

INSTRUMENT RATING TEST – AEROPLANES

Instructions			
1. One repeat per item is allowed. 2. A failure of one or more items per Part is a failure for that Part. 3. If the candidate fails only one part of the test, he may be allowed to reattempt that particular part which he failed. The candidate must pass the failed section within the next 2 attempts, otherwise he will be required to retake the full flight test. 4. If the candidate fails more than one part of the flight test, he will be required to retake the full test. (Part IIIA and IIIB are separate Parts). 5. The flight test shall be completed within 21 days including any reattempt(s). 6. A gross exceedance in any item renders the whole test as FAILED. 7. The completed test report must be uploaded in CAPELS within 48 hours from the date of the test.			
Name of Candidate:			
Organisation:	Licence Held:	Licence No./PID No. :	
Aircraft Registration or Simulator Ref No.:	Type of Aircraft or Simulator:	Use of FMS/Auto-pilot: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Airway Routes (Aircraft only):			
Airports used:			
Date of Test: (dd/mm/yyyy)	Time of Departure:	Time of Arrival:	Duration:

PART I – PRE-FLIGHT, TAKE-OFF AND CLIMB	PASS	REPEAT	FAIL	REMARKS
Preparation and planning for the flight (Aircraft only)				
External checks (Aircraft only)				
FMS set-up (if applicable)				
Instrument and Radio Checks				
Instrument and Radio Checks whilst taxiing				
Pre take-off checks				
Take-off performance				
Initial climb				
After take-off checks				
Conforming to clearance and/or SID **				
Basic IF				
Liaison with ATC				
Altimeter setting				
Use of de-icing equipment				

PART II – AIRWAYS AND HOLDING PROCEDURES	PASS	REPEAT	FAIL	REMARKS
Identification of facilities				
Interception and holding tracks to and from NDB/VOR **				
Racetrack holding pattern and appropriate entry **				
Altimeter setting				
Conforming to clearance **				
Basic IF				
Liaison with ATC				
Use of de-icing equipment				

PART III A – NDB / VOR / RNP* APPROACH	PASS	REPEAT	FAIL	REMARKS
Identification of facilities				
Approach checks				
Intermediate procedure (Missed Approach altitude set)				
Landing checks				
Altimeter setting				
NDB/VOR/RNAV * approach path to MDA and final alignment				
Action at MDA				
Power adjustment				
Conforming to clearance **				
Liaison with ATC				
Use of de-icing equipment				

PART III B – ILS APPROACH	PASS	REPEAT	FAIL	REMARKS
Identification of facilities				
Approach checks				
Intermediate procedure (Missed Approach altitude set)				
Landing checks				
Altimeter setting				
ILS approach path to Decision Altitude and final alignment				
Action at Decision Altitude				
Power adjustment				
Conforming to clearance **				
Liaison with ATC				
Use of de-icing equipment				

PART IV – MISSED APPROACH PROCEDURE	PASS	REPEAT	FAIL	REMARKS
Power adjustment				
Initial climb				
Go-around checks				
Transition to “clean” climb				
Climbing at recommended power and speed **				
Basic IF				
Conforming to clearance **				
Liaison with ATC				

PART V – ASYMMETRIC ILS APPROACH (FOR MULTI-ENGINE ONLY)	PASS	REPEAT	FAIL	REMARKS
Engine fail after V1 (simulator only) or before ILS approach (aircraft only)				
YAW control				
Asymmetric ILS approach to Decision Altitude				
Asymmetric go-around				
Airspeed control				
Initial climb gradient				
Trimming and ancillaries				
Straight climb or turns at recommended asymmetric speed **				
Basic IF				

Turbulence Factor:			
<input type="checkbox"/> Nil	<input type="checkbox"/> Slight	<input type="checkbox"/> Moderate	<input type="checkbox"/> Severe
Overall Assessment		Attempt No.: _____	
<input type="checkbox"/> Pass	<input type="checkbox"/> Fail	<input type="checkbox"/> Incomplete	
Overall Comments			
Name of AFE	Licence No.	Signature & Date	

FLIGHT TEST TOLERANCES

The following limits are for general guidance. The Authorised Flight Examiner should make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.		
	Normal Flight	Flight with Simulated Asymmetric Flight Power
Height:		
(a) In level flight (other than at Decision Height)	± 100 ft	± 100 ft
(b) For starting go-around at Decision Height	+ 50 ft / 0 ft	+ 50 ft / 0 ft
(c) Minimum Descent Height/ MAP/altitude	+ 100 ft / 0 ft	+ 100 ft / 0 ft
Tracking on Radio Navigation Aids:	± 5°	± 5°
Precision Approach:	Half-scale deflection on Localiser and Glidepath	Half-scale deflection on Localiser and Glidepath
Heading:	± 5°	± 10°
Speed:	± 5 kts (Aeroplanes)	+ 10 / - 5 kts (Aeroplanes)
	± 10 kts (Helicopters)	± 10 kts (Helicopters)