

# SKILL TEST FOR TYPE RATING AND PROFICIENCY CHECK FOR IR (AEROPLANE)



Form NO: FOF-CHK-005

|                                    |   |                  |   |
|------------------------------------|---|------------------|---|
| <input type="checkbox"/> Aircraft  | <input type="checkbox"/> SIMULATOR / AIRCRAFT TYPE: | DATE:            | LOCATION :  |
| <input type="checkbox"/> INITIAL   | <input type="checkbox"/> Captain                    | Name :           |   |
| <input type="checkbox"/> RECURRENT | <input type="checkbox"/> F / O                      | TRE / SFE Name : |   |
|                                    |   |                  | GENERAL ASSESSMENT<br><input type="checkbox"/> Satisfactory <input type="checkbox"/> Unsatisfactory |

Note: N/A = NOT Applicable    U = Unsatisfactory    S/R = Satisfactory after repeat    S = Satisfactory All items "S/R" General Assessment "Satisfactory"

|    |   | U S/R S      |   |     |   |                                     |   |     |   |
|----|---|--------------|---|-----|---|-------------------------------------|---|-----|---|
| A. | 1. ORAL check .....   |              |   |     |   |                                     |   |     |   |
|    | 2. Flight planning and performance.....   |              |   |     |   |                                     |   |     |   |
|    |   |              |   |     |   |                                     |   |     |   |
|    |   | Pilot Flying |   |     |   | Pilot Monitoring / Pilot NON Flying |   |     |   |
|    |   | N/A          | U | S/R | S | N/A                                 | U | S/R | S |
| B. | 1. Cockpit preparation and set up.....  |              |   |     |   | B.                                  |   |     |   |
|    | 2. Engine starting ..... <input type="checkbox"/> Normal ..... <input type="checkbox"/> Including failure (s).....  |              |   |     |   | 15.....                             |   |     |   |
|    | 3. Taxi – out and line – up. <input type="checkbox"/> Normal..... <input type="checkbox"/> including failure (s).....   |              |   |     |   | 16.....                             |   |     |   |
|    | 4. Take – off ..... <input type="checkbox"/> Instrument ..... <input type="checkbox"/> Crosswind.....   |              |   |     |   | 17.....                             |   |     |   |
|    | 5. Departure procedure .....  |              |   |     |   | 18.....                             |   |     |   |
|    | 6. Climb / Cruise / Descend.....  |              |   |     |   | 19.....                             |   |     |   |
|    | 7. Arrival and/or Holding.....  |              |   |     |   | 20.....                             |   |     |   |
|    | 8. Approach..... <input type="checkbox"/> Non-precision... <input type="checkbox"/> Precision.....  |              |   |     |   | 21.....                             |   |     |   |
|    | 9. Circling..... <input type="checkbox"/>   |              |   |     |   | 22.....                             |   |     |   |
|    | 10. Missed approach .....   |              |   |     |   | 23.....                             |   |     |   |
|    | 11. Landing.....  |              |   |     |   | 24.....                             |   |     |   |
|    | 12. Rejected take-off.....  |              |   |     |   | 25.....                             |   |     |   |
|    | 13. Rejected landing (as required).....   |              |   |     |   | 26.....                             |   |     |   |
|    | 14. Cat II / cat III (as required).....   |              |   |     |   | 27.....                             |   |     |   |
|    |   |              |   |     |   | 28.....                             |   |     |   |
|    |   |              |   |     |   |                                     |   |     |   |
| C. | 1. Take-off engine failure after V1 and before V2.....  |              |   |     |   | C.                                  |   |     |   |
|    | 2. Approach with one or two Eng. inoperative... <input type="checkbox"/> Precision... <input type="checkbox"/> Non-precision.....                                 |              |   |     |   | 6.....                              |   |     |   |
|    | 3. Missed approach with one Eng. Inoperative.....   |              |   |     |   | 7.....                              |   |     |   |
|    | 4. Landing with one or two Eng. Inoperative.....  |              |   |     |   | 8.....                              |   |     |   |
|    | 5. Abnormal and emergency procedures.....   |              |   |     |   | 9.....                              |   |     |   |
|    |   |              |   |     |   | 10.....                             |   |     |   |
|    |   |              |   |     |   |                                     |   |     |   |
|    |   | N/A U S/R S  |   |     |   |                                     |   |     |   |
| D. | 1. Wind shear *(1)..... <input type="checkbox"/> Take-off prior to v1..... <input type="checkbox"/> Take-off after v1..... <input type="checkbox"/> Approach..... |              |   |     |   |                                     |   |     |   |
|    | 2. Stall *..... <input type="checkbox"/> Take-off Config..... <input type="checkbox"/> Clean Config..... <input type="checkbox"/> Landing Config.....             |              |   |     |   |                                     |   |     |   |
|    | 3. Steep turns *.....   |              |   |     |   |                                     |   |     |   |
|    | 4. TCAS.....  |              |   |     |   |                                     |   |     |   |
|    | 5. UPRT.....  |              |   |     |   |                                     |   |     |   |
|    | 6. A/C ops manual /MEL.....   |              |   |     |   |                                     |   |     |   |
|    | 7. General instrument flying.....   |              |   |     |   |                                     |   |     |   |
|    | 8. CRM.....   |              |   |     |   |                                     |   |     |   |

## E. INSTRUMENT RATING \*(2)

|    |  | Pilot Flying |   |     |   | Pilot Monitoring / Pilot NON Flying |   |     |   |
|----|--|--------------|---|-----|---|-------------------------------------|---|-----|---|
|    |  | N/A          | U | S/R | S | N/A                                 | U | S/R | S |
| E. | 1. Departure IFR.....  |              |   |     |   | E.                                  |   |     |   |
|    | 2. En-route IFR.....   |              |   |     |   | 9.....                              |   |     |   |
|    | 3. Holding Procedures.....   |              |   |     |   | 10.....                             |   |     |   |
|    | 4. ILS to DH/A of 200 ft (60m) or to Procedure minima (autopilot may be used to glideslope intercept)...                                       |              |   |     |   | 11.....                             |   |     |   |
|    | 5. NON- Precision Approach to MDH/A and MAP .....  |              |   |     |   | 12.....                             |   |     |   |
|    | 6. Flight exercises including simulated failure of the compass and attitude indicator , Rate 1 Turns and recoveries from unusual attitude..... |              |   |     |   | 13.....                             |   |     |   |
|    | 7. Failure of localizer or glideslope.....   |              |   |     |   | 14.....                             |   |     |   |
|    | 8. ATC liaison – Compliance & R/T procedure.....   |              |   |     |   | 15.....                             |   |     |   |
|    |  |              |   |     |   | 16.....                             |   |     |   |

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All maneuvers required unless marked with \* required for initial Proficiency check, Marked with (1) required for Recurrent Proficiency Check (every 12 calendar months) Marked with (2) required for IR renewal( every 12 months)

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COMMENTS (IN BLOCK)

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**FOI ,TRE/SFE Sign**

(.....)

Licence NO : /AUTH NO :

**Flight Crewmember Sign**

(.....)

Licence NO :