



<b>SECTION:</b>	<b>LICENSING FORMS</b>	<b>LIF-AFC-011</b>
<b>TITLE:</b>	<b>INSTRUMENT RATING INSTRUCTOR FLIGHT CHECK - FLIGHT CREW LICENSING EXAMINATION / APPLICATION CHECK FORM SPA - SINGLE ENGINE AEROPLANE</b>	

IRI (A)       SE       Land       Sea

COMPLETE IN CAPITAL LETTERS

A-APPLICANTS DETAILS TO BE COMPLETED BY THE APPLICANT					
Type of licence:	<input type="checkbox"/> CPL <input type="checkbox"/> ATPL	Licence No.		State of issue	
Name				Phone No.	
Address				Email	
Organization				Signature of applicant	
AC Type / Variant					
AC Registration		Date			
B -THEORETICAL TRAINING TO BE COMPLETED BY THE FTO					
Theoretical knowledge course minimum pass mark (75%) obtained in all seven subject areas, and the minimum course completion hours have been attained by the applicant.					
Name of FTO		Course period (dd/mm/yy) From: / /      To: / /		Ground Hours	
Head of Training or Chief Ground Instructor signature		Name in capital letters		Date	
C – FLIGHT TRAINING TO BE COMPLETED BY THE CHIEF FLIGHT INSTRUCTOR FOR THE FTO					
AC Type and Variant STD Type and Variant	P1 Hrs	Course Completion Date dd/mm/yy	Location	STD Level	Chief Flight Instructor's name FI No. Company Stamp and Signature
AIRCRAFT:		/ /			
STD:		/ /			
AIRCRAFT		/ /	Take offs: _____ # Landings: _____ #		



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F-TEST / CHECK ITEMS TO BE COMPLETED BY THE EXAMINER															
					Reason Codes					Attempt		Checked In A	S SB SR US	Examiner Initial	
					C	A	M	P	S	1	2				
<b>SECTION 1: THEORETICAL KNOWLEDGE ORAL</b>															
Use of checklists, airmanship (control of aeroplane by external reference, anti/de-icing procedures etc), single pilot resource management Aeronautical decision making, threat and error management and good visual lookout apply in all sections of the Test															
1a	Air Law														
1b	Aircraft General Knowledge														
1c	Flight Performance and Planning														
1d	Human Performance and Limitations														
1e	Meteorology														
1f	Navigation														
1g	Operational Procedures														
1h	Principles of Flight														
1i	Training Administration														
<b>SECTION 2: PRE-FLIGHT BRIEFING</b>															
2a	Visual presentation														
2b	Technical Accuracy														
2c	Clarity of Explanation														
2d	Clarity of Speech														
2e	Instructional Technique														
2f	Use of Models and Aids														
2g	Student Participation														
<b>SECTION 3: PRE-FLIGHT &amp; DEPARTURE</b>															
3a	Documentation i. Instructional knowledge related to aircraft documentation ii. Weather briefing														
3b	Mass & Balance i. Instruction knowledge related to mass and balance ii. Performance calculation														
3c	Walk Around Inspection i. Instructional knowledge related to airplane inspection and servicing														
3d	Starting Engine i. Instructional techniques of safety precaution ii. Common error related to engine starting and after starting procedures														
3e	Taxiing i. Instructional techniques related to aircraft taxiing correct procedures and errors														
3f	Take-off i. Instructional techniques related to normal/crosswind take-off														
3g	Departure i. Instructional knowledge and techniques related to aerodrome departure procedures														
<b>SECTION 4: GENERAL FLIGHT PROCEDURES – IFR</b>															
4a	Arrangement of Demo i. Sequencing – Demo, Teach, Practice & Monitor ii. Applicability														



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	iii. Appropriateness iv. Effectiveness																		
<b>4b</b>	Synchronization of Speech with Demo																		
<b>4c</b>	Types of Demo (Minimum of 2 Exercises) i. Climbing and descending turns with sustained Rate 1 turns ii. Recoveries from unusual attitudes, including sustained 45o bank turns and steep descending turns. iii. Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration iv. Limited panel, stabilized climb or descent at Rate 1 turn onto given headings and recovery from unusual attitudes																		
<b>4d</b>	Correction of Faults and Errors: Recognize, Analyze, & Correct																		
<b>4e</b>	Aeroplane Handling: Smooth, Accurate & Confident																		
<b>4f</b>	Instructional Technique: Correct, Accurate & Effective																		
<b>4g</b>	General Airmanship/Safety: Consideration, Safety, Proper radio phraseology & Compliance with ATC clearance and Instructions																		
<b>4h</b>	Demonstrate and exhibits instructional knowledge of tracking, including interception (e.g. NDB, VOR, RNAV)																		
<b>SECTION 5: APPROACH AND LANDING PROCEDURES</b>																			
<b>5a</b>	Demonstrate and exhibits instructional knowledge of Precision ILS approach procedures																		
<b>5b</b>	Demonstrate and exhibits instructional knowledge of Non-precision approach procedures (VOR, NDB, RNAV)																		
<b>5c</b>	Approach and landing briefing, including descent/approach/landing checks																		
<b>5d</b>	Demonstrate and exhibits instructional knowledge of holding procedures																		
<b>5e</b>	Demonstrate, Analyze and Corrects errors related to go-around/rejected landing																		
<b>5f</b>	Instructional techniques related to: i. Normal/crosswind approach and landing from and instrument approach																		
<b>5g</b>	Actions after flight																		
<b>SECTION 6: ABNORMAL AND EMERGENCY PROCEDURES (The items in this section may be conducted during Sections 3 through 5)</b>																			
<b>6a</b>	Simulated engine failure after take-off																		
<b>6b</b>	Simulated lost procedures in simulated IMC conditions																		
<b>6c</b>	Simulated loss of communications in simulated IMC conditions																		
<b>SECTION 7: POST- FLIGHT DE-BRIEFING</b>																			
<b>7a</b>	Visual Presentation																		
<b>7b</b>	Technical accuracy																		
<b>7c</b>	Clarity of Explanation																		
<b>7d</b>	Clarity of Speech																		
<b>7e</b>	Instructional Technique																		
<b>7f</b>	Use of Models and Aids																		
<b>7g</b>	Student Participation																		



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**G – REMARKS**

<b>Examiner's Name</b>		<b>Signature &amp; Stamp</b>
<b>FE No.</b>		



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**H – INSTRUCTIONS**

This form applies to flight crews for IRI(A) skills test on single-engine, single pilot aeroplanes. The application is to be filled out by typing or writing clearly in capital letters.

- (A) The applicant shall complete this section.
- (B) The FTO shall complete this section. This section shall be signed by the Head of Training or Chief Ground Instructor.
- (C) The Chief Flight Instructor shall complete section C. The first column is reserved for the listing of the Aircraft and STD types and variants used during the training course. Column 2 indicated the number of P1 hours conducted by the student in each type of equipment. Column 4 is to be used for the STD (if applicable) and its location and approval level. The final row, Aircraft, shall list the total number of aircraft hours the course completion date and the total number of takeoff and landings conducted by the applicant throughout the course.
- (D) The Examiner shall complete section D. The first column is reserved for the aircraft registration and the second column is reserved for P1 hours accumulated during the check flight. The third column is reserved for the date of successful completion of the check. The fourth column is reserved for the location (departure airport) of the check. The aircraft exterior check must be completed on the same date as successful completion of the check and lines D1 and D2 must show the number of takeoffs and landings in the aircraft on the date of the check (this will be no lower than those required in sections 4 and 5)
- (E) To be completed by the examiner. As an example, the examiner would enter IRI(A) in row 1 along with the date of the test, his examiner number, name, stamp and signature.
- (F) The examiner will ensure that each row and column is completed and reason codes listed for any 2nd attempts.
- (G) The examiner shall enter general remarks concerning the examination in this section. If the applicant fails the test, the examiner shall indicate the reasons why (the narrative should be factual and succinct. Additionally, the examiner will note the amount of time spent on the ground oral examination of the check. Lastly any SB or SR items are required to have information entered into this section.

**Symbology**

A=Aeroplane; STD=Synthetic Training Device

**Reason Codes**

C = CRM; A = Automation Management; M = Manual Flying skills; P = Procedural Knowledge and Execution; S = System Knowledge and application

**Attempts**

1 = First Attempt    2 = Final Attempt

**Explanation Codes**

S = Satisfactory; SB = Satisfactory with Briefing; SR = Satisfactory with Remedial Training; US = Unsatisfactory

**RESERVED FOR CAMA USE**