



SECTION:	LICENSING FORMS	LIF-AFC-012
TITLE:	INSTRUMENT INSTRUCTOR RATING FLIGHT CHECK - FLIGHT CREW LICENSING EXAMINATION / APPLICATION CHECK FORM SPA - MULTI ENGINE AEROPLANE	

IRI (A) ME 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	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: _____ #						
D – FLIGHT TEST/CHECK TO BE COMPLETED BY THE EXAMINER											
AIRCRAFT REGISTRATION (Full A6 Number)	P1 Hrs	Completion dd/mm/yy		Location		Examiner 's name (capital letters) FE No. Stamp and signature					
Aircraft exterior check: Performed											
D1 – Take offs in a/c: _____ #											
D2 – Landings in a/c : _____ #											
Logbook Hours	PIC	Solo	Solo X- Country	Total X- Country	SPIC	Instrument (Simulated & Actual)	IFR	Dual Instruction	Total Night	TOTAL	
Aeroplane											
E-RESULTS IF PASSED COMPLETE AS ENTERED IN THE LICENCE (XII), IF FAILED ENTER REASON IN SECTION G- REMARKS											
PASSED	FAILED	License & Rating (If Applicable)		Date of test dd/mm/yy	Examiner Number	Examiner Name		Signature & Stamp			
<input type="checkbox"/>	<input type="checkbox"/>										



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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			

SECTION 1: THEORETICAL KNOWLEDGE ORAL

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													

SECTION 2: PRE-FLIGHT BRIEFING

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													

SECTION 3: PRE-FLIGHT & DEPARTURE

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 ii. Instructional techniques on soft field and short field take-off operations													
3g	Departure													



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	i. Instructional knowledge and techniques related to aerodrome departure procedures														
SECTION 4: GENERAL FLIGHT PROCEDURES – IFR															
4a	Arrangement of Demo i. Sequencing – Demo, Teach, Practice & Monitor ii. Applicability iii. Appropriateness iv. Effectiveness														
4b	Synchronization of Speech with Demo														
4c	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														
4d	Correction of Faults and Errors: Recognize, Analyze, & Correct														
4e	Aeroplane Handling: Smooth, Accurate & Confident														
4f	Instructional Technique: Correct, Accurate & Effective														
4g	General Airmanship/Safety: Consideration, Safety, Proper radio phraseology & Compliance with ATC clearance and Instructions														
4h	Demonstrate and exhibits instructional knowledge of tracking, including interception (e.g. NDB, VOR, RNAV)														
SECTION 5: APPROACH AND LANDING PROCEDURES															
5a	Demonstrate and exhibits instructional knowledge of Precision ILS approach procedures														
5b	Demonstrate and exhibits instructional knowledge of Non-precision approach procedures (VOR, NDB, RNAV)														
5c	Approach and landing briefing, including descent/approach/landing checks														
5d	Demonstrate and exhibits instructional knowledge of holding procedures														
5e	Demonstrate, Analyze and Corrects errors related to go-around/rejected landing														
5f	Instructional techniques related to: i. Normal/crosswind approach and landing from and instrument approach														
5g	Actions after flight														
SECTION 6: ABNORMAL AND EMERGENCY PROCEDURES (The items in this section may be conducted during Sections 3 through 5)															
6a	Simulated lost procedures in simulated IMC conditions														
6b	Simulated loss of communications in simulated IMC conditions														
SECTION 7: SIMULATED ASYMMETRIC FLIGHT & RELEVANT CLASS/TYPE ITEMS (The items in this section may be conducted during Sections 3 through 5 as appropriate)															
7a	Simulated engine failure during take-off (at a safe altitude unless carried out in flight simulator)														
7b	Demonstrate and exhibits instructional knowledge														



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	of asymmetric approach and landing, missed approach procedure																		
7c	Demonstration of engine shut down i. Restart ii. Feather and Un-feather Procedures																		
7d	Multi engine related Performance and limitations																		
7e	Asymmetric approach and full stop landing																		
7f	Hydraulic system (if installed)																		
7g	Pressurization and air-conditioning (if installed)																		
7h	RNAV/FMS/GPS System (if installed)																		
7i	Handling of autopilot (if installed)																		
7j	Oral questions – this will include a review of the abnormal and emergency procedures associated with the relevant items																		

SECTION 8: POST- FLIGHT DE-BRIEFING

8a	Visual Presentation																		
8b	Technical accuracy																		
8c	Clarity of Explanation																		
8d	Clarity of Speech																		
8e	Instructional Technique																		
8f	Use of Models and Aids																		
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G – REMARKS

Examiner's Name		Signature & Stamp
FE No.		



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H – INSTRUCTIONS

This form applies to flight crews for IRI(A) skills test on multi-engine complex, 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.

<p>Symbology A=Aeroplane; STD=Synthetic Training Device</p> <p>Reason Codes C = CRM; A = Automation Management; M = Manual Flying skills; P = Procedural Knowledge and Execution; S = System Knowledge and application</p> <p>Attempts 1 = First Attempt 2 = Final Attempt</p> <p>Explanation Codes S = Satisfactory; SB = Satisfactory with Briefing; SR = Satisfactory with Remedial Training; US = Unsatisfactory</p>
RESERVED FOR CAMA USE