

***Instrument Rating – Aeroplane/Helicopter***

*Competency Demonstration Report Form*

*Notes:*

1. *Annual demonstration of competency flight check - all items marked* ***(M)*** *are mandatory and must be completed.*
2. *Synthetic Flight Trainers (SFT) must be approved for the purpose of renewing all or part of an IR.*
3. *For a Part 91 IR annual demonstration of competency or additional navigation aid/PBN specification conducted on an SFT, the candidate must hold a current IR.*

**Key:**

**(M)** Mandatory

**(M\*)** Mandatory for multi engine aircraft

✓ Competent

☒ Not yet competent

**NT**: Not tested

|  |  |  |  |
| --- | --- | --- | --- |
| Annual competency demonstration |[ ]  Multi-engine |[ ]  EFIS |[ ]  Single-pilot |[ ]
| Approach aid endorsement |[ ]  Single-engine |[ ]  Non-EFIS |[ ]  Multi-pilot |[ ]
| PBN additional specification |[ ]   |  |  |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| Last name |       | CAA participant number  |       |
| Given name(s) |       |  |
| Flight crew licence | PPL [ ]  | CPL [ ]  | ATPL [ ]   | Aircraft type |       | Registration ZK- |       |
| Synthetic Flight Trainer | Yes [ ]   | No [ ]  | If yes, SFT ID |       |
| Instrument rating current  | Yes [ ]   | No [ ]  | See note 3 above |
| Route flown |       |
| Total flight time |       | Simulated |       | Actual |       |
| Total simulator time |       |  |
| **Ground work** | ✓ | ☒ | **NT** | **Joining procedures** (One other than radar **M**andatory)  | ✓ | ☒ | **NT** |
| Personal preparation **(M)**  |[ ] [ ] [ ]   Overhead |[ ] [ ] [ ]
| Operational flight plan preparation **(M)** |[ ] [ ] [ ]  DME Arc |[ ] [ ] [ ]
| Knowledge of flight rules **(M)** |[ ] [ ] [ ]  Radar |[ ] [ ] [ ]
| Flight preparation **(M)** |[ ] [ ] [ ]  PBN STAR |[ ] [ ] [ ]
| Passenger briefing |[ ] [ ] [ ]  **Threat & error management** |  ✓ |  ☒ | **NT** |
| RTF procedures & nav aid tuning **(M)** |[ ] [ ] [ ]  TEM **(M)** |[ ]  [ ]  |[ ]
| Comms or nav aid failure, procedure **(M)** |[ ] [ ] [ ]   |
| Aircraft PBN capability **(M)** |[ ] [ ] [ ]  **Instrument holding procedures** (Any one **M**andatory) | ✓ | ☒ | **NT** |
|  |  NDB |[ ] [ ] [ ]
| **In flight**  | ✓ | ☒ | **NT** |  VOR |[ ] [ ] [ ]
| Instrument transition **(M)** |[ ] [ ] [ ]   GNSS |[ ] [ ] [ ]
| Departure (GBA/PBN/ATC as applicable) **(M)** |[ ] [ ] [ ]  **Instrument approach** (**M**andatory two approaches:At least one 2D; andOne 3D for 3D privileges; and One RNP for PBN privileges)  | ✓ | ☒ | **NT** |
| Enroute procedures **(M)** |[ ] [ ] [ ]  VOR (2D) |[ ] [ ] [ ]
| Use of checklists **(M)** |[ ] [ ] [ ]  NDB (2D) |[ ] [ ] [ ]
| General use of auto pilot **(M)** |[ ] [ ] [ ]  RNP APP (2D) |[ ] [ ] [ ]
| Interception & tracking GNSS  |[ ] [ ] [ ]  RNP APP (3D) |[ ] [ ] [ ]
| Interception & tracking NDB |[ ] [ ] [ ]  ILS (3D) |[ ] [ ] [ ]
| Interception & tracking VOR  |[ ] [ ] [ ]  Circling approach (aeroplanes only) |[ ] [ ] [ ]
| ATS compliance **(M)** |[ ] [ ] [ ]  Missed approach **(M)** |[ ] [ ] [ ]
| Engine failure after take-off **(M\*)** |[ ] [ ] [ ]  Fully automated approach (**M** for Part 135 single pilot) |[ ]  [ ]  |[ ]
| One engine inoperative performance **(M\*)** |[ ] [ ] [ ]  Non-automated approach **(M)** |[ ] [ ] [ ]
| Full panel unusual attitudes **(M)** |[ ] [ ] [ ]   |
|  | **Result of test:** | Competent  | [ ]  | Not yet competent | [ ]  |  |
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| --- | --- | --- | --- | --- |
| Date of demonstration | Click or tap to enter a date. | Next competency demonstration due | Click or tap to enter a date. |  |
|  |
| Part 119/141 aviation training organisation |       | CAA participant number |       |
| Examiner |       | Licence |       | CAA participant number |       |
| *Certified that this report is an accurate assessment of the check carried out and that I have certified the holder’s logbook appropriately.* |
| Signature |        |  |  |
| Approaches revalidated: Navigation Aids and PBN specifications issued (if applicable): | 2D [ ]  3D [ ]  (Tick as appropriate)      |
| Comments:  |       |