

Instrument Rating (IR) and Basic Instrument Rating (BIR) Aeroplane

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APPLICATION AND REPORT FORM FOR THE IR/BIR SKILL
TEST ACCORDING TO APPENDIX 7 TO COMMISSION
REGULATION (EU) NO 1178/2011 OF 3 NOVEMBER 2011

A. To be completed by the examiner

<input type="checkbox"/> IR Single Engine (SE)	<input type="checkbox"/> BIR Single Engine (SE)	<input type="checkbox"/> IR Multi Engine (ME)	<input type="checkbox"/> BIR Multi Engine (ME)
Date of test		Type or class of aircraft	

B. To be completed by the applicant

Date of birth (yyyy-mm-dd)	
State of licence issue	Licence no
Last name	First and middle names
Street or box	Country
Postal code	City
Telephone number	E-mail address
Place	Date

FLIGHT TIME

Total flight time	Cross country PIC/SPIC	Night Flight	Instrument	Instrument ground time
Signature of applicant				

☐ Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c)
(See instructions, page 9)

C. To be completed by Training organisation (continue on page 2)

Name of ATO	Date
Recommendation by Head of Training or other person nominated by the Head of Training (capital letters)	Signature Head of Training or other person nominated by the Head of Training

Course attended

<input type="checkbox"/> ATP Integrated	<input type="checkbox"/> CPL/IR Integrated	<input type="checkbox"/> IR Module	<input type="checkbox"/> CBIR Module	<input type="checkbox"/> BIR
<input type="checkbox"/> Flight time credited (Attach statement of credited time)		MCC completed In case of ATP Integrated		Planned MCC time
<input type="checkbox"/> Pre-entry assessment	Date	Instructor	<input type="checkbox"/> Yes <input type="checkbox"/> No	

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C. To be completed by Training organisation continued from previous page

Practical training during course

			Min (≥) and max (≤) times during course according to COMMISSION REGULATION (EU) NO 1178/2011				
General	Student time		ATP Integrated	CPL/IR Integrated	IR Module	CBIR Module	BIR
Total training time during course			≥195h ¹	≥180h	>50h SE ² >55h ME ²	>40h SE ⁵ >45h ME ⁵	Ref ³
Total flight time	SE	ME	≥140h	≥140h	>15h SE ⁴ >15h ME ⁴	>15h SE ⁵ >15h ME ⁵	Ref ³
Total time in FSTD	FNPT I	FNPTII/FFS	≤55h ¹	≤40h	≤35h SE ⁴ ≤40h ME ⁴	≥25h SE ⁵ ≥30h ME ⁵	Ref ³
Instrument time			≥115h ¹	≥100h	≥50h SE ² ≥55h ME ²	≥40h SE ⁵ ≥45h ME ⁵	Ref ³

¹ Reduced with planned MCC time, max 40h FNPTII/FFS. No certificate will be issued before Course Completion Certificate of MCC completion is received.

² May be reduced with 10h if applicant holds a CPL licence, a Course completion certificate of the Basic Instrument Flight Module or an IR(H).

³ BIR is competency based and no minimum hours are defined

⁴ May be reduced with 5h if applicant holds a CPL licence, a Course completion certificate of the Basic Instrument Flight Module or an IR(H).

⁵ May be reduced if the applicant has previous experience according to Part FCL Appendix 6 Aa. 6, but shall at least be 10h instrument instruction at an ATO

D. To be completed by the examiner

Final Result	<input type="checkbox"/> Passed	<input type="checkbox"/> Partial passed	<input type="checkbox"/> Failed
<input type="checkbox"/> Temporary rating issued		<input type="checkbox"/> Temporary rating not issued	

Place	Date
Signature of examiner	Stamp
Examiner's certificate number	Name of examiner in block letters

Name of applicant	Licence Number
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The documents shall be scanned as a PDF-file and sent by e-mail to: certifikat.w3d3@transportstyrelsen.se
or by mail to: Transportstyrelsen 601 73, Norrköping

E.

Before Test/Check	
<input type="checkbox"/> Personal identification card	<input type="checkbox"/> In case of non-Swedish examiner, required documentation attached (see page 9 section E.) All pre-requisites checked, documented as required in section B and C, and confirmed including latest revision of Examiners Differences Document EDD revision nr: Sign (examiner)
<input type="checkbox"/> Valid license (in case of modular course)	
<input type="checkbox"/> Valid medical certificate	
Valid R/T certificate class <input type="checkbox"/> Swedish <input type="checkbox"/> English	
<input type="checkbox"/> Theoretical examination completed	
<input type="checkbox"/> Basic Instrument flight module previous completed (certificate attached)	
<input type="checkbox"/> Valid language proficiency	
<input type="checkbox"/> Night qualification	
<input type="checkbox"/> PBN included in IR course	

(°) = 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 4 or Section 5

(+++) = To establish 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.

F.

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			

Name of applicant	Licence Number
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SECTION 2 GENERAL HANDLING (°)		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			

SECTION 3 EN-ROUTE IFR PROCEDURES (°)		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			

SECTION 3A ARRIVAL PROCEDURES		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			

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SECTION 4 (°) 3D OPERATIONS (++)		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			

SECTION 5 (°) 2D OPERATIONS (++)		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), Step 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			

SECTION 6 FLIGHT WITH ONE ENGINE INOPERATIVE (MULTI ENGINE AEROPLANE ONLY) (°)		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			

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G. Details of the flight

Registration of aircraft	Number of flights	Block off	Take-off
Aerodrome departure		Block on	On-ground
Aerodrome arrival		Total block time	Total flight time
Type/variant	Pilot in command		

H. Remarks

Item no	Comment

Name of applicant	Licence Number
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I. ADDITIONAL INFORMATION REGARDING THE TEST**J. DEBRIEFING**

Disagreements with or comments on examiner's report

Date	Signature of applicant

Name of applicant	Licence Number
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Instructions for completing form TSL7371 IR/BIR Aeroplane

A. Please tick the appropriate box.

Please enter the complete information. The relevant class or type of aeroplane shall be according to EASA Class and Type Rating List/Licence Endorsement list (Aeroplanes).

B. Personal information of the applicant.

AMC1 ARA.GEN.315 Applicant VERIFICATION OF COMPLIANCE

By ticking this box you certify that you: (1) do not hold any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State; (2) has not applied for any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category in another Member State; and (3) has never held any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State. Incorrect information could disqualify you from being granted a personnel licence, certificate, rating, authorization or attestation

C. This section is to be completed by the Head of Training of the ATO. By signing, the HT certifies that the applicant has satisfactorily completed an approved course of training for the IR/BIR certificate in accordance with the relevant syllabus.

If flight time has been credited a statement of the hours shall be attached to this protocol for the examiner.

D. The result of the test.

By signing the examiner;

- have received information from the applicant regarding their experience and instruction, and found that experience and instruction comply with the applicable requirements of Annex I (Part-FCL) to Regulation (EU) 1178/2011;

- confirm that all the required manoeuvres and exercises have been completed, unless specified otherwise above in the case of fail;

- where applicable, have reviewed and applied the national procedures and requirements of the applicant's competent authority which is different from the competent authority that issued my examiner Certificate.

E. 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. In case of non-Swedish examiner, the following attachments are required; The Examiners certificate documents including copy of the license

F. Protocol.

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 4 or Section 5.

(++) = To establish 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.

The following limits shall apply corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

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Height:

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

- G.** Details of the flight.
- H.** Comments regarding tested items, please indicate the item commented.
- I.** Any additional information regarding the conditions during test, simulators etc.
- J.** Only required if the applicant provides disagreements or comments on Examiner's report/remarks.