

How to:



Get Your Single Pilot Instrument Rating Back

And keep it current!

A Practical Guide by Steve Pells

Designed for iPad

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Abbreviations

(A)	Aeroplane	IMC	Instrument meteorological conditions	SFI	Synthetic flight instructor
ACA	Asymmetric committal altitude	IR	Instrument rating	STI	Synthetic training instructor
ACH	Asymmetric committal height	IRE	Instrument rating examiner	SPA	Single pilot aeroplane
AFM	Aeroplane flight manual	IRI	Instrument rating instructor	SPIC	Student pilot in command
AoC	Assessment of competence	IRR	IR renewal & revalidation examiner	SSEA	Simple single-engine aeroplane
ATO	Approved training organisation	IR(R)	Instrument rating (Restricted)	SSR	Standard stall recovery
CCC	Course completion certificate	ME	Multi-engine	TEM	Threat & error management
CFI	Chief flying instructor	MEP	Multi-engine piston	TK	Theoretical knowledge
CPL	Commercial pilot's licence	MI	Mountain rating instructor	TOC	Top of climb
CRE	Class rating examiner	MP	Multi-pilot or Manifold pressure	TOD	Top of descent
CRI	Class rating instructor	MPL	Multi pilot licence	TRI	Type rating instructor
CRM	Crew resource management	Nm	Nautical mile	Ts & Ps	Temperatures and pressures
CSU	Constant speed unit	NPPL	UK national private pilot's licence	VAT	Threshold speed
DTO	Designated training organisation	OEI	One engine inoperative	VFR	Visual flight rules
EASA	European Union Aviation Safety Agency	P1	Pilot in command	VMC	Visual meteorological conditions
EFATO	Engine failure after take-off	P1/s	Pilot in command under supervision	Vmc	Minimum control speed
FCL	Flight crew licencing	PBN	Performance based navigation	Vmca	Minimum control speed in the air
FE	Flight examiner	PIC	Pilot in command	VP	Variable pitch
FFS	Full flight simulator	PICUS	Pilot in command under supervision	Vr	Rotate Speed
FI	Flight instructor	PoH	Pilot's operating handbook	VREF	Final approach reference speed
FI (R)	Restricted Flight instructor	PPL	Private pilot's licence	VS	Vertical speed
FNPT	Flight navigation procedures trainer	PuT	Pilot under training	Vs1	Stall speed in a specific configuration
G/A	Go-around	RNP	Required navigation performance	Vs0	Stall speed in landing configuration
(H)	Helicopter	ROC	Rate of climb	Vtoss	Take of safety speed
HDG	Heading	ROD	Rate of descent	Vx	Best angle of climb speed
HoT	Head of Training	RW R/W	Runway	Vxse	Best angle of climb speed single engine
IFR	Instrument flight rules	S&L	Straight and level	Vy	Best rate of climb speed
IMCR	UK IMC Rating	SE	Single-engine or Senior Examiner	Vyse	Best rate of climb speed single engine
		SEP	Single-engine piston		

1: Why do I want my single-pilot Instrument Rating back?

Many pilots allow their instrument rating to expire, usually due to lack of funds. Once expired, there is a tendency to think that it is all too difficult to renew it. Many pilots think a full IR skill test is required. This is not the case. The proficiency check for renewal is less severe than the skill test.

Many pilots go on to become airline pilots and are issued with a type rating that includes an IR eg A320/IR. However, this is a multi-pilot IR and is not valid on single pilot aeroplanes.

Renewing your single-pilot IR can be a very rewarding experience and may be required as part of a job application process.

This guide will show you the steps required to carry out this procedure.

While we are here, let's clarify a few terms:

Renewal:

The process of making a rating valid again after it has already expired. This always needs an examiner and usually an instructor too.

Revalidation:

The process of extending the validity of a rating while it is still valid. For the IR this will always require an examiner.

Proficiency Check:

The flight test, conducted by an examiner, to renew the expired rating.

Instrument Ratings:

Single Pilot IRs can be of several types:

- **IR-SP-ME class** Valid on multi-engine aircraft classes eg MEP (land), MEP (sea) only
- **IR-SP-SE** Valid on single-engine aircraft classes eg SEP (land), SEP (sea) only
- **IR-SP-ME class/SE** Valid on both multi-engine aircraft classes eg MEP (land), MEP (sea) and single-engine aircraft eg SEP (land), SEP (sea)

2: How do I know if my single-pilot IR is valid or expired?

There are 2 ways to tell if your SEP(land) rating has expired.

1: The date in the 'Valid Until' box has passed without a new one being filled in:

XII - CERTIFICATE OF REVALIDATION

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
SEP (sea)	N/A	N/A	31/08/2022	CAA0031 Civil Aviation Authority	
B777/787/IR	08/09/2020	08/09/2020	30/09/2021	CAA0031 Civil Aviation Authority	
MEP (land)/SP	10/09/2020	N/A	30/11/2021	CAA0031 Civil Aviation Authority	
IRR(A)	10/09/2020	N/A	31/10/2022	CAA0031 Civil Aviation Authority	
IR-SP-ME class/SE	N/A	10/09/2020	30/11/2021	CAA0031 Civil Aviation Authority	

On the left, you will see section XII of a UK Part-FCL licence with 5 ratings.

Note the IR-SP-ME class/SE expired on 30 Nov 2021.

There are no further IR entries on the licence, so this rating has expired.

However, because the rating is still on the front of the licence it is easier and cheaper to renew it.

Note: This pilot still has a valid IR – embedded in the B777/787 rating. This is important later, since it allows the IR to be renewed or revalidated by cross-crediting. See later chapter.

2: The Instrument rating appears on the back (reverse) of the licence.

Note: This page does not form part of the licence

Ratings previously held by holder
Licence Number GBR.FCL.AT.238238G.A
Last and first name of holder: Smith, John
Class/Type/IR
B737 100-200
B737 300-900
Instrument

On the left, you will see part of the reverse of a pilot's licence. This shows all the ratings that have expired and were previously held.

Every time you have your licence re-issued by the CAA, any unexpired ratings will be removed from the front and placed on the reverse. Licence reissue could happen for several reasons:

- Change of address,
- A lost licence
- When adding a new rating

The word 'Instrument' on the reverse means that the IR is no longer held. If the word 'Instrument' does not appear there, then there may be a multi-pilot IR type in Section XII instead.

Once the IR is transferred to the reverse of the licence, it becomes harder and more expensive to have it renewed. However, still perfectly possible.

3: How to start the procedure



If you haven't flown a light aircraft in the UK for some time, you will want a refresher of the rules.

The best way to do this is to download for free from the CAA Website, the [Skyway Code](#). This very informative document can be found by googling 'Skyway Code' (make sure you get Version 4 or later) or clicking on the link above.

It is available in pdf format and contains a wealth of information.

Whichever way you do it, you are going to need an instructor and an examiner. You will also need an ATO (Approved Training Organisation) - basically a flight school, and the CAA. Let's talk about each of these in turn:

<p>Instructor</p> 	<p>You are going to need an instructor since training is almost always required.</p> <p>For an IR that has expired by less than 7 years, the requirement is usually – training as required to pass the Proficiency Check. If the rating has literally only just expired by a few days or weeks, then the ATO may decide that no training is required. If the rating has expired by more than 7 years, then the full IR theoretical exams will have to be taken again.</p> <p>The instructor you choose needs to be part of an ATO. He or she will likely be an instructor at a flying school.</p> <p>The Head of Training at the ATO will decide how much training you need, and he/she will sign the course completion certificate SRG 1107. This will be your recommendation for test that the examiner will need to see.</p>
<p>Examiner</p> 	<p>You are going to need an examiner to conduct the Proficiency Check (PC). You can find one by contacting your local flying school or your instructor may know or even be an examiner. If the instructor is also an examiner, then it is perfectly OK for him to train you on one (or more) flight(s), and then examine you on a separate flight.</p> <p>The examiner will want to see a course completion certificate (CCC) SRG 1107. If you have a valid MP IR, the examiner may also be able to renew or revalidate your IR by cross-crediting. See later chapter.</p> <p>After the test, the examiner will give you some paperwork (SRG 1157) after a successful proficiency check which you will need in the processes that follow. The examiner can also give you a temporary certificate which allows you to fly straight away and is valid for 8 weeks.</p>
<p>ATO</p> 	<p>The instructor you choose needs to be part of an ATO. He or she will likely be an instructor at a flying school.</p> <p>The Head of Training at the ATO will decide how much training you need, and he/she will sign the course completion certificate SRG 1107. This will be your recommendation for test that the examiner will need to see.</p> <p>If no kind of IR (SP or MP type) has been held for 7 years or more, then all of the IR theoretical exams will need to be taken again. NEVER let your IR expire by more than 7 years!</p>
<p>CAA</p> 	<p>If the expired IR is on the front of your licence (Section XII), or there is a MP IR in Section XII, then the examiner will sign your licence for another year (plus the remainder of the current month). You will pay the examiner privately (normally £200-300) for this service. Paperwork will be sent to the CAA. You won't get a reply and you are ready to fly.</p> <p>If the expired IR is on the reverse of your licence, then the examiner cannot sign it. You must apply to the CAA on an on-line form attaching a copy of your licence and the examiner's paperwork (SRG 1157). You will also have to pay a fee to the CAA which stands at £104.</p> <p>The CAA will send you a new licence in the post. Be sure to check it for errors and then sign it.</p>

4: The Training

You can expect the training to be preparation for the Proficiency Check which you will have to pass with the examiner. More about this in Section 5, but basically you will need to be able to do the following:

- Pre-Flight Planning: Show your preflight planning to the examiner: Weather, runway performance, mass & balance, Aircraft documents, NOTAMS, TEM etc. The examiner may ask questions.
- Pre-flight aircraft inspection.
- Start-up, taxi and checks.
- IFR en-route navigation procedures.
- Holding procedures.
- A 3D approach and missed approach at an airfield.
- A 2D approach and missed approach at an airfield.
- General Handling: Limited panel level turns and unusual attitude recoveries.
- Post flight procedures.
- Oral questions before or after the flight.

Additionally, if the proficiency check is in a multi-engine aeroplane:

- During the first missed approach, an engine failure will be simulated.
- The second approach and missed approach are to be flown simulated asymmetric.
- A simulated asymmetric landing.

Your instructor will make sure you are confident at all of these before recommending you for test by completing a course completion certificate.

This can take from as little as 1 hour to several hours for pilots who are well out of practice.

5: The Single-Engine Proficiency Check

Details of the content of a single pilot proficiency check can be found in [CAA Standards Document 14](#). This is a slightly cumbersome document so the following describes what to expect.

Typical IR Proficiency Check (SE) Aeroplane Flight Test Format

<p>1. Planning</p> <ul style="list-style-type: none"> • Pre-flight planning, Clearance & Take-Off <p>3B1. Departure: AP & GPS Available</p> <ul style="list-style-type: none"> • Instrument Departure <p>3B2. En-Route IFR AP & GPS Available</p> <ul style="list-style-type: none"> • En-route outside controlled airspace to Cranfield. Autopilot and Map use up to applicant. <p>3B4 or 3B5. Arrival: AP & GPS Available</p> <ul style="list-style-type: none"> • Manually flown single-needle tracking to the CIT NDB. Autopilot and map as required. <p>3B3. Holding Procedures: AP & GPS Available</p> <ul style="list-style-type: none"> • Entry and/or 1 or 2 holds at the CIT. Autopilot and map as required. <p>3B5 2D Approach: AP & GPS Available</p> <ul style="list-style-type: none"> • Procedural RNP approach to CDFA minima and go-around. Autopilot and map as required. <p>3B4. 3D Approach: AP not Available. GPS Available</p> <ul style="list-style-type: none"> • Procedural ILS approach at Cranfield to DA and go-around. Autopilot OFF. Map as reqd. 	<p>3B2. En-Route IFR AP & GPS Available</p> <ul style="list-style-type: none"> • Return outside controlled airspace to Blackbushe. Autopilot and map as required. <p>3B6. General Handling: (En-route to EGLK outside CAS) No AP</p> <ul style="list-style-type: none"> • Full Panel <ul style="list-style-type: none"> ○ Assessed during approaches • Limited Panel: <ul style="list-style-type: none"> ○ S&L & level turns shortest way to given hdgs. ○ Unusual Attitude Recoveries: Climbing turn, spiral dive, level 45° steep turn. • Recover to Full Panel <p>Landing: AP & GPS Available as appropriate</p> <ul style="list-style-type: none"> • Visual landing at Blackbushe. Not assessable item on Examiner's report.
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Instrument Rating SE Tolerances	
Altitude:	+/-100'
Heading:	+/-5°
Tracking	+/-5° or ½ scale. DME Arc +/- 1Nm
Speed:	General: +/-10 kts. Threshold speed +10/-0 kt
DA/MDA:	+50/-0'
Limited Panel:	Alt +/-200', Heading +/-15°, Spd +/-10 kts.

Typical SE IR Oral Questions

- **Aircraft Technical:**
 - How much ice can we accept on the aircraft? What would you do if ice built up on the airframe in flight?
- **Met Questions:**
 - Decode the local METAR and TAF for me please.
- **IFR Air Law Questions:**
 - What are the Instrument flight rules?
 - Why have you chosen the cruise altitude you have?
 - What are the minima for the approach(es) we will fly? How did you derive them? How do these minima change if the glideslope or approach lighting fail?
 - When is a destination alternate required? When is one NOT required?
 - When is a departure alternate required?
 - What information is normally communicated in an IFR position report?
 - Today's flight will pass through Class A (or D etc) airspace. What must I do before entering such airspace. What must I do while in such airspace?
 - What are the levels of ATC service offered outside controlled airspace in the UK?
 - What equipment must I carry in my aircraft on an IFR flight?
- **Radio Aids Questions:**
 - In what frequency bands do the following radio navigation aids operate? VOR, ILS localiser, Glideslope, NDB, DME?
 - Why might the ident for an NDB be received clearly, while the ident for the co-located DME is not?
- **Instrument Questions:**
 - What is the main difference between a turn co-ordinator and a turn indicator? How does the design of each instrument allow these indication differences?
- **Human Factors & Performance Questions:**
 - What symptoms might you expect of a person suffering from hypoxia? How might these symptoms be removed.
- **IFR Documents Questions:**
 - What does this symbol mean of the IFR en-route chart?
 - What does this symbol mean of the IFR approach chart?
- **Operational Procedures Questions:**
 - How will you manage TEM on arrival at our airfield to avoid infringement?

IR (SE) Prof Check (Aeroplane) Examiner Proforma

Renewal / Revalidation

Hood / Goggles

v1.18 SDP Sep23

Applicant		Examiner		Aircraft		Date	
Speeds etc:		Dep AD:		ATIS:			
TO Flap:		Ld Flap		RW:		Fuel B4	
Vr:		Vref:		State:		Tacho:	
Vy:				Wind:		OUT	
Climb:				Viz:		OFF	
Nav:		Limitations		Cloud:		ON	
Holding:		Vfe:		Temp:		IN	
F App Sp:		Vlo:		QNH:		Block:	
App Flap:		Vle:		QFE:		Tacho:	
G/A:		Xwind:		Taxy:		Fuel:	

Minima for Approaches:

3D App:	Agreed Minima:	2D App:	Agreed Minima:

1: Pre-Flight Operations & Departure:

PASS / FAIL

1. Pre-Flt Planning:		5. Power Checks:	
1. W & B:		5. Pre-Departure Cx:	
1. T/O & Ldg Perf:		5. Navaid Set-Up:	
1. Wx/NOTAMS:		5. Departure Brief:	
2. Int/Ext Checks:		6. Take-Off:	
3. Engine Start:		7. Initial Climb:	
4. Taxy/Instr Checks:		8. ATC Liaison:	

3B.1*: Departure IFR:

PASS / FAIL

SID/IFR Departure:	
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3B.2*: En-Route IFR Procedures:

PASS / FAIL

Route:	
Clearance:	
PLOG:	
Navaid Ident:	
Icing Awareness:	
MSA Awareness:	
Fuel Management:	
ATC Liaison:	

3B.6*: General Handling: Limited Panel Only: PASS / FAIL

Level Turns to hdgs:	
Unusual Attitude Recoveries:	Sustained 45° level turn:
	Steep climbing turn:
	Steep descending turn:

3B.3*: Holding Procedures: Holding at: PASS / FAIL

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3B.4*: 3D Approach Procedures (Proc/Rad Vec?): PASS / FAIL

Airfield:	Wx:
App:	
Nav aids/Ident:	
Approach Briefing:	
Arrival/STAR:	
Lateral Profile:	
Vertical Profile:	
Speed/Stability:	
G-A/Missed App:	
ATC:	

3B.5*: 2D Approach Procedures (Proc/Rad Vec?) (AP/Manual): PASS / FAIL

Airfield:	Wx:
App:	
Nav aids/Ident:	
Approach Briefing:	
Arrival/STAR:	
Lateral Profile:	
Vertical Profile:	
Speed/Stability:	
G-A/Missed App:	
ATC:	

Tolerances

IR Tolerances:	Alt: +/-100', Hdg: +/-5°. Trk +/-5° or ½ scale. Spd: +/-5 kt. DME Arc +/-1Nm. MDA/DA +50/-0'. LP: Alt +/-200', Heading +/-15°, Spd +/-10 kts.
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Cx/TEM/A'ship:

Result: PASS / PARTIAL / FAIL / INCOMPLETE

Notes on SE IR Proficiency Checks in Aeroplanes

Before Flight

- The applicant may choose his examiner for a proficiency check.
- Applicants for the renewal/revalidation of an IR must hold the valid class rating unless that is also to be renewed/revalidated during the check.
- The applicant for a SE IR PC shall complete sections 3B and the relevant parts of section 1.
- **PBN/Area Navigation:** There must be at least one panel mounted GPS approved in its Flight Manual Supplement for a minimum of RNP5 with a current database.
- For a proficiency check, both approaches may be conducted at the same airfield, and there is no requirement to enter controlled airspace.
- For a proficiency check, all of the aircraft equipment is available to the applicant, except for the autopilot during the 3D approach and go-around and during the general handling. The use of autopilot **Approach mode** for the RNP approach is not permitted. The applicant should control the vertical profile using VS. Otherwise all autopilot functions may be used.

Holding

- For an IR Proficiency check, either a published en-route or approach related hold is acceptable. The autopilot may be used. Either manual heading control or FMS guidance may be used in order to achieve and maintain the published holding pattern.

Instrument Approaches

- At least one RNP approach is required for an IR proficiency check. It is technically possible to test without an RNP approach but the resultant qualification is very limited and this is not advisable.
- In aircraft without DME, the recent [CAP 1926](#) allows the use of GPS substitution in certain circumstances: *RNAV substitution for ADF, VOR or DME may be used where the aircraft equipment is not installed or is inoperative and/or the ground-based radio navigation aid is either inoperative or unreliable.*
- [CAP 1926](#) allows the use of GPS for ADF in the missed approach predicated on an ADF. See **CAP 1926** for full details.
- **Advisory glideslope:** On an IR proficiency check, all the aircraft systems are available to the applicant, including the SBAS VNAV vertical guidance during the 2D approach.

General Handling

- For a proficiency check, all the general handling is carried out limited panel or with the main instruments covered up. Required items are: Recovery from unusual attitudes, including recovery from a sustained 45° turn, straight and level and level turns to headings. There are no stalls in an IR proficiency check.

After the Flight

- If an applicant fails section 3B of the proficiency check, for the retest in the aeroplane, only the failed part of that section needs to be retested.
- For IR revalidation or renewal, the applicant shall pass the relevant items of section 1, all items in section 3B and, for multi-engined aeroplanes, the starred items of section 6. If any item is failed, the IR is partialled. The failed item(s) only shall be retested at the second attempt. Should that second attempt be unsatisfactory then the whole of section 1, 3B and, for multi-engined aeroplanes, the starred items of section 6, must be re-tested.
- **NOTE:** It is possible to fail all of the instrument section (3B) and still only partial the IR.
- If the applicant holds an IMC Rating or IR(R), then following a successful IR skill test, this may be revalidated for a further 25 months.

EXAMINERS REPORT - For Single Pilot Aeroplanes (SPA) Skill Test for Issue of Class and Type Ratings and Proficiency Checks for Revalidation and Renewal of Class, Type and Instrument Ratings, Revalidation by Experience of Class Ratings, excluding SP High Performance Complex Aeroplanes and Sea Class Ratings in accordance with Part-FCL. (European Commission Regulation (EU)No 1178/2011 as amended).



Complete clearly in BLOCK CAPITALS using black or dark blue ink.

FALSE REPRESENTATION STATEMENT
It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine, and on conviction on indictment with an unlimited fine or imprisonment or both.

1. APPLICANTS DETAILS **To be completed by the Applicant**

CAA Personal Reference Number:

Forename(s): Surname: Date of Birth:

Initial Issue Revalidation by Proficiency Check Revalidation by Experience or Renewal

Type Rating including variants..... including type specific IR

Class Rating :

Expiry of previous or current type/class rating:

Stand-alone Instrument Rating (IR/SPA): SE ME Revalidation Renewal

Expiry of previous or current IR/SPA:

I confirm that I have requested the above Skill Test or Proficiency Check or Revalidation by Experience.

Applicant's signature: Date:

2. EXAMINERS REPORT OF TEST OR CHECK **To be completed by the Examiner**

Date of Skill Test or Proficiency Check: Location:

Start time (Chocks): Finish time(Chocks): Total duration: (HH:MM)

Aircraft Type/Class including variants used: Aircraft Registration:

Identification Number of FSTD used: (to be in accordance with Commission Regulation (EU) 1178/2011 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018)

Competent Authority issuing qualification certificate for FSTD:

Result of Skill Test or Proficiency Check: Pass Partial Pass Fail (if fail or partial pass also complete SRG 2129)

Revalidation by Experience of aeroplane class or classes:

I confirm that the applicant has met the requirements of Part-FCL.740.A for Revalidation by experience:

Expiry of new Type/Class Rating: I have I have not endorsed the Certificate of Revalidation in the applicant's licence.(If not signed also complete SRG 1119).

Stand-alone Instrument Rating (IR/SPA): Pass Partial Pass Fail (if fail or partial pass also complete SRG 2129)

Expiry of new IR/SPA: SE ME

I have I have not endorsed the Certificate of Revalidation in the applicant's licence (*If not signed also complete SRG 1119).

If cross-crediting is claimed for revalidation of the IR/SPA, state the other type/class rating for which an LPC including IR was completed and the expiry date of that rating: Type or Class Rating: Expiry of Rating:

3. PBN **To be completed by the Examiner**

I confirm that the applicant has been tested in PBN elements as relevant (Commission Regulation EU 1178/2011 as amended – Annex I, Appendix 7 and 9 Refers)

I confirm that this skill test/proficiency check did not include an RNP APCH and that the applicant has been advised that:

- the PBN privileges of their IR does not include an RNP APCH, and that
- this restriction can be lifted upon completing a proficiency check which includes an RNP APCH.

4. CONFIRMATION **To be completed by the Examiner**

I have found that the applicant's instruction and experience comply with Part FCL and confirm that all the required manoeuvres and exercises have been completed and that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable) in accordance with Appendix 9 to Part-FCL.

Examiner's Name: Examiner's Number:

Authorising Competent Authority:

Examiner's Signature: Date:

Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA.
UK CAA Examiner Designation Reference:

Declaration of applicant - I declare that the information provided on this form is correct and I have been informed of the result of the Skill Test or Proficiency Check or Revalidation of the Class Rating(s) by Experience.

Applicants signature: Date:

Copies of the report shall be submitted to (1) The Applicant, (2) The Applicant's Competent Authority, (3) The Examiner, (4) The Examiner's Competent Authority (if different), (5). The Examiner should also complete Form SRG2199 as required, (6)

English Language Proficiency assessments should be completed using Form SRG1199.

Applicant's details								
Name:		CAA Ref No:		A/C Type/Reg:		FLT Time:	Date:	
Manoeuvres/Procedures M (Mandatory)				Pass /Fail		Manoeuvres/Procedures M (Mandatory)		Pass /Fail
Section 1 Departure				Section 3B Instrument flight				
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM			3B.1*	Departure IFR	M		
				3B.2*	En-route IFR	M		
				3B.3*	Holding procedures	M		
1.2	Pre-start checks			3B.4*	3D operations to DH/A of 200 feet (60m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path)	M		
1.2.1	External							
1.2.2	Internal	M		3B.5*	2D operations to MDH/A and MAP	M		
1.3	Engine starting: Normal Malfunctions	M		3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns, Recoveries from unusual attitudes	M		
1.4	Taxiing	M						
1.5	Pre-departure checks: Engine run-up (if applicable)	M		3B.7*	Failure of localiser or glideslope			
				3B.8*	ATC liaison - Compliance, R/T procedure			
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)			Section 4 Arrival and landings				
				4.1	Aerodrome arrival procedure	M		
1.7	Climbing: Vx/Vy Turns onto headings Level off	M		4.2	Normal landing	M		
				4.3	Flapless landing	M		
				4.4	Crosswind landing (if suitable conditions)			
1.8	ATC liaison - Compliance R/T procedure			4.5	Approach and landing with idle power from up to 2000' above the runway (single engine aeroplane only)			
Section 2 Airwork (VMC)								
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)			4.6	Go-around from minimum height	M		
				4.7	Night go-around and landing (if applicable)			
2.2	Steep turns (360° left and right at 45° bank)	M		4.8	ATC liaison - Compliance, R/T procedure			
2.3	(i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)	M		Section 5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4)				
				5.1	Rejected take-off at a reasonable speed	M		
				5.2	Simulated engine failure after take-off (single engine aeroplanes only)	M		
				5.3	Simulated forced landing without power (single engine aeroplanes only)	M		
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable	M		5.4	Simulated emergencies: (i) Fire or smoke in flight; (ii) Systems malfunctions as appropriate			
2.5	ATC Liaison - Compliance, R/T procedure			5.5	Engine shutdown and restart (ME Skill Test only) (at a safe altitude if performed in the aircraft)			
Section 3A En-route procedures VFR								
3A.1	Flight plan, dead reckoning and map reading			5.6	ATC liaison - Compliance, R/T procedure			
3A.2	Maintenance of altitude, heading and speed			Section 6 Simulated asymmetric flight				
3A.3	Orientation, timing and revision of ETAs			6.1*	Simulated engine failure during take-off	M		
3A.4	Use of radio navigation aids (if applicable)				(at a safe altitude unless carried out in FFS or FNPT II) (This section may be combined with sections 1 through 5)			
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)			6.2*	Asymmetric approach and go-around	M		
3A.6	ATC liaison - Compliance, R/T procedure			6.3*	Asymmetric approach and full stop landing	M		
* Shall be flown solely by reference to instruments. If this condition is not met during the Skill Test or Proficiency Check, the type rating will be restricted to VFR only.				6.4	ATC liaison - Compliance, R/T procedure			

Civil Aviation Authority Regulation 6

Regulation 6(5) of the Civil Aviation Authority Regulations 1991 provides as follows: Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed you will have to satisfy the Authority that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.

6: The Multi-Engine Proficiency Check

Details of the content of a single pilot proficiency check can be found in [CAA Standards Document 14](#). This is a slightly cumbersome document so the following describes what to expect.

Typical IR Proficiency Check in Aeroplane (ME) Flight Test Format

<p>1. Planning</p> <ul style="list-style-type: none"> • Pre-flight planning, Clearance & Take-Off <p>3B1. Departure: AP & GPS Available</p> <ul style="list-style-type: none"> • Instrument Departure <p>3B2. En-Route IFR AP & GPS Available</p> <ul style="list-style-type: none"> • En-route outside controlled airspace to Cranfield. <p>3B4 or 3B5. Arrival: AP & GPS Available</p> <ul style="list-style-type: none"> • Manually flown single-needle tracking to the CIT NDB. <p>3B3. Holding Procedures: AP & GPS Available</p> <ul style="list-style-type: none"> • Entry and/or 1 or 2 holds at the CIT. <p>3B5. 2D Approach: AP & GPS Available</p> <ul style="list-style-type: none"> • Procedural RNP approach to CDFA minima and go-around. • Simulated engine failure in climb. <p>3B4. 3D Approach: No AP. GPS Available</p> <ul style="list-style-type: none"> • Procedural simulated asymmetric ILS approach at Cranfield to DA and asymmetric go-around. Autopilot off for ILS. Map as required. • Divert outside controlled airspace to Blackbushe. • Restore failed engine. Autopilot and map as required. 	<p>3B6. General Handling: (En-route to EGLK outside CAS) No AP</p> <ul style="list-style-type: none"> • Full Panel: <ul style="list-style-type: none"> ○ Assessed during approaches • Limited Panel: <ul style="list-style-type: none"> ○ S&L, level turns shortest way to given hdgs. ○ Unusual Attitude Recoveries: Climbing turn, spiral dive, level 45° steep turn. • Recover to Full Panel <p>Landing: AP & GPS Available as appropriate</p> <ul style="list-style-type: none"> • Reset simulated engine failure. No drills. • Visual simulated asymmetric landing at Blackbushe. Student responsible for all aspects of flight inc lookout.
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Instrument Rating ME Tolerances	
Altitude:	+/-100'
Heading:	+/-5°
Tracking	+/-5° or ½ scale. DME Arc +/-1 1Nm
Speed:	General: +/-10 kts. Threshold speed +10/-0 kt
DA/MDA:	+50/-0'
Limited Panel:	Alt +/-200', Heading +/-15°, Spd +/-10 kts.
Asymmetric Tolerances:	Alt: +/-100', Hdg: +/-10°. Speed: +10/-5 kts. ACH/Alt: -0'.

Typical ME IR Oral Questions

- **Aircraft Technical:**
 - How much ice can we accept on the aircraft? What would you do if ice built up on the airframe in flight?
- **Met Questions:**
 - Decode the local METAR and TAF for me please.
- **IFR Air Law Questions:**
 - What are the Instrument flight rules?
 - Why have you chosen the cruise altitude you have?
 - What are the minima for the approach(es) we will fly? How did you derive them? How do these minima change if the glideslope or approach lighting fail?
 - When is a destination alternate required? When is one NOT required?
 - When is a departure alternate required?
 - What information is normally communicated in an IFR position report?
 - Today's flight will pass through Class A (or D etc) airspace. What must I do before entering such airspace. What must I do while in such airspace?
 - What are the levels of ATC service offered outside controlled airspace in the UK?
 - What equipment must I carry in my aircraft on an IFR flight?
- **Radio Aids Questions:**
 - In what frequency bands do the following radio navigation aids operate? VOR, ILS localiser, Glideslope, NDB, DME?
 - Why might the ident for an NDB be received clearly, while the ident for the co-located DME is not?
- **Instrument Questions:**
 - What is the main difference between a turn co-ordinator and a turn indicator? How does the design of each instrument allow these indication differences?
- **Human Factors & Performance Questions:**
 - What symptoms might you expect of a person suffering from hypoxia? How might these symptoms be removed.
- **IFR Documents Questions:**
 - What does this symbol mean of the IFR en-route chart?
 - What does this symbol mean of the IFR approach chart?
- **Operational Procedures Questions:**
 - How will you manage TEM on arrival at our airfield to avoid infringement?

Notes on ME IR Proficiency Checks in Aeroplanes

Before Flight

- The applicant may choose his examiner for a proficiency check.
- Applicants for the renewal/revalidation of an IR must hold the valid class rating unless that is also to be renewed/revalidated during the check.
- The applicant for ME IR PC shall complete sections 3B and 6 and the relevant parts of section 1.
- **PBN/Area Navigation:** There must be at least one panel mounted GPS approved in its Flight Manual Supplement for a minimum of RNP5 with a current database.
- For a proficiency check, both approaches may be conducted at the same airfield, and there is no requirement to enter controlled airspace.
- For a proficiency check, all of the aircraft equipment is available to the applicant, except for the autopilot during the 3D approach and go-around and during the general handling. The use of autopilot **Approach mode** for the RNP approach is not permitted. The applicant should control the vertical profile using VS. Otherwise all autopilot functions may be used.

Holding

- For an IR Proficiency check, either a published en-route or approach related hold is acceptable. The autopilot may be used. Either manual heading control or FMS guidance may be used in order to achieve and maintain the published holding pattern.

Instrument Approaches

- At least one RNP approach is required for an IR proficiency check. It is technically possible to test without an RNP approach but the resultant qualification is very limited and this is not advisable.
- In aircraft without DME, the recent [CAP 1926](#) allows the use of GPS substitution in certain circumstances: *RNAV substitution for ADF, VOR or DME may be used where the aircraft equipment is not installed or is inoperative and/or the ground-based radio navigation aid is either inoperative or unreliable.*
- [CAP 1926](#) allows the use of GPS for ADF in the missed approach predicated on an ADF. See **CAP 1926** for full details.
- **Advisory glideslope:** On an IR proficiency check, all the aircraft systems are available to the applicant, including the SBAS VNAV vertical guidance during the 2D approach.

General Handling

- For a proficiency check, all the general handling is carried out limited panel or with the main instruments covered up. Required items are: Recovery from unusual attitudes, including recovery from a sustained 45° turn, straight and level and level turns to headings. There are no stalls in an IR proficiency check.

After the Flight

- If an applicant fails section 3B of the proficiency check, for the retest in the aeroplane, only the failed part of that section needs to be retested.
- For IR revalidation or renewal, the applicant shall pass the relevant items of section 1, all items in section 3B and, for multi-engined aeroplanes, the starred items of section 6. If any item is failed, the IR is partialled. The failed item(s) only shall be retested at the second attempt. Should that second attempt be unsatisfactory then the whole of section 1, 3B and, for multi-engined aeroplanes, the starred items of section 6, must be re-tested.
- **NOTE:** It is possible to fail all of the instrument section (3B) and still only partial the IR.
- If the applicant holds an IMC Rating or IR(R), then following a successful IR skill test, this may be revalidated for a further 25 months.

Applicant's details								
Name:		CAA Ref No:		A/C Type/Reg:		FLT Time:	Date:	
Manoeuvres/Procedures M (Mandatory)				Pass /Fail		Manoeuvres/Procedures M (Mandatory)		Pass /Fail
Section 1 Departure				Section 3B Instrument flight				
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM			3B.1*	Departure IFR	M		
				3B.2*	En-route IFR	M		
				3B.3*	Holding procedures	M		
1.2	Pre-start checks			3B.4*	3D operations to DH/A of 200 feet (60m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path)	M		
1.2.1	External							
1.2.2	Internal	M		3B.5*	2D operations to MDH/A and MAP	M		
1.3	Engine starting: Normal Malfunctions	M		3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns, Recoveries from unusual attitudes	M		
1.4	Taxiing	M						
1.5	Pre-departure checks: Engine run-up (if applicable)	M		3B.7*	Failure of localiser or glideslope			
				3B.8*	ATC liaison - Compliance, R/T procedure			
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)			Section 4 Arrival and landings				
				4.1	Aerodrome arrival procedure	M		
1.7	Climbing: Vx/Vy Turns onto headings Level off	M		4.2	Normal landing	M		
				4.3	Flapless landing	M		
				4.4	Crosswind landing (if suitable conditions)			
1.8	ATC liaison - Compliance R/T procedure			4.5	Approach and landing with idle power from up to 2000' above the runway (single engine aeroplane only)			
Section 2 Airwork (VMC)								
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)			4.6	Go-around from minimum height	M		
				4.7	Night go-around and landing (if applicable)			
2.2	Steep turns (360° left and right at 45° bank)	M		4.8	ATC liaison - Compliance, R/T procedure			
2.3	(i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)	M		Section 5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4)				
				5.1	Rejected take-off at a reasonable speed	M		
				5.2	Simulated engine failure after take-off (single engine aeroplanes only)	M		
				5.3	Simulated forced landing without power (single engine aeroplanes only)	M		
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable	M		5.4	Simulated emergencies: (i) Fire or smoke in flight; (ii) Systems malfunctions as appropriate			
2.5	ATC Liaison - Compliance, R/T procedure			5.5	Engine shutdown and restart (ME Skill Test only) (at a safe altitude if performed in the aircraft)			
Section 3A En-route procedures VFR								
3A.1	Flight plan, dead reckoning and map reading			5.6	ATC liaison - Compliance, R/T procedure			
3A.2	Maintenance of altitude, heading and speed			Section 6 Simulated asymmetric flight				
3A.3	Orientation, timing and revision of ETAs			6.1*	Simulated engine failure during take-off	M		
3A.4	Use of radio navigation aids (if applicable)				(at a safe altitude unless carried out in FFS or FNPT II) (This section may be combined with sections 1 through 5)			
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)			6.2*	Asymmetric approach and go-around	M		
3A.6	ATC liaison - Compliance, R/T procedure			6.3*	Asymmetric approach and full stop landing	M		
* Shall be flown solely by reference to instruments. If this condition is not met during the Skill Test or Proficiency Check, the type rating will be restricted to VFR only.				6.4	ATC liaison - Compliance, R/T procedure			

Civil Aviation Authority Regulation 6

Regulation 6(5) of the Civil Aviation Authority Regulations 1991 provides as follows: Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed you will have to satisfy the Authority that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.

Appendix 1: How to revalidate the IR.

An IR lasts for 1 year from the date of test/check plus the remainder of the month. Once valid again, it is important to know how to revalidate it to prevent it expiring again.

There are 2 ways this can be done:

- By another proficiency check with an examiner. Ideally this is done in the last 3 months of rating validity as it then preserves the original expiry date. The examiner will then sign the licence.
- By cross crediting if a multi-pilot IR is held and valid.

Appendix 2: Cross-Crediting the IR.

If a pilot has a valid and current multi-pilot IR (eg A320/IR) on Section XII of the licence, then it is possible to use cross-crediting to revalidate or renew a single pilot IR.

In the case of SE privileges, this may mean that no proficiency check is required at all, and the procedure can be carried out by experience.

For ME privileges, a proficiency check is always required, but the contents will be reduced.

Typical Entry in licence:

XII - CERTIFICATE OF REVALIDATION

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
B777/787/IR	11/09/2021	11/09/2021	30/09/2022	CAA0010 Civil Aviation Authority	
SEP (land)	N/A	N/A	30/09/2024	CAA0010 Civil Aviation Authority	
SEP (sea)	N/A	N/A	31/08/2024	CAA0010 Civil Aviation Authority	
B777/787/IR	4/9/22	4/9/22	30/9/2023	6BR 351500H	
IR-SP-SE	N/A	N/A	30/9/2023	5000000 234567Z	

Notes on IR (SE) Renewal & Revalidation by Cross-Crediting & Experience

- Cross-crediting is applicable to RENEWAL as well as REVALIDATION of the Instrument Rating. So, a pilot with an IR on a type rating, such as a current airline pilot, can now get that IR-SP-SE renewed by cross-crediting and experience.
- For Renewal of the IR-SP-SE he only needs to have flown 3 departures and 3 approaches with an FI/IRI (or solo if he has an IMC Rating/IR(R)) in the previous 12 months, and get the paperwork (**SRG 1157**) signed by an IRE or CRE-IRR. One of these approaches should be an RNP approach to maintain PBN privileges.
- Appendix 8 of Part FCL gives details of the cross-crediting available for the IR part of a class or type rating proficiency check. Credits shall be granted only if holders are revalidating or renewing IR privileges for single-pilot (SP) single-engine (SE) and SP multi-engine (ME) aeroplanes, as appropriate. The cross-crediting allows a pilot to hold more than one type of IR without the need to complete multiple IR revalidations/renewals each year.
- **NOTE:** Pilots shall hold the relevant class or type rating before applying the cross-crediting criteria.

EXAMINERS REPORT - For Single Pilot Aeroplanes (SPA) Skill Test for Issue of Class and Type Ratings and Proficiency Checks for Revalidation and Renewal of Class, Type and Instrument Ratings, Revalidation by Experience of Class Ratings, excluding SP High Performance Complex Aeroplanes and Sea Class Ratings in accordance with Part-FCL. (European Commission Regulation (EU)No 1178/2011 as amended).



Complete clearly in BLOCK CAPITALS using black or dark blue ink.

FALSE REPRESENTATION STATEMENT
It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine, and on conviction on indictment with an unlimited fine or imprisonment or both.

1. APPLICANTS DETAILS To be completed by the Applicant

CAA Personal Reference Number: 1 2 3 4 5 6 C

Forename(s): Peter Surname: Piper Date of Birth: 23/05/1975

Initial Issue: Revalidation by Proficiency Check Revalidation by Experience or Renewal

Type Rating: including variants including type specific IR

Class Rating:

Expiry of previous or current type/class rating: _____

Stand-alone Instrument Rating (IR/SPA): SE ME Revalidation Renewal

Expiry of previous or current IR/SPA: 30/11/2023

I confirm that I have requested the about Skill Test or Proficiency Check or Revalidation by Experience.

Applicant's signature: [Signature] Date: 05/06/2023

2. EXAMINERS REPORT OF TEST OR CHECK To be completed by the Examiner

Date of Skill Test or Proficiency Check: N/A Location: N/A

Start time (Clocks): N/A Finish time (Clocks): N/A Total duration: N/A (HH:MM)

Aircraft Type/Class including variants used: N/A Aircraft Registration: N/A

Identification Number of FSTD used: N/A (to be in accordance with Commission Regulation (EU) 1178/2011 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018)

Competent Authority issuing qualification certificate for FSTD: _____

Result of Skill Test or Proficiency Check: Pass Partial Pass Fail (if fail or partial pass also complete SRG 2129)

Revalidation by Experience of aeroplane class or classes: _____

I confirm that the applicant has met the requirements of Part-FCL 740.A for Revalidation by experience:

Expiry of new Type/Class Rating: _____ I have I have not endorsed the Certificate of Revalidation in the applicant's licence.

Stand-alone Instrument Rating (IR/SPA): Pass Partial Pass Fail (if fail or partial pass also complete SRG 2129)

Expiry of new IR/SPA: _____ SE ME

I have I have not endorsed the Certificate of Revalidation in the applicant's licence.

If cross-crediting is claimed for revalidation of the IR/SPA, state the other type/class rating for which an LPC including IR was completed and the expiry date of that rating: 04/11/22 Type or Class Rating: A320/IR Expiry of Rating: 30/11/2023

3. PBN To be completed by the Examiner

I confirm that the applicant has been tested in PBN elements as relevant (Commission Regulation EU 1178/2011 as amended – Annex I, Appendix 7 and 9 Refers)

I confirm that this skill test/proficiency check did not include an RNP APCH and that the applicant has been advised that:

- the PBN privileges of their IR does not include an RNP APCH, and that
- this restriction can be lifted upon completing a proficiency check which includes an RNP APCH.

4. CONFIRMATION To be completed by the Examiner

I have found that the applicant's instruction and experience comply with Part FCL and confirm that all the required manoeuvres and exercises have been completed and that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable) in accordance with Appendix 9 to Part-FCL.

Examiner's Name: Simon Cessna Examiner's Number: 2 3 4 5 6 7 Z

Authorising Competent Authority: UK CAA

Examiner's Signature: [Signature] Date: 05/06/2023

Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA.

UK CAA Examiner Designation Reference: N/A

Declaration of applicant- I declare that the information provided on this form is correct and I have been informed of the result of the Skill Test or Proficiency Check or Revalidation of the Class Rating(s) by Experience.

Applicants signature: [Signature] Date: 05/06/2023

Copies of the report shall be submitted to (1) The Applicant, (2) The Applicant's Competent Authority, (3) The Examiner, (4) The Examiner's Competent Authority (if different), (5). The Examiner should also complete Form SRG2199 as required, (6)

See flow chart below from CAA Standard Doc 14.

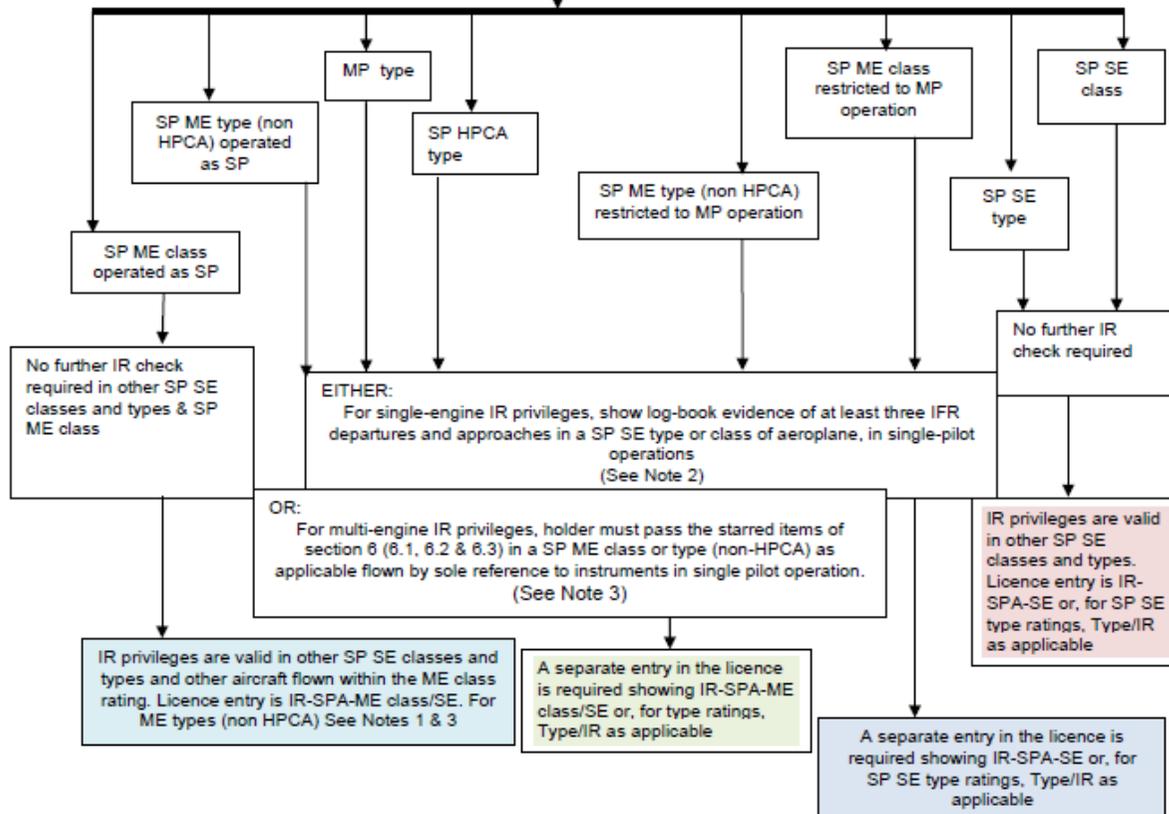
Appendix 3 - Cross crediting the IR

NOTE: Cross-crediting of the IR part of a proficiency check does not absolve the holder of the requirement to revalidate the type or class rating and is only available for the IR part (Section 3b) of the proficiency check schedule in SPA that are **not** classified as HPCA

2. Has the applicant completed a proficiency check, including IR, in another type or class of aeroplane?



3. In what other type or class of aeroplane has the applicant completed a proficiency check including IR?



Note 1

For other SP ME types (non HPCA) the holder is credited with section 3B of the proficiency check schedule but must pass the starred items of section 6 (6.1, 6.2 & 6.3) in the applicable type flown by sole reference to instruments in single pilot operation. A separate licence entry of Type/IR is required.

Note 2

Because it is possible to operate in accordance with the instrument flight rules, but all the time controlling the aeroplane and its flight path by visual reference in VMC, the CAA interpret "IFR departures and approaches" as departures and approaches where the aircraft attitude and flight path is controlled by reference to flight instruments and flight navigation displays. These departures and approaches may be self-certified by the applicant.

Note 3

Practically, this might comprise an EFATO, asymmetric radar vectored or procedural ILS to go around and asymmetric radar vectored or procedural non-precision approach to land.

Appendix 3: Combined MEP Class Rating and IR.

It is possible to take a combined proficiency check to renew/revalidate both the MEP class rating and the IR on the same flight. This will require a few VFR manoeuvres as well as some more circuits, but will significantly reduce costs over 2 separate proficiency checks.

Typical IR & Class Rating Proficiency Check in Aeroplane (ME) Flight Test Format

CR & IR 1. Planning

- Pre-flight planning, Clearance & Take-Off

IR 3B1. Departure:

- Instrument Departure

IR 3B2. En-Route IFR

- En-route outside controlled airspace to Cranfield. Autopilot and Map use up to applicant.

IR 3B4 or 3B5. Arrival:

- Manually flown single-needle tracking to the CIT NDB. Autopilot and map as required.

IR 3B3. Holding Procedures:

- Entry and/or 1 or 2 holds at the CIT. Autopilot and map as required.

IR 3B5. 2D Approach:

- Procedural RNP approach to CDFA minima and go-around. Autopilot and map as required.
- Simulated engine failure in climb.

IR 3B4. 3D Approach:

- Procedural simulated asymmetric ILS approach at Cranfield to DA and asymmetric go-around. Autopilot off for ILS. Map as required.
- Divert outside controlled airspace to Blackbushe.
- Restore failed engine. Autopilot and map as required.

IR 3B6. IF General Handling: (En-route to EGLK outside CAS)

- **Full Panel:**
 - Assessed during approaches
- **Limited Panel:**
 - S&L, level turns shortest way to hdgs.
 - Unusual Attitude Recoveries: Climbing turn, spiral dive, level 45° steep turn.
- **Recover to Full Panel**

CR2. VMC General Handling: (En-route to EGLK outside CAS)

- Steep turns L & R
- Slow Flight
- 2 of the 3 stalls

CR 5. Emergency Procedures:

- System failure. Fire drill.

CR 4. Landing:

- Reset simulated engine failure. No drills.
- Normal touch & go.
- Flapless touch & go.

CR 6. Landing:

- Visual simulated asymmetric landing at Blackbushe. Student responsible for all aspects of flight inc lookout

CR 5. RTO:

- Taxi back or RTO from stopped position.

Typical IR Oral Questions

- **Aircraft Technical:**
 - How much ice can we accept on the aircraft? What would you do if ice built up on the airframe in flight?
- **Met Questions:**
 - Decode the local METAR and TAF for me please.
- **IFR Air Law Questions:**
 - What are the minima for the approach(es) we will fly? How did you derive them?
 - Today's flight will pass through Class D airspace. What must I do before entering such airspace. What must I do while in such airspace?
 - What are the levels of ATC service offered outside controlled airspace in the UK?
- **Radio Aids Questions:**
 - In what frequency bands do the following radio navigation aids operate? VOR, ILS localiser, Glideslope, NDB, DME?
 - Why might the ident for an NDB be received clearly, while the ident for the co-located DME is not?
- **Instrument Questions:**
 - What is the main difference between a turn co-ordinator and a turn indicator? How does the design of each instrument allow these indication differences?
- **Human Factors & Performance Questions:**
 - What symptoms might you expect of a person suffering from hypoxia? How might these symptoms be removed.
- **IFR Documents Questions:**
 - What does this symbol mean of the IFR en-route chart?
 - What does this symbol mean of the IFR approach chart?

Typical MEP (land) Oral Questions

- **Chart questions:**
 - What is this symbol (gliding site, MEF, HIRTA, IAP outside controlled airspace etc)? Further questions regarding such things.
- **Aircraft Technical:**
 - Does this aircraft have a critical engine? Why/Why not? Explain.
 - What is the demonstrated crosswind/crosswind limit for this aircraft?
- **Met Questions:**
 - Decode the local METAR and TAF for me please.
 - Using the Met Office F215 chart, explain the weather we are likely to encounter on today's flight.
- **Air Law Questions:**
 - When does your MEP (land) rating expire? How can it be revalidated/renewed?
 - What are the dimensions of an ATZ/MATZ? What must I do to enter one?

IR with MEP Class Rating Prof Check Examiner Proforma

Hood / Goggles

v1.17 SDP Sep23

Applicant		Examiner		Aircraft		Date	
Speeds:		2-Eng		1-Eng		Dep Airfield:	
TO Flap:		EFATO:		RW:		Fuel B4:	
Vr:		Instr Ap:		State:		Tacho:	
Vy:		Ldg Flap:		Wind:		OUT	
Nav:		SE Vref:		Viz:		OFF	
Holding:		SE G/A:		Cloud:			
Inst App:		Limitations		Temp:		ON	
App Flap:		Xwind:		Dew Pt:		IN	
Vref Nm:		Vne:		QNH:		Block:	
Flapless:		Vfe:		QFE:		Tacho:	
Shrt Fld:		Vlo/le:		Taxy:		Fuel:	
Ldg Flap:		ACA/H:					
Minima for Approaches:							
3D App:		Agreed Minima:		2D App:		Agreed Minima:	
MEP CR 1 & IR: 3B.1: Pre-Flight Operations & IFR Departure: PASS / FAIL							
1.1. Pre-Flt Plan:				1.5. Power Cx:			
1.1. W&B/Perf:				1.5. Pre-Dep Cx:			
1.2. Ext/Int Cx:				1.6. Take-Off:			
1.3. Eng Start:				1.7. Climb:			
1.4. Taxy/Inst Cx:				1.8. ATC Liaison:			
3B.1: SID/Dep (I):							
IR: 3B.2: En-Route IFR Procedures: PASS / FAIL							
Route:							
Clearance:							
PLOG:							
Navaid Ident:							
Icing Aware:							
MSA Aware:							
Fuel Management:							
MEP CR 2 & IR: 3B.6: General Handling: (I) = IMC, (V) = VMC PASS / FAIL							
2.1. S & L Flt (V):				2.3. Stall Cln (V):			
2.1. Trn, Clb, Desc:				2.3. Stall Bs T (V):			
2.1. Slow Flt (V):				2.3. Stall Fin A (V):			
2.2. St Turn LR (V):				2.4. Autopilot FD:			
3B.6. LP Turns (I):							
3B.6. LP 3 UAs (I):							

IR 3B.3*: Holding Procedures: Holding at:		PASS / FAIL	
IR 3B.4*: 3D App Procedures (1 eng/2 eng)(Proc/Rad Vec):		PASS / FAIL	
Airfield & Wx:			
App Briefing:			
Lateral Profile			
Vertical Profile			
Spd Control/Stab:			
G-A/Missed App:			
IR 3B.5*: 2D App Procedures: (1 eng/2 eng)(Proc/Rad Vec):		PASS / FAIL	
Airfield & Wx:			
App Briefing:			
Lateral Profile:			
Vertical Profile:			
Spd Control/Stab:			
G-A/Missed App:			
MEP CR 5 & IR 6*: Abnormal & Emergency Procedures: PASS / FAIL			
6.1. Sim EFATO (L/R):			
6.2. Sim asym circ:			
6.2. Sim asym G/A:			
6.3. Sim asym Ldg:			
5.4. Sim Emergency			
5.4. Fire Drill:			
5.4. System Failure:			
5.1. RTO:			
MEP CR 4: Approach & Landing Procedures: PASS / FAIL			
1. Arrival/Join:		4. Xwind App/Ldg:	
2. Normal App/Ldg:		7. Night g/a:	
3. Flapless App/Ldg:		7. Night App/Ldg:	
Touch & Go:		8. ATC Liaison:	
2-Eng Go-around:		Post Flight:	
Tolerances			
IR Tolerances:	Alt: +/-100', Hdg: +/-5°. Trk +/-5° or ½ scale. Spd: +/-5 kt. DME Arc +/-1Nm. MDA/DA +50/-0'. LP: Alt +/-200', Heading +/-15°, Spd +/-10 kts.		
Asymm Tolerances:	Alt: +/-100', Hdg: +/-10°. Speed: +10/-5 kts. ACH/Alt: -0'.		
Cx/TEM/Airmship:			
Results:	Class Rating:	PASS / PARTIAL / FAIL / INCOMPLETE	
	Instrument Rating:	PASS / PARTIAL / FAIL / INCOMPLETE	

Notes on IR with MEP Rating Renewal & Revalidation

- The applicant may choose his examiner for the proficiency check.
- The outcome could be a pass of the MEP test and a pass/fail/partial of the IR. If the MEP class rating is failed, the applicant cannot exercise the privileges of the IR, even if passed, until the MEP is passed. The examiner should not sign either the class rating or the IR revalidation until the class rating has been passed.
- If an applicant fails some parts of section 3B, only those failed items need to be retested and not the whole section.
- Note that for a combined class or type rating and IR check, section 3B does not count as a section when assessing whether the result of the class or type rating is a pass, partial pass or fail.
- On-line form **SRG 3108** must be completed for renewal of the MEP if it is on the back of the licence.