



TRINIDAD AND TOBAGO CIVIL AVIATION AUTHORITY

GENERAL SKILLS TEST FOR THE ISSUE OR RENEWAL OF AN INSTRUMENT RATING (AEROPLANE)

EXAMINEE: LICENCE NO.:

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DATE: A/C REG.: A/C TYPE:

WEATHER – Fair / Cloudy / Rainy

Contents of the Skill Test for the Issue or Renewal of an Instrument Rating – Paragraph 2 item d, and paragraph 6 of the skill test and the proficiency check may, for safety reasons, be performed in a flight simulator or approved training device.

PARAGRAPH 1 – Pre-Flight Operations and Departure

Use of checklist, airmanship, anti/de-icing procedures, etc., apply in all paragraphs.

		Remarks
1.	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance	
2.	Use of Air Traffic Services document, weather document	
3.	Preparation of ATC flight plan, IFR flight plan/log	
4.	Pre-flight inspection	
5.	Weather Minima	
6.	Taxiing	
7.	Pre-take off briefing.	
8.	Take off Transition to instrument flight	
9.	Instrument departure procedures, altimeter setting	
10.	ATC liaison - compliance, R/T procedures	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail



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PARAGRAPH 2 – General Handling

		Remarks
1.	Control of the aircraft by reference solely to instruments, including: level flight at various speeds, trim	
2.	Climbing and descending turns with sustained Rate 1 turn	
3.	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns	
4.	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration	
5.	Limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes.	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail

PARAGRAPH 3 – En-Route IFR Procedures

		Remarks
1.	Tracking, including interception, e.g. NDB, VOR, RNAV	
2.	Use of radio aids Level flight, control of heading, altitude and airspeed, power setting, trim technique	
3.	Altimeter settings	
4.	Timing and revision of ETAs (En-route hold - if required)	
5.	Monitoring of flight progress, flight log, fuel usage, systems management	
6.	Ice protection procedures, simulated if necessary	
7.	ATC liaison and compliance, R/T procedures	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail



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SECTION 4 – Precision Approach Procedures

			Remarks
1.	Setting and checking of navigational aids, identification of facilities		
2.	Arrival procedures, altimeter checks		
3.	Approach and landing briefing, including descent/approach/landing checks		
4.	Holding procedure +		
5.	Compliance with published approach procedure		
6.	Approach timing		
7.	Altitude, speed heading control, (stabilised approach)		
8.	Go-around action +		
9.	Missed approach procedure / landing +		
10.	ATC liaison - compliance, R/T procedures		
<i>Assessment This Section</i>			<input type="checkbox"/> Pass <input style="margin-left: 100px;" type="checkbox"/> Fail

PARAGRAPH 5 –Non-Precision Approach

			Remarks
1.	Setting and checking of navigational aids, identification of facilities		
2.	Arrival procedures, altimeter settings		
3.	Approach and landing briefing, including descent/approach/landing checks		
4.	Holding procedure +		
5.	Compliance with published approach procedure		
6.	Approach timing		
7.	Altitude, speed, heading control, (stabilised approach)		
8.	Go-around action +		
9.	Missed approach procedure/landing +		
10.	ATC liaison - compliance, R/T procedures		
<i>Assessment This Section</i>			<input type="checkbox"/> Pass <input style="margin-left: 100px;" type="checkbox"/> Fail



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PARAGRAPH 6 – (if applicable) Simulated Asymmetric Flight

		Remarks
1.	Simulated engine failure after take-off or on go-around	
2.	Asymmetric approach and procedural go-around	
3.	Asymmetric approach and landing, missed approach procedure	
4.	Air Traffic Control liaison: compliance, Radio Telephony procedures	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail

*May be performed in a Flight Simulator or Approved Flight Training Device

+May be performed in either Paragraph 4 or Paragraph 5

RESULT: (PASS) (FAIL)

GENERAL REMARKS AND RECOMMENDATIONS:
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I, the undersigned, duly appointed by the Director of Civil Aviation to conduct the above examination hereby certify that
has successfully/unsuccessfully completed the required checks.

Signed:
Examiner

Date:
yy/mm/dd

Procedures for the Conduct of Instrument Rating Skill Test and Proficiency Check

- (1) An applicant for a skill test for the Instrument Rating shall have received instruction on the same class or type of aircraft to be used for the skill test. The aircraft used for the skill test shall meet the requirements for training aircraft as set out in the Act or Regulations made thereunder. The instrument rating course shall be provided by an approved organization or authorized instructor approved to conduct such courses.
- (2) The Administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, will be determined by the Authority which approved the applicant's training.
- (3) An applicant shall pass paragraphs 1 through 5 of the test below, and paragraph 6 if a multi-engine aircraft is used. If any item in a paragraph is failed, that paragraph is failed. Failure in more than one paragraph will require the applicant to take the entire test again. An applicant failing only one paragraph shall take the failed paragraph again. Failure in any paragraph of the re-test, including those paragraphs that have been passed on a previous attempt, will require the applicant to take the entire test again. All paragraphs of the skill test shall be completed within six months.
- (4) Further training may be required following any failed test. Failure to achieve a pass in all paragraphs of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill test that may be attempted.

Conduct of Test

- (5) The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least one hour.



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- (6) The Authority will provide the examiner with safety advice to be observed in the conduct of the test.
- (7) Should the applicant choose to terminate a skill test for reasons considered inadequate by the Examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the Examiner, only those paragraphs not completed shall be tested in a further flight.
- (8) At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.
- (9) An applicant shall normally be required to fly the aircraft from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. This restriction may be removed by the applicant carrying out another initial instrument rating skill test acting as if there was no other crew member on a single-pilot aircraft. Responsibility for the flight shall be allocated in accordance with national regulations.
- (10) Decision heights altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
- (11) An applicant for Instrument Rating shall indicate to the Examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorized check list for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

Note: During the proficiency check for revalidation or renewal of the Instrument Rating the licence holder has to demonstrate the same as above to the examiner involved.

Flight Test Tolerances

- (12) The applicant shall demonstrate the ability to:
 - (a) operate the aircraft within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge; and
 - (e) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt.
- (13) The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

Height

Generally	± 100 feet
Starting a go-around at decision height	± 50 feet/-0 feet
Minimum descent height/MAP/altitude	± 50 feet/-0 feet

Tracking

On radio aids	± 5°
Precision approach	half scale deflection, azimuth and glide path

Heading

all engines operating	± 5°
with simulated engine failure	±10°

Speed

all engines operating	± 5° knots
with simulated engine failure	+10 knots/-5 knots