

Instrument Rating Examiner (IRE(A)) Practical Training Report

IR(A) Skill Test

- Applicant name
- Date of birth

C. Practical Training Assessments - Session 1.

No	Practical Training Assessments Events	Result		Remarks
		SAT	SATW	

Insert examiner initials

Section 1 - Briefing The 'Candidate'.

The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:

1.1	The objective of the flight			
1.2	Licensing checks, as necessary			
1.3	Freedom for the 'candidate' to ask questions			
1.4	Operating procedures to be followed (for example operators manual)			
1.5	Weather assessment			
1.6	Operating capacity of 'candidate' and examiner			
1.7	Aims to be identified by 'candidate'			
1.8	Simulated weather assumptions (for example icing and cloud base)			
1.9	Contents of exercise to be performed			
1.10	Use of screens (if applicable)			
1.11	Agreed speed and handling parameters (for example V-speeds, bank angle, approach minima)			
1.12	Use of R/T			
1.13	Respective roles of 'candidate' and examiner (for example during emergency)			
1.14	Administrative procedures (for example submission of flight plan)			

Section 2 - Conduct.

The examiner should maintain the necessary level of communication with the candidate. The following check details should be followed by the examiner:

2.1	Involvement of examiner in a MP operating environment			
2.2	The need to give the 'candidate' precise instructions			
2.3	Responsibility for safe conduct of the flight			
2.4	Intervention by examiner, when necessary			
2.5	Use of screens			
2.6	Liaison with ATC and the need for concise, easily understood intentions			
2.7	Prompting the 'candidate' regarding required sequence of events (for example following a go-around)			
2.8	Keeping brief, factual and unobtrusive notes			

Section 3 - Assessment.

The examiner should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:

3.1	Questions from the 'candidate'			
3.2	Give results of the test and any sections failed			
3.3	Give reasons for failure			

Section 4 - Debriefing.

The examiner should demonstrate the ability to conduct a fair, unbiased debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:

4.1	Advise the candidate how to avoid or correct mistakes			
4.2	Mention any other points of criticism noted			
4.3	Give any advice considered helpful			

Section 5 - Recording - Documentation.

The examiner should demonstrate the ability to complete the relevant records correctly. These records may be:

5.1	The relevant test or check form			
5.2	License entry			
5.3	Notification of failure form			
5.4	Relevant company forms where the examiner has privileges of conducting operator proficiency checks			

Section 6 - Demonstration of Theoretical Knowledge.

6.1	The examiner should demonstrate a satisfactory knowledge of the regulatory requirements associated with the function of an examiner			
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Civil Aviation Authority - Sultanate of Oman
Flight Safety Department - Personnel Licensing Section
Instrument Rating Examiner (IRE(A)) Practical Training Report
IR(A) Skill Test

• Applicant name	
• Date of birth	

E. Practical Training Assessments - Session 2.

No	Practical Training Assessments Events	Result		Remarks
		SAT	USAT	

Insert examiner initials

Section 1 - Briefing The 'Candidate'.

The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:

1.1	The objective of the flight			
1.2	Licensing checks, as necessary			
1.3	Freedom for the 'candidate' to ask questions			
1.4	Operating procedures to be followed (for example operators manual)			
1.5	Weather assessment			
1.6	Operating capacity of 'candidate' and examiner			
1.7	Aims to be identified by 'candidate'			
1.8	Simulated weather assumptions (for example icing and cloud base)			
1.9	Contents of exercise to be performed			
1.10	Use of screens (if applicable)			
1.11	Agreed speed and handling parameters (for example V-speeds, bank angle, approach minima)			
1.12	Use of R/T			
1.13	Respective roles of 'candidate' and examiner (for example during emergency)			
1.14	Administrative procedures (for example submission of flight plan)			

Section 2 - Conduct.

The examiner should maintain the necessary level of communication with the candidate. The following check details should be followed by the examiner:

2.1	Involvement of examiner in a MP operating environment			
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2.3	Responsibility for safe conduct of the flight			
2.4	Intervention by examiner, when necessary			
2.5	Use of screens			
2.6	Liaison with ATC and the need for concise, easily understood intentions			
2.7	Prompting the 'candidate' regarding required sequence of events (for example following a go-around)			
2.8	Keeping brief, factual and unobtrusive notes			

Section 3 - Assessment.

The examiner should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:

3.1	Questions from the 'candidate'			
3.2	Give results of the test and any sections failed			
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5.2	License entry			
5.3	Notification of failure form			
5.4	Relevant company forms where the examiner has privileges of conducting operator proficiency checks			

Section 6 - Demonstration of Theoretical Knowledge.

6.1	The examiner should demonstrate a satisfactory knowledge of the regulatory requirements associated with the function of an examiner			
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F. IR(A) Skill Test - Expanded Guidance and Additional Explanations.

The use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections. To the exception of items (j), (k) and (l) in section 1 and section 3a, the flight shall be conducted by sole reference to instruments. Items (c), (g) and (h) in sections 4 and 5 can be performed in either section. Item (d) in section 2 may be performed in an FNPTII, FTD 2/3 or FFS; the FSTD used shall represent the same airplane type/class and variant used for the skill test.

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
SECTION 1 - Pre-Flight Operations and Departure			
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance	<ul style="list-style-type: none"> Complete mass and balance schedule Calculate airplane performance criteria and limitations applicable to runway and departure; make adjustments if required for actual conditions before take-off Verify availability and compliance of airplane documents 	
b	Use of Air Traffic Services document, weather document	<ul style="list-style-type: none"> Use of suitable and correct documents, including maps; charts and approach procedure plates to prepare flight plan and flight log Obtain and assess all elements of the prevailing and forecast weather conditions Obtain and assess all aeronautical information and NOTAMs; where applicable complete a RAIM check (AUGUR) and consults NANUs for updated information on constellation status and advisories 	
c	Preparation of ATC flight plan, IFR flight plan/log	<ul style="list-style-type: none"> Complete an appropriate flight navigation log Complete the required ATC flight plan(s) and ensures that all required airfields are addressed Determine that the airplane is correctly fueled, loaded and legal for the flight. Confirm any airplane performance criteria and limitations applicable in relation to runway, departure and weather conditions Demonstrate sufficient knowledge of the regulatory requirements relating to instrument flight 	
d	Identification of the required nav aids for departure, arrival and approach procedures	<ul style="list-style-type: none"> Set and identifies the appropriate nav aids, respectively set-up FMS, for take-off and departure, including emergency return, if relevant Set and identifies the appropriate nav aids, respectively set-up FMS for approach and landing, if already possible 	
e	Pre-flight inspection	<ul style="list-style-type: none"> Perform all elements of the airplane pre-flight inspections as applicable to the actual or simulated weather conditions, assuming the risk of icing conditions Confirm that the airplane is in a serviceable and safe condition for flight Check and completes all necessary documentation Take appropriate action with respect to any identified unsatisfactory conditions Confirm that the necessary navigation databases are current and that the planned RNAV approaches are available 	
f	Weather Minima	<ul style="list-style-type: none"> Assess the weather affecting the departure, route, destination and alternate Determine the expected instrument approach minima and decision a latitude Candidate will be expected to operate to the minimum weather conditions defined by the operating rules and airborne equipment limitation 	
g	Taxiing	<ul style="list-style-type: none"> Complete all recommended taxiing checks and procedures Comply with airport markings and signals Follow ATC instructions 	
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	<ul style="list-style-type: none"> Verify that the correct procedure has been loaded in the FMS, cross check way points and constrains with the departure chart Verify that the correct navigation source is displayed and used 	
i	Pre-take-off briefing, Take-off	<ul style="list-style-type: none"> Verify that applicable minimums can be complied with Brief cleared departure and constrains, verify correct set-up of NAV/COM/FMS Brief change of COM frequency after take-off if applicable. Brief runway status, T/O performance and speeds, SID climb requirements Brief emergency-procedures 	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
j	Transition to instrument flight	<ul style="list-style-type: none"> Transition to instrument flying before entering IMC, respectively simulated IMC Establish a stable flight path in trim Don't sight-limiting device, as necessary 	
k	Instrument departure procedures, including PBN departures, and altimeter setting	<ul style="list-style-type: none"> Follow SID and/or ATC instructions Stay within the applicable navigation tolerances Comply with altitude and speed restrictions, as published or cleared Apply correct altimeter setting procedure 	
l	ATC liaison - compliance, R/T procedures	<ul style="list-style-type: none"> Demonstrate standard R/T procedures and phraseology Switch COM frequencies as published or requested Demonstrate compliance with ATC instructions 	

SECTION 2 - General Handling

a	Control of the airplane by reference solely to instruments, including level flight at various speeds, trim	<ul style="list-style-type: none"> Demonstrate control of heading, altitude and airspeed in straight and level manual flight by reference to instruments Demonstrate correct use of trim. 	
b	Climbing and descending turns with sustained Rate 1 turn	<ul style="list-style-type: none"> Demonstrate performing correct rate 1 turns by use of different instruments and cross-check by timing the heading change. During climb and descent 	
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns	<ul style="list-style-type: none"> Recognize the situation and initiate prompt and correct recovery action Continue recovery action without exceeding any airplane limitations Complete all necessary checks and drills 	
d	Recovery from approach to stall in level flight, climbing/ descending turns and in landing configuration	<ul style="list-style-type: none"> Establish the stall entry as appropriate from straight or turning flight and select the required airplane configuration Recognize the symptoms of incipient and full stalls Recover systematically by reducing the AoA and then re-establishing a safe and stable flight path Complete all necessary checks and drills 	
e	Limited panel: stabilized climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes	<ul style="list-style-type: none"> Control the airplane without use of gyro heading and attitude instruments within the nominated limits Complete flight in straight and level, and climbing and descending, at nominated speeds. Turns flown at Rate 1 onto nominated headings, using the correct technique and demonstrating correct instrument scan and interpretation Recognize the situation, establish trustworthy information, and initiate prompt and correct recovery action 	

SECTION 3 - En-Route IFR Procedures

a	Tracking, including interception, e.g. NDB, VOR, or track between waypoints	<ul style="list-style-type: none"> Demonstrate systematic interception procedure onto given tracks or radials, using the navigation means assigned by the Examiner Demonstrate systematic wind correction procedure Stay within the applicable navigation tolerances 	
b	Use of navigation system and radio aids	<ul style="list-style-type: none"> Demonstrate proficiency in setting, identifying and using navigation aids. Demonstrate proficiency in programming waypoints, tracks and airways into FMS Understand the applicability and limitations of the different navigation systems. 	
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique	<ul style="list-style-type: none"> Demonstrate competence at controlling and maneuvering the airplane by sole reference to instruments Maintain the heading, altitude and speed as computed in navigation log, respectively assigned by ATC or by the Examiner, within the prescribed limits Use an appropriate instrument scanning and cross check technique to maintain the flight within prescribed limits 	
d	Altimeter settings	<ul style="list-style-type: none"> Set and cross check altimeters, to QNH or standard pressure setting, as per applicable ATC regulations and aircraft system requirements 	
e	Timing and revision of ETAs (en-route hold, if required)	<ul style="list-style-type: none"> Advise ATC when ETA would exceed the applicable requirement Use correct holding entry Make the necessary wind and time corrections Comply with applicable speed restrictions 	
f	Monitoring of flight progress, flight log, fuel usage, systems' management	<ul style="list-style-type: none"> Maintain a navigation log to monitor flight progress and fuel situation Observe en-route weather and adjust altitude and/or route as necessary to ensure flight safety, comfort or efficiency, in coordination with ATC Use appropriate means to update weather information concerning the conduct of the flight or possible diversion-planning 	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
g	Ice protection procedures, simulated if necessary	<ul style="list-style-type: none"> • Demonstrate adequate icing conditions situation awareness, in relation to de/ant-ice protection system capabilities • Demonstrate proper usage of the de/anti-icing protection system • Demonstrate adequate decision making to maintain a safe flight 	
h	ATC liaison - compliance, R/T procedures	<ul style="list-style-type: none"> • Maintain two-way R/T communication using correct phraseology throughout • Demonstrate correct knowledge of com-failure-procedures • Comply with ATC clearances and instructions 	

SECTION 3a - Arrival Procedures

a	Setting and checking of navigational aids, and identification of facilities, if applicable	<ul style="list-style-type: none"> • Define an adequate nav setting strategy to fly the arrival and approach • Set and identify the required navigation aids, respectively set-up the FMS 	
b	Arrival procedures, altimeter checks	<ul style="list-style-type: none"> • Listen to ATIS or request the arrival information from ATC • Set and cross check altimeters to QNH as per applicable ATC regulations 	
c	Altitude and speed constraints, if applicable	<ul style="list-style-type: none"> • Plan and manage descent profile in anticipation of altitude and speed constraints • Comply with applicable altitude and speed restriction 	
d	PBN arrival (if applicable): - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the arrival chart.	<ul style="list-style-type: none"> • Verify that the correct procedure has been loaded in the FMS, cross-check waypoints and constraints with the relevant arrival chart • Verify that the correct navigation source is displayed and used 	

SECTION 4 - 3D Operations

a	Setting and checking of navigational aids Check Vertical Path angle for RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.	<ul style="list-style-type: none"> • Set and identify the relevant navigation aids, respectively load and verify the applicable procedure • Confirm the availability and serviceability of selected navigation aids, respectively GNSS/SBAS level of service, or RAIM availability, if applicable • Monitor approach activation 	
b	Approach and landing briefing, including descent/approach/ landing checks, including identification of facilities	<ul style="list-style-type: none"> • Brief approach to be used and automation level, determine minimum • Verify suitability of current weather conditions • Brief approach and go-around path, including altitudes and speeds • Confirm approach preparation and navigation setting • Complete the checks for approach 	
c	Holding procedure	<ul style="list-style-type: none"> • Use correct holding entry • Make the necessary wind and time corrections • Comply with applicable speed restrictions 	
d	Compliance with published approach procedure	<ul style="list-style-type: none"> • Comply with the published approach procedures • Crosscheck GS/GP intercept position and verify altimeter settings • At the DA decide on approach continuation or initiate a go-around 	
e	Approach timing	<ul style="list-style-type: none"> • Monitor or control the approach procedure using timing, as necessary 	
f	Altitude, speed heading control (stabilized approach)	<ul style="list-style-type: none"> • Establish the final approach and maintain the approach path in horizontal and vertical profile to DA • Establish the appropriate airplane configuration and airspeed for the different approach phases • Control the airplane to achieve a stable and trimmed final approach path with the defined configuration • At DA acquire visual references to continue to land or initiate missed approach 	
g	Go-around action	<ul style="list-style-type: none"> • Promptly establish the airplane in a safe climb and reconfigure accordingly • Ensure that suitable lateral and vertical navigation is displayed • Inform ATC when time permit 	
h	Missed approach procedure/landing	<ul style="list-style-type: none"> • Follow assigned missed approach procedure, or • Continue to land 	
i	ATC liaison – compliance, R/T procedures	<ul style="list-style-type: none"> • Demonstrate standard R/T procedures and phraseology • Demonstrate compliance with ATC instructions • Know the applicable com-loss procedure 	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
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SECTION 5 - 2D Operations

a	Setting and checking of navigational aids For RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.	<ul style="list-style-type: none"> Set and identify the relevant navigation aids, respectively load and verify the applicable procedure Confirm the availability and serviceability of selected navigation aids, respectively GNSS/SBAS level of service, or RAIM availability, if applicable Monitor approach activation 	
b	Approach and landing briefing, including descent/approach/ landing checks, including identification of facilities	<ul style="list-style-type: none"> Brief approach to be used and automation level, determine minimum Verify suitability of current weather conditions Brief approach and go-around path, including altitudes and speeds Confirm approach preparation and navigation setting Complete the checks for approach 	
c	Holding procedure	<ul style="list-style-type: none"> Use correct holding entry Make the necessary wind and time corrections Comply with applicable speed restrictions 	
d	Compliance with published approach procedure	<ul style="list-style-type: none"> Comply with the published approach procedures, using a CDFA technique Anticipate the final descent to be established on the nominated approach path at the defined speed and configuration Never encroach the published minimum descent altitude steps At the DA, respectively MAP, decide on approach continuation or initiate a go-around 	
e	Approach timing	<ul style="list-style-type: none"> Monitor or control the approach procedure using timing, as required 	
f	Altitude/Distance to MAPT, speed, heading control (stabilized approach), Step Down Fixes (SDF(s)), if applicable	<ul style="list-style-type: none"> Anticipate the final descent to be established on the nominated approach path at the defined speed and configuration Monitor vertical position on the nominated approach path with the provided altitude/distance table, respectively altitude/time table Establish the appropriate airplane configuration and airspeed for the different approach phases Control the airplane to achieve a stable and trimmed final approach path with the defined configuration At DA acquire visual references to continue to land or initiate missed approach 	
g	Go-around action	<ul style="list-style-type: none"> Promptly establish the airplane in a safe climb and reconfigure accordingly Ensure that suitable lateral and vertical navigation is displayed Inform ATC when time permit 	
h	Missed approach procedure/landing	<ul style="list-style-type: none"> Follow assigned missed approach procedure, or Continue to land 	
i	ATC liaison - compliance, R/T procedures	<ul style="list-style-type: none"> Demonstrate standard R/T procedures and phraseology Demonstrate compliance with ATC instructions 	

SECTION 6 - Flight with One Engine Inoperative (multi-engine airplanes only)

a	Simulated engine failure after take-off or on go-around	<ul style="list-style-type: none"> Maintain control of airplane by sole reference to instruments Identify failed engine, complete checks and drills, establish safe climb at VYSE in trim Follow planned IMC escape route (OEI procedure), as briefed 	
b	Approach, go-around and procedural missed approach with one engine inoperative	<ul style="list-style-type: none"> Fly a stable OEI approach with the appropriate configuration Make a clear decision to land/go-around at or before appropriate asymmetric committal altitude/height (ACH) At the ACH initiate a safe OEI go-around to a OEI climb, with the appropriate configuration Ensure that suitable lateral and vertical navigation is displayed Follow assigned missed approach procedure 	
c	Approach and landing with one engine inoperative	<ul style="list-style-type: none"> Fly a stable OEI approach with the appropriate configuration Make a clear decision to land/go-around at or before appropriate asymmetric committal altitude/height (ACH) At the ACH, establish visual reference and continue for an OEI landing 	
d	ATC liaison – compliance, R/T procedures.	<ul style="list-style-type: none"> Inform ATC of situation and intention Inform ATC of limitations, capability, and support/assistance needed Demonstrate standard R/T procedures and phraseology 	

G. Standard of Completion.

To pass the IR(A) Skill Test, the Candidate shall demonstrate the ability to:

- (1) Operate the airplane within its limitations;
- (2) Completes all maneuvers with smoothness and accuracy;
- (3) Exercise good judgment and airmanship; that is, to consistently use good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives;
- (4) Apply aeronautical knowledge;
- (5) Maintains control of the airplane at all times in such a manner that the successful outcome of a procedure or maneuver is never seriously in doubt;
- (6) Stays within the following limits. Those tolerances are for general guidance; the Examiner should make allowance for turbulent conditions and the handling qualities and performance of the airplane used:

Height:	Generally,	± 100 ft
	Starting a go-around at DA	+ 50/-0 ft
	minimum descent altitude	+ 50/-0 ft
Heading	All engines operating speed	± 5 knots
	With simulated engine failure	+ 10/-5 knots (ME only)
Speed:	All engines operating	± 5 knots
	With simulated engine failure	+ 10/-5 knots (ME only)
Tracking:	On radio aids	± 5°
	Angular deviation (e.g. ILS, LPV)	½ scale lateral and vertical
	Linear lateral deviation (e.g. LNAV)	½ RNP value of the procedure
	Linear vertical deviation (e.g. LNAV/baro VNAV)	< 75 ft below the vertical profile, and < 75 ft above the vertical profile when less than 1'000 ft AAL

Compared to requirements (1) and (6), completion standards (2) to (5) do not rely on quantitative tolerances, but on qualitative ones. Usage of guidance provided in para G should provide for a fact-based and consistent assessment and decision of those qualitative requirements.

Pass Marks. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

H. IR(A) Skill Test - Knowledge, Skills and Attitude Assessment Guidance.

The following tables are designed to give the Examiner guidance when assessing the Knowledge, Skills and Attitudes required by the Candidate to successfully complete each section of the test. It should aid the Examiner to assess the standard of completion elements laid down in Para F under (2) to (5), and determine the result.

For each section a brief narrative of the section's objectives is provided, together with the most relevant KSAs.

Section 1 - Pre-flight Operation and Departure		Remarks
Planning and preparation of a safe and compliant flight, including the usage of TEM. Safe and compliant usage of the airplane on the ground and during the transition to flight		
Knowledge	<ul style="list-style-type: none"> • Applicable regulations (rules of the air, operational, licensing) • Weather information interpretation and understanding • NOTAMs interpretation and understanding • Aircraft flight manual structure, relevant information usage • Aeronautical charts interpretation and usage • Radio communication procedures and standard phraseology 	
Skill	<ul style="list-style-type: none"> • Flight preparation information retrieval • Searching in official reference documents (e.g. AFM, AIP) • Standard SOP and checklist usage • Smooth aircraft handling • Communicate clearly and assertively 	
Attitude	<ul style="list-style-type: none"> • Looking for information and assess them critically • Safety-minded rather than mission-minded • Take effective decisions • Assertive when in doubt • Aware of his limited experience and abilities 	
Section 2 - General Handling		Remarks
Safe and smooth airplane operation by sole reference to instruments throughout the certified flight envelope, awareness of the envelope limits and how to return to a safe flight, should an excursion occur		
Knowledge	<ul style="list-style-type: none"> • Aircraft pitch-power-configuration values • Recovery procedures from an unusual aircraft state (stall, approach to stall, unusual attitude) • Causes of load-factor increase and effect on stall speed • Critical airspeeds (e.g. Vs, Vne, Vno, Va) and respective ASI markings 	
Skill	<ul style="list-style-type: none"> • Control of the airplane by sole reference to instruments • Establish stabilized flight path in trim, with the required power, airspeed, or vertical speed, as required • Smooth, precise, and coordinated aircraft handling • Smooth flight path changes, following the established SOPs • Correct and systematic application of recovery drills 	
Attitude	<ul style="list-style-type: none"> • Acquire and update his knowledge about his position and potential threats (e.g. traffic, terrain, flight path, weather, icing) and consider their future evolution • Set priorities (Fly, Navigate, Communicate, Manage) • Assertive, seek clarification of doubts and misunderstandings before acting 	
Section 3 - En-route IFR Procedures		Remarks
Navigating safely and effectively en-route under IFR, in compliance with the regulation; monitoring the flight and maintaining an awareness of the changing environment; implementing adequate solutions as necessary		
Knowledge	<ul style="list-style-type: none"> • Navigation charts legend and charts interpretation • Operational flight plan usage • Onboard navigation and communication equipment use and limitation • Applicable regulation (airspace class, en-route altitude) • Radiotelephony requirements, procedures, and applicable standard phraseology 	
Skill	<ul style="list-style-type: none"> • IFR charts reading (understanding and usage of information) • Proficient usage of onboard navigation and communication equipment • Smooth tracking of radio-navigation track, while maintaining altitude • Communicate clearly, assertively, and in due time • Weather situation understanding 	
Attitude	<ul style="list-style-type: none"> • Aware of the current situation and its possible evolution, and proactively generating options • Set priorities (Fly, Navigate, Communicate, Manage) and manage workload • Take effective decisions, displaying leadership • Conservative in regard to weather threats (icing, convective weather) • Ready and willing to seek assistance as necessary (e.g. from ATC) 	

Section 3a – Arrival Procedures		Remarks
safe and systematic arrival procedure and instrument approach preparation; structured nav aids setup, briefing and checks. Observation of constraints and safe altitudes. Clear and timely communication with ATC		
Knowledge	<ul style="list-style-type: none"> Instrument arrival procedures, instrument approach chart reading, briefing structure and purpose Application of minima and limitations (ceiling, visibility, wind) General weather situations and specific local weather phenomena Knowledge of advanced navigation and warning systems (e.g FMS, GNSS) 	
Skill	<ul style="list-style-type: none"> Adherence to instrument arrival procedures, Applicable standard communication phraseology Handling of advanced navigation and warning systems (e.g. FMS, GNSS) 	
Attitude	<ul style="list-style-type: none"> Awareness of weather development and traffic restrictions Importance of throughout preparation and knowledge of IFR procedures Importance of insight into advanced navigation systems Assertive radiotelephony communication 	
Section 4 - 3D Operations		Remarks
Safe, compliant and structured 3D approach preparation and conduct; stable vertical and lateral tracking to DA; establishment of visual references and continuation for a safe landing, otherwise initiation of a go-around		
Knowledge	<ul style="list-style-type: none"> Obstacle clearance margin along the different approach segments Stable approach criteria Governing minima and conditions to start and continue the approach Effect of wind and wind correction method 	
Skill	<ul style="list-style-type: none"> Identification of approach aid, respectively monitoring of approach activation Positive verification of GS/GP intercept position Airplane control to achieve a stable and trimmed final approach path Missed approach procedure and guidance activation 	
Attitude	<ul style="list-style-type: none"> Assertive decision making in case of unsterilized approach Assertive decision making if visual references are not acquired at DA Consideration of alternatives (holding, alternate airports, diversions etc.) Awareness of weather evolution and fuel situation 	
Section 5 – 2D Operations		Remarks
Safe, compliant and structured 2D approach preparation and conduct; monitored vertical profile with adequate adjustments to DA; smooth corrections to visually align the plane with the runway on the correct final path		
Knowledge	<ul style="list-style-type: none"> Obstacle clearance margin along the different approach segments Stable approach criteria Governing minima and conditions to start and continue the approach Effect of wind and wind correction method 	
Skill	<ul style="list-style-type: none"> Identification of approach aid, respectively monitoring of approach activation Point of descent anticipation Airplane control to achieve a stable and trimmed final approach path Monitoring of altitude/distance, respectively altitude/time Missed approach procedure and guidance activation 	
Attitude	<ul style="list-style-type: none"> Assertive decision making in case of unsterilized approach Assertive decision making if visual references are not acquired at DA Consideration of alternatives (holding, alternate airports, diversions etc.) Awareness of weather evolution and fuel situation 	
Section 6 – Flight with One Engine Inoperative (multi-engine Airplanes only)		Remarks
Safe asymmetric operation, by sole reference to instruments, during and after engine failure; OEI flight path management during take-off, climb, approach, landing, and go-around; OEI escape route considerations		
Knowledge	<ul style="list-style-type: none"> Multi-engine specific speeds, relevance and markings (e.g. Vsse, Vxse, Vyse, Vmca) Automation and flight director limitations under OEI conditions Anti/de-icing limitations under OEI conditions Performance requirements for IFR procedures and that only normal operations are considered Determination of suitable escape route (OEI procedure) Standard phraseology for emergency and abnormal situation 	
Skill	<ul style="list-style-type: none"> Maintain aircraft control, by sole reference to instruments, and establish a stable flight path, during and after engine failure Timely execution of emergency drills and proper use of the applicable checklists Adapt aircraft configuration for single-engine operation Proper usage of specific aircraft systems under OEI condition (e.g. pressurization, anti/de-icing) Proper usage of standard phraseology to inform ATC and seek appropriate assistance 	
Attitude	<ul style="list-style-type: none"> Appreciation for the performance limitations and adoption of a conservative planning approach Assessment of the current situation under OEI operation Realistic and effective decision making Workload anticipation and management 	