

Standards Document 1, Version 09

Notes for the Guidance of Examiners and Applicants for the Instrument Rating Skill Test and the En Route Instrument Rating Skill Test (Aeroplanes)

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Foreword

Standards Document 1 v8 was fully revised following the adoption of Commission Regulation (EU) 245/2014 and the associated changes to the requirements for the instrument rating and the introduction of the en route instrument rating. Since publication, and following feedback from ATO and examiners, it was felt that some minor amendments to policy and text were warranted in three main areas:

1. The text referring to the use of view limiting devices (paragraph 3.5.2) is amended to align it more closely with Information Notice 2013/111;
2. Flight Crew Standards' policy regarding the requirements for a limited panel "sign off" when the aircraft used for test is not equipped with rate gyroscopic instruments has been revised and new text added at 3.6.23 to clarify;
3. The Q+A published by the CAA GA Unit was updated shortly after the publication of Standards Document 1 v8. The newer version is attached at Appendix 2a.

This document sets out guidance for applicants and examiners for the Instrument Rating Skill Test (IRT) for the issue of an EASA Part-FCL Instrument Rating (IR) (Aeroplanes). It also contains guidance for the En Route Instrument Rating (EIR) skill test. The information is designed to assist both the applicant and examiner to prepare for the appropriate test. The information is of a general nature and does not include precise details of each exercise or manoeuvre.

It is intended as a reference document for pilots, instructors and examiners; to explain the administrative procedures associated with the IR and EIR skill test and to provide guidance so that the manner in which tests are conducted is standardised across the aviation community.

Nothing in this document is intended to conflict with the EASA Aircrew Regulation or UK statute law where applicable. Whilst every effort is made to ensure that all information is correct at the time of publication, the CAA reserves the right to amend this document as required to accommodate changes to the primary authority documents, to correct errors and omissions or to reflect changes in national policy and best practice.

The Civil Aviation Authority is the competent authority of the UK for the issue of pilot licences, ratings and certificates in accordance with the Aircrew Regulation and for the oversight of their implementation and use. In fulfilling this role, the CAA is required to provide oversight documentation, including standards documents, guidance material and information notices that may be used by relevant personnel and organisations to allow them to perform their tasks, discharge their responsibilities and establish compliance with the Basic Regulation.

This document and other Civil Aviation Authority (CAA) Standards Documents are available on the CAA web site at: www.caa.co.uk/standardsdocuments These may be downloaded without charge. The CAA Scheme of Charges and application and report forms are also available from the website at www.caa.co.uk.

If, after reading this document, there are any queries or comment, please contact CAA Flight Crew Standards (FCS) in, CAA Safety and Airspace Regulation Group.

Civil Aviation Authority
Flight Crew Standards
Safety and Airspace Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Tel no 01293 573700 Fax no 01293 573996
Email: flightcrewstandards@caa.co.uk

CAA Flight Examiner Contact Details:

AEROPLANES:

Flight Examiners:	Captain Adam Whitehead:	07795 221700 / adam.whitehead@caa.co.uk
	Captain Iain McClelland:	07768 845812 / iain.mcclelland@caa.co.uk
	Captain David Riley:	07795 221688 / david.riley@caa.co.uk
	Captain Mark Young:	07986 809295 / mark.young@caa.co.uk

Glossary of Abbreviations and Terms

AI or ADI	Attitude Indicator or Attitude Direction Indicator
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AMC	Acceptable means of compliance
ANO	Air Navigation Order
APV	(Instrument) Approach with Vertical Guidance
ATC	Air Traffic Control
ATO	Approved Training Organisation
ATPL	Airline Transport Pilots Licence
CDFA	Continuous Descent Final Approach
CPL	Commercial Pilot Licence
CRE	Class Rating Examiner
CRE/IRR	Class Rating Examiner with Instrument Rating Revalidation/Renewal Privileges
CRI	Class Rating Instructor
CRM	Crew Resource Management
CRMI	Crew Resource Management Instructor
DA/H	Decision Altitude/Height
EASA	European Aviation Safety Agency
EFATO	Engine Failure After Take-off
EIR	En route Instrument Rating
EU-OPS	European Union Requirements - Commercial Air Transport (Aeroplanes)
FCS	CAA Flight Crew standards
FEH	Flight Examiners Handbook
FE (CPL)	Flight Examiner Commercial Pilot Licence (Aeroplanes)
FE (PPL)	Flight Examiner Private Pilot Licence (Aeroplanes)
FI	Flight Instructor
FIE	Flight Instructor Examiner
FNPT or FNPT II	Flight Navigation Procedures Trainer
FS or FFS	Flight Simulator or Full Flight Simulator
FSTD	Flight Simulation Training Device
FTO	Flight Training Organisation
GE	Ground Examiner
GPS	Global Positioning System
GM	Guidance Material
GNSS	Global Navigation Satellite System
HPA	High Performance Aeroplane
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
IRE	Instrument Rating Examiner
IRI	Instrument Rating Instructor
L&TS	CAA Licensing & Training Standards
LNAV	Lateral Navigation
LPC	Licensing Proficiency Check
LPV	Localizer Performance with Vertical Guidance

LST	Licensing Skill Test
LTS	Licensing and Training Standards
MDA/H	Minimum Descent Altitude/Height
ME	Multi-Engine
MEP	Multi-Engine Piston Aeroplane
MP or MPA	Multi-Pilot or Multi-Pilot Aeroplane
OPC	Operator Proficiency Check
Part FCL	Annex 1 – Part-FCL - to the Aircrew Regulation
Proficiency Check	Demonstration of skill for the revalidation or renewal of a licence or rating, including such oral examinations as may be required.
RF	Registered Facility
RNAV	Area Navigation
RT or RTF	Radiotelephony
RTC	Regional Test Centre
RTO	Rejected Take-off
SE	Senior Examiner
SE (A)	Single-Engine Aeroplane
SEP	Single-Engine Piston Aeroplane
SET	Single-Engine Turboprop Aeroplane
Skill Test	Demonstration of skill for the issue of a licence or rating
SP or SPA	Single-Pilot or Single-Pilot Aeroplane
SP HPCA	Single-pilot high performance complex aeroplane
TEM	Threat and Error Management
TMG	Touring Motor Glider
TRE	Type Rating Examiner
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation

Editorial Convention

Throughout these notes the following editorial practices and definitions shall apply:

- "Shall" and "Must" are used to indicate a mandatory requirement.
- "Expect" and "Should" are used to indicate strong obligation.
- "May" is used to indicate discretion.
- "Examiner" is used to indicate a person who is authorised by the CAA to conduct the appropriate skill test or aeroplane inspection.
- "Applicant" is used to indicate a person who is seeking the issue or renewal of a pilot's licence or rating.
- A Skill Test is a demonstration of skill for the initial licence issue, licence renewal, rating issue or rating renewal. Such tests include oral examination and flight test as appropriate.
- "He/She". The pronoun 'he' is used throughout for ease of reading.
- "Test" is used in this document to describe licensing skill tests and proficiency checks

Part 1- General Information

- 1.1 If the IRT is taken in a multi-engine aeroplane then no further test is required for single engine IR privileges; these are cross credited in accordance with the table in Appendix 8 to Part-FCL. If the IRT is taken in a single engine aeroplane then a further skill test is required for IR privileges in multi-engine aeroplanes.
- 1.2 A pilot who is current in multi-pilot operations may take the IRT in an aeroplane certified for multi-pilot operations. In this case the IR will be restricted to multi-pilot operations only.
- 1.3 An Instrument Rating (Aeroplanes) or an En Route Instrument Rating (EIR) is valid for 12 months.
- 1.4 EASA Part-FCL states that an IR and EIR may be revalidated by proficiency check up to 3 months before the rating expires, without any reduction from the original date of expiry. The EIR may also be revalidated by experience and a training flight with an instructor, but each alternate revalidation shall be by proficiency check. CAA Standards Document 14 provides further guidance on the revalidation and renewal requirements for an IR and EIR, including the cross-crediting arrangements between multi-pilot and single-pilot IRs.
- 1.5 Guidance notes for the briefing for the EIR skill test are to be found at Appendix 4. The general guidance elsewhere in this document remains pertinent for those parts of the EIR skill test that are common with the IR.
- 1.6 Applicants for an IR or EIR must hold a night rating in accordance with FCL.810 if the privilege of either rating is to be used at night.

Part 2 - Preparation, Provision of Aeroplanes and Test Bookings

2.1 Flight Test Preparation

2.1.1 *Requirements*

It is important that all of the pre-test requirements (prerequisite experience, qualifications and training) are met before entry into the flight test programme so that test slots are not wasted. A cancellation fee equivalent to the test fee may be charged if a test is cancelled by the applicant or ATO due to one or more of the prerequisites for test not being met.

2.1.2 *Ground examinations and training*

Applicants shall have passed the associated theoretical knowledge (TK) examinations before undergoing the flight test, though exception is made for applicants undertaking a course of integrated training. Instruction for the associated TK shall always have been completed before the flight test is taken. Applicants who have not passed the Part-FCL IR, EIR or ATPL theoretical knowledge examinations (as applicable), but instead are seeking training credit on the basis of holding a valid IR issued in accordance with the requirements of Annex 1 to the Chicago Convention are required to demonstrate to the examiner during the skill test that they have acquired an adequate level of theoretical knowledge. A TK question bank is provided at Appendix 2b for this purpose.

2.1.3 *Flight training*

Unless seeking training credit on the basis of holding a valid IR issued in accordance with the requirements of Annex 1 to the Chicago Convention, an applicant for an IR or EIR shall have satisfactorily completed the flight training requirements of Part-FCL and shall have received instruction on the same type/class of aeroplane being used for the flight test.

- 2.1.4 An applicant for the IR or EIR skill test shall be recommended for the test by the organisation or person responsible for the training once the training is completed. Training records shall be made available to the examiner if requested. Each applicant for a skill test must provide written evidence to the examiner that they have been recommended for the test in accordance with FCL.030 and the procedures at their ATO. This recommendation must be signed by the person making the recommendation, with the name and the date of the authorising signatory. Notwithstanding the previous statement, applicants for an IR or EIR skill

test credited in full with the Part-FCL training requirements that have not received training at an ATO, do not require a course completion certificate or recommendation for test.

2.1.5 **Experience**

- (a) An applicant for an IR(A) course (including a competency based IR(A) course) shall be the holder of a PPL(A) or a CPL(A), including the privileges to fly at night if the IR privileges are to be used at night.
- (b) An applicant for the procedural instrument flight module, who does not hold a CPL(A), shall hold a course completion certificate for the basic instrument flight module.
- (c) An applicant for a competency based modular IR(A) course, who is seeking credit for prior instrument flight time under instruction, shall complete a pre-entry assessment at an ATO to determine the amount of hours credited.
- (d) An applicant for a competency based modular IR(A) course, holding a Part-FCL PPL or CPL and a valid IR* issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be credited in full towards the theoretical knowledge and flight training of a modular IR training course. In order to be issued the IR(A) the applicant shall successfully complete the skill test for the IR(A); demonstrate to the examiner during the skill test that he/she has acquired an adequate level of theoretical knowledge of Air Law, meteorology, flight planning and performance; and, have a minimum experience of at least 50 hours of flight time under IFR as PIC on aeroplanes.
- (e) An applicant for a multi engine IR(A) course, who has not held a multi engine class or type rating, shall have received the multi engine training specified in Subpart H prior to commencing the flight training for the IR(A).
- (f) An applicant for the issue of an IR(A) shall hold at least a PPL in the appropriate aircraft category and the privileges to fly at night if the privileges of the IR are to be used at night, or; a CPL(A) in the appropriate aircraft category, and; shall have completed at least 50 hours of cross country flying time as PIC in aeroplanes, TMGs, helicopters or airships of which at least 10 hours shall be in aeroplanes.
- (g) An applicant for the EIR shall hold at least a PPL(A) and shall have completed at least 20 hours of cross country flight time as PIC in aeroplanes.
- (h) An applicant for a competency based EIR course, who is seeking credit for prior instrument flight time under instruction, shall complete a pre-entry assessment at an ATO to determine the amount of hours credited.

*Valid is taken to mean that the holder is entitled, according to the regulatory requirements of the state of licence and rating issue, to exercise the privileges of the IR on the date of test. So for an FAA IR for example, the applicant shall meet the requirements of the Code of Federal Regulations, Part 61, § 61.57 (c) for recent instrument flight experience.

2.1.6 **Previous tests - SRG 2131 and SRG 2129**

Applicants who have previously attempted the IR or EIR skill test must produce to the examiner the previous test result form and notice of failure or equivalent document(s) from another EASA state, which shows the sections failed and any re-training requirement.

2.1.7 **Flight Simulation Training Devices (FSTDs)**

Where a course of training includes the use of an FSTD it is important to remember that each FSTD must have been approved for the course by the CAA and awarded a qualitative credit that specifies the maximum hours which applicants may claim towards their instrument training.

2.1.8 **Medicals**

Applicants must be in possession of a medical certificate appropriate to their licence type at the time of the test. PPL (IR) applicants require at least an EASA Class 2 medical certificate plus an audiogram. The medical certificate shall be shown to the examiner. If the certificate is out of date the examiner may still conduct the test, but the applicant is to be made aware that, regardless of the outcome, the rating will not be issued unless the applicant has a valid medical certificate. UK armed forces personnel must hold a valid and current military aircrew medical category.

2.1.9 **Flight Radiotelephony Operators (FRTTO) Licence**

An applicant will be required to hold an FRTOL licence or have passed the examinations required for the issue of an FRTOL prior to attempting the test.

2.2 Provision of Aeroplanes

- 2.2.1 Applicants must provide an aeroplane for the IR or EIR Skill Test that is airworthy and meets the requirements for flight in accordance with the instrument flight rules in controlled airspace in accordance with Schedules 4 and 5 of the ANO 2009 as amended. Exceptions may be made however regarding the carriage of ADF; see paragraphs 2.2.3 and 2.2.4 below.
- 2.2.2 Standards Document 7 gives guidance on the aircraft equipment, maintenance and certification requirements for the IRT. Where training and testing is undertaken at an ATO, the ATO is responsible for providing an aircraft that meets these requirements and is in fit condition for test. The test fee may be forfeited should the examiner find that the test cannot proceed because of an issue with the aircraft or associated documents and where the issue cannot be resolved in reasonable time. Where the aircraft used for test is privately or group owned responsibility rests with the applicant. If there is doubt as to the suitability of an aircraft for test, advice may be sought from one of the CAA staff flight examiners.
- 2.2.3 Where an aircraft is used for an IR or EIR skill test and the avionics equipment does not meet the ANO Schedule 5 requirements for the carriage of ADF, the examiner will need to give some consideration to the profile to ensure that all items of the test schedule are completed. AIC Yellow 29/2014 provides information as to when ADF is mandatory and when the requirements may be met by equivalent means. The examiner is advised to establish at an early stage if the lack of ADF will impose limitations on the available procedures and destination airfields. It may be necessary to select a profile and destination where ADF is not required or may be supplanted by equivalent means and to brief accordingly. Applicants are to be advised that this may require a longer flight.
- 2.2.4 With regard to paragraph 2.2.3 above and the carriage of ADF; the CAA considers it important for all applicants to be trained to competence in the full range of IFR procedures that they are likely to encounter once rated. This includes following instrument departure, arrival, approach, missed approach and holding procedures predicated on ADF. Therefore ATO must still include training in the operation and use of ADF and NDB and applicants must be competent, at the end of a course of training, to fly any published instrument procedure. Note also that radio navigation using NDB is a requirement of the basic instrument flight module at AMC2 to Appendix 6 to Part-FCL.
- 2.2.5 The CAA shall not be responsible for the provision of insurance for the applicant taking the IRT. However, it is necessary for the aircraft operator to maintain an insurance policy which adequately covers the aircraft, applicant and the examiner during the conduct of the flight test and which complies with European law and the requirements set out in Standards Document 7.

2.3 Test Booking

- 2.3.1 Applications for test must be made to Flight Test Bookings at Gatwick. An examiner will be designated to each test: some applicants will be allocated a CAA staff examiner and some tests may be observed by a CAA inspector as part of the CAA's oversight requirements. Flight test bookings will endeavour to arrange for a test date as close as possible to the date requested, but applicants may be required to accept a delay where examiner availability is limited or where oversight activity by the CAA is required. The fee for the IRT is prescribed in the CAA Scheme of Charges for Personnel Licensing which is available on the CAA web-site. Fees must be paid at the time of the booking. Applicants will be required to show evidence of payment for their test before the flight can proceed.

Part 3 - Conduct of the Test

3.1 Preview of Events

- 3.1.1 This section outlines those items that the examiner considers when constructing the flight profile. Section 3.2 will give details of the content of the initial briefing; Section 3.3 and 3.4

describe the planning and weather considerations. Sections 3.5 to 3.7 detail the main briefing, flight and debrief.

- 3.1.2 The skill test for the grant of the IR or EIR will be conducted by an Instrument Rating Examiner designated by the CAA. The test schedules and tolerances are set by EASA. The examiner will conduct each test to complete the required schedule and to achieve a meaningful, fair and valid assessment. The flight profile will be determined in order to cover all required sections and items of the test and the applicant will be expected to conduct the flight in a practical and expeditious manner. Flight profiles may vary depending upon many influences outside the control of the examiner such as ATC requirements, weather conditions, availability and serviceability of navigation or approach aids, access to controlled airspace etc.
- 3.1.3 Applicants must remain adaptable and flexible without compromising safety and it is important that they fully understand the briefing before the flight. The examiner will ensure that the applicant is given every opportunity to demonstrate competence by giving clear and unhurried instructions and by checking that the applicant has understood the requirements and responsibilities. The examiner's assessment will take into account each section, procedure or manoeuvre of the flight as well as the overall conduct, management, airmanship and general captaincy.
- 3.1.4 The IR and EIR skill tests are divided into six main sections:

IR

- Section 1 Pre-flight Operations and Departure
- Section 2 General Handling
- Section 3 En-route IFR Procedures
- Section 4 Precision Approach Procedures
- Section 5 Non-precision Approach Procedures
- Section 6 Flight with One Engine Inoperative

EIR

- Section 1 Pre-flight Operations and Departure
- Section 2 General Handling
- Section 3 En-route IFR Procedures
- Section 4 Not used
- Section 5 Approach and Arrival Procedures
- Section 6 Flight with One Engine Inoperative

- 3.1.5 All sections of the test are to be completed in the course of one flight. The sequence of sections may vary depending on circumstances and the examiner's briefing will indicate the expected profile. Examiners are responsible for ensuring an efficient test but applicants must remain flexible, particularly if weather conditions, ATC 'slot' times or availability of approach aids etc subsequently dictate a different scenario during the flight. When deciding the route the examiner will generally arrange the test profile such that the flight can be completed within approximately 60 - 120 minutes. Applicants should not necessarily expect to fly any of the regular local routes used during training as the test is intended to be a practical exercise to a destination and/or alternate airfield, normally within 150 nm.
- 3.1.6 A practical example of the IR skill test is as follows: IFR departure from the base airfield via a Standard Instrument Departure (SID) to join the airway structure. En-route IFR along a notified route or via published waypoints. At least part of the en-route section of the test should be conducted along a published route in class "A" controlled airspace where possible. If access to class "A" airspace is not possible, flight in class "B", "C" or "D" airspace may be accepted provided it is associated with an IFR entry and route clearance from ATC and is subject to a radar control service. The flight continues with an arrival at a destination airfield via a Standard Arrival (STAR) or otherwise, for an instrument approach completed in assumed minimum operating weather conditions. This approach generally results in a missed approach during the course of which an engine emergency is simulated (if the test is taken in a ME aeroplane). The aircraft is then flown to a diversion airfield which may be a pre-planned alternate airfield or a return to the airfield of departure for a second approach. In a ME aeroplane, the second approach is flown asymmetric. The test schedule requires one approach to be flown procedurally whilst the other may be radar vectored or procedural at the

examiner's discretion. In a ME aeroplane the applicant is required to fly an asymmetric approach to go-around and an asymmetric approach to land. The latter is generally flown from a circling approach (or "bad weather circuit"). A published holding procedure is required as part of one of the instrument approaches, either before the approach or following the missed approach. The instrument general handling manoeuvres in section 2 of the profile may be completed during the transit between airfields or at the end of the flight.

A practical example of the EIR skill test is as follows: VFR departure from the base airfield followed by a VFR to IFR transition at a suitable navigation fix. En-route IFR along a notified route or via published waypoints. At least part of the en-route section of the test should be conducted along a published route in class "A" controlled airspace where possible. If access to class "A" airspace is not possible, flight in class "B", "C" or "D" airspace may be accepted provided it is associated with an IFR entry and route clearance from ATC and is subject to a radar control service. At some stage the examiner will simulate a scenario that requires a diversion to an alternate aerodrome. This may be, for example, deterioration in the weather at the planned destination below VMC criteria, or an aircraft system failure making continuation of the flight to the planned destination inadvisable. In a ME aeroplane there will also be a simulated engine failure during the en route phase of flight. The applicant will then effect a transition from IFR to VFR flight in order to complete an arrival procedure at an airfield in VMC and a visual landing. The general handling manoeuvres in section 2 of the profile will be completed at an appropriate time, for example after the IFR to VFR transition and before the end of the flight.

- 3.1.7 Instrument rating skill tests can be very demanding. It is appreciated that even the most 'professional' or 'talented' pilots can make mistakes particularly if attention to accuracy is relaxed for a few moments. This does not necessarily mean that a failure should result.
- 3.1.8 The following notes reflect the style and sequence of the briefing that the applicant may expect to hear. However, the examiner may make variations in the delivery of the briefing and may have to modify the sequence in which items are briefed and flown.
- 3.1.9 Guidance for briefing the En Route IR is at appendix 4.
- 3.1.10 The examiner may stop the test at any stage if he considers that the applicant's demonstration of skill and/or knowledge requires a complete retest.

3.2 Initial Briefing

- 3.2.1 The purpose of the initial briefing is to check that the applicant has completed the necessary training and experience requirements, establish the aim of the flight test and check that he is aware of those planning resources that he will require. This briefing will normally take about 10 minutes.
- 3.2.2 At the pre-arranged time the examiner will meet the applicant in a suitable venue which allows a private briefing area. A check will be made to ensure that the applicant has the necessary equipment and documentation including:
 - (a) Pilot's licence, personal flying logbook and evidence that he either holds a rating for the aircraft in which he will be tested, or has completed the training for that rating.
 - (b) Training records.
 - (c) A Class 1 medical certificate (Class 2 with audiogram for PPL(IR)). This need not be current but the applicant will be advised that the rating will not be issued without a valid medical certificate and is required to exercise the privileges of the rating.
 - (d) A form of photo identity; e.g. a valid passport, photo driving licence or UK Forces ID card.
 - (e) A written recommendation for test from the ATO (but see para 2.1.4) or report form(s) from any previous attempt.
 - (f) Current aircraft documents including technical Log, ARC, CRS, insurance certificate etc.
 - (g) Two headsets. Most examiners will carry their own headset but a spare unit should be available for the flight.

- (h) Two copies of the aircraft check list.
 - (i) A copy of the ATO operations manual. Note: a private operator applying for a CB IR or EIR taking full credit for training (i.e. a pilot who has not undertaken any training at an ATO) may not have an operations manual.
 - (j) Suitable instrument flying screens or view limiting device(s) including covers for the attitude indicator and horizontal situation indicator or direction indicator and repeaters for simulating limited panel. On aircraft with a glass panel primary flight display there must be some way of covering or dimming the primary flight display to simulate failure.
 - (k) Current publications for the routing and airfields that may be required.
 - (l) Planning material including flight log and navigation equipment.
 - (m) Any relevant CAA correspondence such as a letter of assessment or retraining requirements.
 - (n) Proof of payment for the test.
- 3.2.3 The examiner will outline the content of the skill test including the routing required, estimated timings and the airfields where instrument approach procedures are to be flown. He must ensure that the applicant has sufficient time to complete and file a flight plan i.e. at least 60 minutes before estimated off blocks time. Applicants in turn are reminded of their responsibility regarding the filing of flight plans and should not delay doing so, as is often the case, until the very end of their planning.
- 3.2.4 The applicant will be given the examiner's weight for 'mass and balance' calculations and performance planning. He may also indicate a callsign to be used which is normally an "Exam" callsign.
- 3.2.5 When the applicant is clear about the format for the flight he will be given time to complete the necessary planning and pre-flight preparation. The examiner will specify the time to meet for the main briefing.
- 3.2.6 If circumstances prevent the examiner meeting the applicant early enough before flight to give adequate time to plan he may telephone ahead or leave a written briefing with the required information and indicate where and when to meet for the briefing. If required the examiner may pass the route to be flown sufficiently in advance to permit submission of the IFR flight plan and brief the exact nature of the approaches to be flown nearer the time.

3.3 Planning

- 3.3.1 Planning facilities must be made available at the ATO, or aerodrome flight planning facility. The examiner will check that the applicant is aware of where resources are. A quiet briefing room should be used so that the planning can be completed without interruption or distraction.
- 3.3.2 Planning shall be completed without assistance from other students or instructors and by using routine briefing material.
- 3.3.3 Current AIS, Met, NOTAM and, for GNSS based navigation and approaches, Notice Advisory to NAVSTAR users (NANU) and RAIM prediction tools (AUGUR) should be consulted and the information brought to the briefing.
- 3.3.4 A flight navigation and radio log must be prepared and the examiner may require a copy. The log should include provision for such items as:
- (a) Route (including alternate aerodrome)
 - (b) En-route ATC and Navigation aid frequencies (note that where this information is clearly displayed on planning documents, such as charts and Approach Plates to be used, it is not appropriate to copy this information to the log)
 - (c) Planned cruising levels or operating altitudes
 - (d) Timings, ETA, revised ETA and ATA

- (e) MSA, safety height or minimum levels/altitudes
- (f) Fuel Plan (including alternate fuel and contingencies etc.)
- (g) Space for logging clearances, ATIS and other pertinent information.

The overall management of the flight will be assessed as well as the technical aspects of flying the aircraft accurately and completing the procedures correctly. The flight log must be maintained such that the flight can be reconstructed from the information recorded at the end of the test. The examiner is also required to keep a log of the flight for navigation as well as assessment purposes.

- 3.3.5 Any part of the route which entails flight in airspace where routes or tracks are not specified will require the applicant to consider all the necessary "off airway" planning, for example, VOR/DME offsets, user defined waypoints, tracks, cruising altitudes/levels etc to achieve a safe and efficient flight in accordance with IFR.
- 3.3.6 Pre-prepared flight logs and bespoke routes and procedures may be used during the IRT if included in the ATO Ops Manual, for example local "standard departure" procedures to access the airway structure. Computer derived flight plans, navigation logs and aeroplane mass and balance calculations may be used. The applicant remains responsible for all pre-flight planning howsoever derived and the examiner will check by oral questioning that the applicant understands the underlying principles. Diagrams and route maps not depicted on standard publications are discouraged unless drawn during the planning phase.
- 3.3.7 Applicants will be required to consider the aircraft take-off and landing performance for the conditions prevailing at all airfields used for the flight and at any nominated alternates. The minimum requirement is to calculate the take-off and landing performance at the point of departure and the landing performance at the most restrictive of the planned destination and alternate(s).

3.4 Weather Minima

- 3.4.1 The pre-flight preparation for both the IR and EIR requires the applicant to assess the weather conditions and make a decision whether to proceed with the flight. However, when extreme conditions of high wind speed, severe turbulence, icing or thunderstorms exist, the examiner may determine that this would make the flight difficult to assess and may override the applicant's willingness to proceed. The flight should not proceed if all planned sections cannot be achieved or if the forecast would prevent a return to base or a suitable alternate aerodrome. For the EIR, the applicant must be able to depart and arrive in accordance with VFR in VMC.
- 3.4.2 In general it is expected that the more restrictive limit for the aircraft or the privileges of the rating being sought will be used. ATOs are required to specify in their aircraft operating procedures the minimum weather conditions below which training and testing shall not take place. Applicants trained at an ATO are expected to comply with these minima. In all cases, applicants shall comply with the Aerodrome Operating Minima (AOM) referred to in the Aerodrome section of the iAIP (AD 1.1 Aerodrome/Heliport Availability).
- 3.4.3 Applicants are expected to display an awareness of icing conditions by regularly checking the outside air temperature (OAT) and indicating this to the examiner. At some point during the flight the examiner may respond to this by simulating a build up of ice; the applicant should complete all the necessary precautions for 'removing' the ice. When actual ice is present or likely anti-icing/de-icing equipment must be operated accordingly. ATO must establish an operating procedure for using aircraft icing equipment particularly with reference to pitot heaters, engine/propeller and airframe/windscreen de-icing or anti-icing systems and all equipment must be checked prior to flight in accordance with the AFM/POH. The aircraft must not be flown into icing conditions if contrary to the aeroplane flight manual limitations.
- 3.4.4 It should be assumed that during the flight both the precision and non-precision approaches are to be flown to minima in (simulated or actual) marginal weather conditions, therefore any Decision Altitude/Height (DA/H) and Minimum Descent Altitude/Height (MDA/H) and the corresponding RVR/visibility limits shall be calculated and agreed with the examiner before

flight. The minimum altitude/height for completing a circle to land must also be considered. Having briefed the minima for the expected runways and approaches, applicants should be prepared for any runway change that ATC may direct. For flights in ME aeroplanes, the asymmetric committal altitude/height (ACA/H) must be stated. The applicant is expected to use CDFA techniques unless otherwise stated and calculate procedure minima accordingly. If the NPA is notified as a "non-CDFA" approach e.g. NDB/DME or VOR/DME with DME out of service, the applicant must be prepared to fly the modified approach accordingly.

3.4.5 Applicants will be expected to comply with any flight restrictions, such as an "approach ban", that may exist during the course of the flight. Consideration must also be given to the weather conditions at the nominated alternate airfield particularly if the actual weather at the take-off airfield or the destination is marginal.

3.4.6 **Single engine aeroplanes**

If the IR or EIR is conducted in a single engine aeroplane, consideration must be given to the possibility of partial or complete engine failure during flight over large expanses of water or along a route where the terrain is regarded as inhospitable. If flight over a large conurbation is planned an additional consideration is the requirement of Rule 5 to be able to glide clear. If engine failure were to occur whilst in IMC or above overcast cloud there should be sufficient time and visibility below cloud to identify a suitable landing area. It would be imprudent to put the aircraft in a position from which a forced landing had little chance of success. Therefore the applicant and examiner are strongly advised to consider all factors, including the terrain, weather (cloud base and visibility below cloud) and whether or not the aircraft is equipped with a ballistic recovery system before deciding whether to go ahead with the flight.

3.5 Main Briefing

3.5.1 Once the applicant has completed the flight planning, the examiner will give a comprehensive briefing covering all aspects of the flight. During the briefing the applicant may ask questions at any time if unclear about any aspect. This briefing normally takes about 30 minutes. The examiner may brief in a different sequence to that listed below, but will cover all the relevant items. The examiner will ask questions relevant to the briefed profile and on any area related to planning, the conduct of the flight and IFR procedures in general. If the applicant is a private owner/operator who has not undertaken training at an ATO, and therefore is not subject to standardised procedures of an ATO operations manual, the examiner should clarify all relevant aspects of operating techniques before detailed briefing commences.

3.5.2 The briefing will include:

- **The purpose of the flight**

The purpose of the flight is for the applicant to demonstrate his ability to plan and conduct an IFR flight with a passenger whilst acting as pilot-in-command and operating as single crew member. The briefed profile shall be conducted in accordance with Instrument Flight Rules (IFR) and will include simulated aeroplane emergencies. Passenger safety and comfort must be considered throughout the flight. The applicant is not to expect any assistance but will be briefed on the role of the examiner as a safety pilot when view limiting devices are in place.

- **The applicant's responsibilities**

The examiner will explain that the applicant is responsible for all the duties and decisions necessary for the safe and practical conduct of the flight. Throughout the flight the applicant will be responsible for ATC liaison and compliance and must comply with all instructions and clearances. Where these differ from the pre-briefed profile, ATC instructions take precedence. Applicants should arrange the flight so that flight plan departure time and any other slot allocation is achieved within the allowable tolerances (-5 minutes/+ 10 minutes in accordance with the Integrated Flight Plan System) and update ATC as necessary. Modern radar and ATC procedures often reduce the need for position reporting. However, the examiner will expect to be informed of ETAs en-route and for the applicant to achieve the ETA or revise the ETA to achieve +/- 3 minutes. The applicant may be asked to give a standard position report at some stage of the flight. If intervention or restrictions imposed by ATC result in