

APPLICANT DETAILS

Full name		Date of Birth
Heimilisfang / Permanent address and postcode		
Training Organisation (ATO):	Attempt No	Telephone

IR(A) rating applied for? IR/SEP IR/MEP

Place: _____ Date: _____ / _____

Applicant's signature

1 – THE FLIGHT TEST

To be completed by the examiner

Class/Type of Aeroplane:		Aerodromes:	
Registration: -		Route/Area:	
Block Time Off:	Hrs: Min:	Take-off Time:	Hrs: Min:
Block Time On:		Landing Time:	
Block Time:			

Re-test Sections:							
Test Sections incomplete due to :							
Re-training required /recommended							
<input type="checkbox"/> PASS		<input type="checkbox"/> FAIL		<input type="checkbox"/> PARTIAL PASS			
Name of Flight Examiner:			License Held and number:			Flight Examiner's Number:	

Place: _____ Date: _____ / _____

Examiner's signature

IR(A) Skill Test and proficiency check

The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

Height Generally Starting a go-around at decision height/altitude Minimum descent height/MAP/altitude	± 100 feet + 50 feet/– 0 feet + 50 feet/– 0 feet
Tracking On radio aids For angular deviations 2D (LNAV) and 3D (LNAV/VNAV) “linear” lateral deviations 3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	± 5° Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS) 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. 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 with simulated engine failure	± 5° ± 10°
Speed all engines operating with simulated engine failure	± 5 knots + 10 knots/– 5 knots

SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE		Remarks	Examiner initials when test completed
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		
1.b	Use of Air Traffic Services document, weather document		
1.c	Preparation of ATC flight plan, IFR flight plan/log		
1.d	Identification of the required nav aids for departure, arrival and approach procedures		
1.e	Pre-flight inspection		
1.f	Weather Minima		
1.g	Taxiing		
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.		
1.i	Pre-take off briefing, Take-off		
1.j (°)	Transition to instrument flight		
1.k (°)	Instrument departure procedures, including PBN departures, and altimeter setting		
1.l (°)	ATC liaison - compliance, R/T procedures		

SECTION 2 GENERAL HANDLING (°)		Remarks	Examiner initials when test completed
2.a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim		
2.b	Climbing and descending turns with sustained Rate 1 turn		
2.c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns		
2.d*	Recovery from approach to stall in level flight, climbing/ descending turns and in landing configuration – only applicable to aeroplanes		
2.e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes – only applicable to aeroplanes		

SECTION 3 EN-ROUTE IFR PROCEDURES (°)		Remarks	Examiner initials when test completed
3.a	Tracking, including interception, e.g. NDB, VOR, or track between waypoints		
3.b	Use of navigation system and radio aids		
3.c	Level flight, control of heading, altitude and airspeed, power setting, trim technique		
3.d	Altimeter settings		
3.e	Timing and revision of ETAs (en-route hold, if required)		
3.f	Monitoring of flight progress, flight log, fuel usage, systems' management		
3.g	Ice protection procedures, simulated if necessary		
3.h	ATC liaison – compliance, R/T procedures		

SECTION 3A ARRIVAL PROCEDURES		Remarks	Examiner initials when test completed
3.a	Setting and checking of navigational aids, if applicable		
3.b	Arrival procedures, altimeter checks		
3.c	Altitude and speed constraints, if applicable		
3.d	PBN arrival (if applicable): <ul style="list-style-type: none"> - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the arrival chart. 		

SECTION 4 (°) - 3D OPERATIONS (++)		Remarks	Examiner initials when test completed
4.a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: <ul style="list-style-type: none"> - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart. 		
4.b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities		
4.c(+)	Holding procedure		
4.d	Compliance with published approach procedure		
4.e	Approach timing		
4.f	Altitude, speed heading control, (stabilised approach)		
4.g(+)	Go-around action		
4.h(+)	Missed approach procedure / landing		
4.i	ATC liaison — compliance, R/T procedures		

SECTION 5 (°) 2D OPERATIONS (++)		Remarks	Examiner initials when test completed
5.a	Setting and checking of navigational aids For RNP APCH: <ul style="list-style-type: none"> — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. 		
5.b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities		
5.c(+)	Holding procedure		
5.d	Compliance with published approach procedure		
5.e	Approach timing		
5.f	Altitude/Distance to MAPT, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable		

5.g(+)	Go-around action		
5.h(+)	Missed approach procedure/landing		
5.i(+)	ATC liaison – compliance, R/T procedures		

SECTION 6 FLIGHT WITH ONE ENGINE INOPERATIVE (MULTI ENGINE AEROPLANES ONLY) (*)		Remarks	Examiner initials when test completed
6.a	Simulated engine failure after take-off or on go-around		
6.b	Approach, go-around and procedural missed approach with one engine inoperative		
6.c	Approach and landing with one engine inoperative		
6.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.*

APPLICANT'S REMARKS

Applicant's signature:

Performance Based Navigation (PBN) Qualification Confirmation

To comply with EU Regulation 2016/539 pilots holding IR rating must complete PBN theoretical and practical training and one practical check flight under IFR according to PBN procedures. The practical test/check shall be performed in an FSTD during a ST in accordance with Appendix 7 to Annex I or PC in accordance with Appendix 9 of Annex I, exceptionally an aircraft may be used if PBN equipped and approved.

This is to confirm that (name) _____, holder of licence number _____ has demonstrated theoretical and practical PBN competencies
Date / Time _____

A log-book endorsement by an approved Examiner, will confirm the compliance;

„PBN competence demonstrated“

A copy of this confirmation can be carried by the licence holder.

Performed by SFE/TRE/IRE; Name and Authorisation number _____

Examiner Signature; _____

Note: a copy of this statement shall be forwarded to Icelandic Transport Authority fcl@icetra.is with the following forms LF.1.240, LF-310 and LF-210.