A black and white logo

Description automatically generated with low confidence

***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 |  |  |  |  | |  |  |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 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; and  One 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 | | | | | |  |  |
|  | | | | | | | | | | | | | | | | | | |

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 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: | | | | | |  | | | | | |