Valid R/T certificate :</p> <p><input type="checkbox"/> Swedish <input type="checkbox"/> English</p>	<p><input type="checkbox"/> Night Qualification</p> <p><input type="checkbox"/> Basic instrument flight module previously completed (certificate attached)</p> <p><input type="checkbox"/> Personal identification card</p> <p><input type="checkbox"/> PBN included in IR course</p> <hr/> <p><b>All prerequisites checked and confirmed including latest revision of Examiners Differences Document</b></p> <p><b>EDD revision nr: .....</b></p> <p>..... Examiner</p>
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(°) = 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.

**G.**

SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
Use of checklist, airmanship, anti/de-icing procedures, etc., apply in all sections.					
1.a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance			<input type="checkbox"/>	<input type="checkbox"/>
1.b	Use of Air Traffic Services document, weather document			<input type="checkbox"/>	<input type="checkbox"/>
1.c	Preparation of ATC flight plan, IFR flight plan/log			<input type="checkbox"/>	<input type="checkbox"/>
1.d	Identification of the required nav aids for departure, arrival and approach procedures			<input type="checkbox"/>	<input type="checkbox"/>
1.e	Pre-flight inspection			<input type="checkbox"/>	<input type="checkbox"/>
1.f	Weather Minima			<input type="checkbox"/>	<input type="checkbox"/>
1.g	Taxiing			<input type="checkbox"/>	<input type="checkbox"/>
1.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.			<input type="checkbox"/>	<input type="checkbox"/>
1.i	Pre-take off briefing. Take off			<input type="checkbox"/>	<input type="checkbox"/>
1.j (°)	Transition to instrument flight			<input type="checkbox"/>	<input type="checkbox"/>
1.k (°)	Instrument departure procedures, including PBN departures, and altimeter setting			<input type="checkbox"/>	<input type="checkbox"/>
1.l (°)	ATC liaison - compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed.....			

<b>SECTION 2 GENERAL HANDLING (°)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
2.a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim			<input type="checkbox"/>	<input type="checkbox"/>
2.b	Climbing and descending turns with sustained Rate 1 turn			<input type="checkbox"/>	<input type="checkbox"/>
2.c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns			<input type="checkbox"/>	<input type="checkbox"/>
2.d*	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration			<input type="checkbox"/>	<input type="checkbox"/>
2.e	Limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed.....			

<b>SECTION 3 EN-ROUTE IFR PROCEDURES (°)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
3.a	Tracking, including interception, e.g. NDB, VOR, or track between waypoints			<input type="checkbox"/>	<input type="checkbox"/>
3.b	Use of navigation system and radio aids			<input type="checkbox"/>	<input type="checkbox"/>
3.c	Level flight, control of heading, altitude and airspeed, power setting, trim technique			<input type="checkbox"/>	<input type="checkbox"/>
3.d	Altimeter settings			<input type="checkbox"/>	<input type="checkbox"/>
3.e	Timing and revision of ETAs (En-route hold, if required)			<input type="checkbox"/>	<input type="checkbox"/>
3.f	Monitoring of flight progress, flight log, fuel usage, systems management			<input type="checkbox"/>	<input type="checkbox"/>
3.g	Ice protection procedures, simulated if necessary			<input type="checkbox"/>	<input type="checkbox"/>
3.h	ATC liaison – compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed.....			

<b>SECTION 3A ARRIVAL PROCEDURES</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
3.a	Setting and checking of navigational aids, if applicable			<input type="checkbox"/>	<input type="checkbox"/>
3.b	Arrival procedures, altimeter checks			<input type="checkbox"/>	<input type="checkbox"/>
3.c	Altitude and speed constraints, if applicable			<input type="checkbox"/>	<input type="checkbox"/>
3.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.			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed.....			

<b>SECTION 4 (°) 3D OPERATIONS (++)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
4.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.			<input type="checkbox"/>	<input type="checkbox"/>
4.b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities			<input type="checkbox"/>	<input type="checkbox"/>
4.c(+)	Holding procedure			<input type="checkbox"/>	<input type="checkbox"/>
4.d	Compliance with published approach procedure			<input type="checkbox"/>	<input type="checkbox"/>
4.e	Approach timing			<input type="checkbox"/>	<input type="checkbox"/>
4.f	Altitude, speed heading control, (stabilised approach)			<input type="checkbox"/>	<input type="checkbox"/>
4.g(+)	Go-around action			<input type="checkbox"/>	<input type="checkbox"/>
4.h(+)	Missed approach procedure / landing			<input type="checkbox"/>	<input type="checkbox"/>
4.i	ATC liaison — compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed.....			

<b>SECTION 5 (°) 2D OPERATIONS (++)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
5.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.			<input type="checkbox"/>	<input type="checkbox"/>
5.b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities			<input type="checkbox"/>	<input type="checkbox"/>
5.c(+)	Holding procedure			<input type="checkbox"/>	<input type="checkbox"/>
5.d	Compliance with published approach procedure			<input type="checkbox"/>	<input type="checkbox"/>
5.e	Approach timing			<input type="checkbox"/>	<input type="checkbox"/>
5.f	Altitude/Distance to MAPT, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable			<input type="checkbox"/>	<input type="checkbox"/>
5.g(+)	Go-around action			<input type="checkbox"/>	<input type="checkbox"/>
5.h(+)	Missed approach procedure/landing			<input type="checkbox"/>	<input type="checkbox"/>
5.i(+)	ATC liaison – compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed.....			

<b>SECTION 6 FLIGHT WITH ONE ENGINE INOPERATIVE (MULTI ENGINE AEROPLANES ONLY) (*)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
6.a	Simulated engine failure after take-off or on go-around			<input type="checkbox"/>	<input type="checkbox"/>
6.b	Approach, go-around and procedural missed approach with one engine inoperative			<input type="checkbox"/>	<input type="checkbox"/>
6.c	Approach and landing with one engine inoperative			<input type="checkbox"/>	<input type="checkbox"/>
6.d	ATC liaison – compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed.....			

**H.**

Details of the flight		
Registration a/c	Block on	On ground
Departure aerodrome	Block off	Take-off
Destination aerodrome	Total block	Total
Aircraft type	PIC	

**I.**

REMARKS	
Item no	Comment

**J.**

ADDITIONAL INFORMATION REGARDING THE TEST/PC	
Debriefing/Taken parts of comments above	Signature of applicant:

## Instructions for completing form

### L 1645 Instrument rating Aeroplane,

- A.** Please tick appropriate boxes.
- B.** Please enter the complete information. "Flight time total" is the applicants total flight time on the relevant category of aircraft.
- C.** Personal information of the applicant
- D.** This section is to be completed by the Head of Training of the ATO.
- E.** The result of the test. Please note that only examiners certified by a the authority in Sweden, Norway and Denmark can issue a Temporary Rating.
- F.** This section is a checklist of prerequisites for the examiner to check before the test/check.. **Please note that the examiner must sign and thus affirm that he has checked all prerequisites before the test.**
- G.** Test/check protocol.  
 (°) = 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.  
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The following limits shall apply corrected to 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°
For "angular" deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) "linear" 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 allowed.
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 1000 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

To establish or maintain PBN privileges one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

- H** Details of the flight.
- I.** Comments regarding tested items please indicate the item commented. The applicant signs that he/she has taken part of the result of the test.
- J.** Additional information regarding the conditions during test.