Print Form

Instrument Rating - Aeroplane/Helicopter
Competency Demonstration Report Form

Annual competency check	☐	Multi engine	☐	Single pilot	☐
Approach aid endorsement	☐	Single engine	☐		
PBN (RNP 1)	☐	Technically Enhanced	☐	Two pilot	☐

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 responsibility briefing		
In Flight	Instrument transition	M	
	Departure procedures	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	

Mandatory for multi-engine aircraft

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

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

RESULT OF TEST: ▼

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:
1. 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.
2. Engine failure after take-off should be simulated above the take-off minima (after simulated IMC has been entered).
3. 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:

CAA 24061/07
Rev 2(10) : May 2017