

Instrument Rating – Aeroplane/Helicopter
Competency Demonstration Report Form



Annual competency check	<input type="checkbox"/>	Multi engine	<input type="checkbox"/>	Single pilot	<input type="checkbox"/>
Approach aid endorsement	<input type="checkbox"/>	Single engine	<input type="checkbox"/>		
PBN (RNP 1)	<input type="checkbox"/>	Technically Enhanced	<input type="checkbox"/>	Two pilot	<input type="checkbox"/>

Name Date

Licence/Client Number Aircraft type Registration

Route flown Total flight time Simulated Actual

Ground Work	Personal preparation	M	
	Operational flight plan preparation	M	
	Knowledge of flight rules	M	
	Flight preparation	M	
	Passenger briefing	M	
	RTF procedures & nav aid tuning	M	
	Comms or nav aid failure, procedure	M	
	Two-pilot crew briefing		

Joining Procedures	Overhead	M	
	DME or GNSS Arc	M	
	Radar		
	PBN STAR		

TEM (refer web site, Pilots/Threat & Error Management Policy) M

Instrument Holding Procedures [Any one Mandatory for renewal]	NDB		
	VOR		
	GNSS		

In Flight	Instrument transition	M	
	Departure (GBA/PBN/ATC as applicable)	M	
	Enroute procedures	M	
	Use of checklists	M	
	General use of auto pilot	M	
	Interception & tracking GNSS		
	Interception & tracking NDB		
	Interception & tracking VOR	M	
	ATS compliance	M	
	Engine failure after take-off		
	One engine inoperative performance		
	Full panel unusual attitudes	M	

Instrument Approach [VOR and NDB or GNSS Mandatory]	VOR	M	
	NDB		
	RNAV (GNSS)		
	ILS		
	Circling approach (aeroplanes only)	M	
	Missed approach	M	
	Fully automated approach (M for Part 135 single pilot)		

Mandatory for multi-engine aircraft

(use code: 4 = Competent, X = Not Yet Competent, NT = Not Tested)

RESULT OF TEST:

Competent	NYC
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(delete as applicable)

Part 119/141 Aviation Training Organisation Client ID

Name of Examiner Licence Client ID

Certified that this report is an accurate assessment of the check carried out and that I have certified the holder's logbook appropriately. Signature:

- Notes:
- Annual competency flight check: All items marked 'M' are mandatory and are to be completed. ILS and GNSS are not compulsory if currency on these aids is not required. GNSS rating includes RNAV 1, RNAV 2 AND RNAV(GNSS) approach; RNP 1 may be added if an RNP 1 procedure tested. Note the PBN specification against the procedure, route, approach flown.
 - Engine failure after take-off should be simulated above the take-off minima (after simulated IMC has been entered).
 - Applicants are to be given a copy of the completed test form at the completion of the test.

Next annual competency demonstration due

Examiner's comments:

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