

Instrument Proficiency Check Flight Record

Date:	Aircraft Type:
Flight Time:	Aircraft Tail Number:
Sim. Inst. Time:	Act. Inst. Time:
Pilot Name:	Instructor Name:

Task	Notes	N/A	Satisfactory	Un-Satisfactory
Holding Procedures				
Recovery from Unusual Attitudes				
Intercepting and Tracking Navigational Systems and DME ARCs				
Non-Precision Approach				
Precision Approach				
Approach with loss of Primary Flight Instruments (Non-Precision Approach)				
Missed Approach				
Circling Approach				
Landing from a Straight-In or Circling Approach				
One Engine Inoperative During Straight and Level Flight and Turns (Multi-Engine Airplane)				
One Engine Inoperative Instrument Approach (Multi-Engine Airplane)				
Postflight - Checking Instruments and Equipment				

Comments:

Pilot Signature:	Instructor Signature:
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Instrument Proficiency Check Requirements and Guidance Per Practical Test Standards

Areas of Operation Required for an Instrument Proficiency Check:

Required TASKS are indicated by either the TASK

III	C
IV	B
V	ALL
VI	ALL*
VII	B, C, D**
VIII	ALL

III. AREA OF OPERATION: AIR TRAFFIC CONTROL CLEARANCES AND PROCEDURES

C. TASK: HOLDING PROCEDURES

REFERENCES: 14 CFR parts 61, 91; FAA-H-8083-15; AIM.

NOTE: Any reference to DME will be disregarded if the aircraft is not so equipped.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to holding procedures.
2. Changes to the holding airspeed appropriate for the altitude or aircraft when 3 minutes or less from, but prior to arriving at, the holding fix.
3. Explains and uses an entry procedure that ensures the aircraft remains within the holding pattern airspace for a standard, nonstandard, published, or nonpublished holding pattern.
4. Recognizes arrival at the holding fix and initiates prompt entry into the holding pattern.
5. Complies with ATC reporting requirements.
6. Uses the proper timing criteria, where applicable, as required by altitude or ATC instructions.
7. Complies with pattern leg lengths when a DME distance is specified.
8. Uses proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time.
9. Maintains the airspeed within ± 10 knots; altitude within ± 100 feet; headings within $\pm 10^\circ$; and tracks a selected course, radial or bearing within $\frac{3}{4}$ -scale deflection of the CDI.
10. Uses MFD and other graphical navigation displays, if installed to monitor position in relation to the desired flightpath during holding.
11. Demonstrates an appropriate level of single-pilot resource management skills.

IV. AREA OF OPERATION: FLIGHT BY REFERENCE TO INSTRUMENTS

B. TASK: RECOVERY FROM UNUSUAL FLIGHT ATTITUDES

REFERENCES: 14 CFR part 61; FAA-H-8083-15.

NOTE: Any intervention by the examiner to prevent the aircraft from exceeding any operating limitations, or entering an unsafe flight condition, shall be disqualifying.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the elements relating to attitude instrument flying during recovery from unusual flight attitudes (both nose-high and nose-low).
2. Uses proper instrument cross-check and interpretation, and applies the appropriate pitch, bank, and power corrections in the correct sequence to return the aircraft to a stabilized level flight attitude.

V. AREA OF OPERATION: NAVIGATION SYSTEMS

A. TASK: INTERCEPTING AND TRACKING NAVIGATIONAL SYSTEMS AND DME ARCS

REFERENCES: 14 CFR parts 61, 91; FAA-H-8083-15; AIM.

NOTE: Any reference to DME arcs, ADF, or GPS shall be disregarded if the aircraft is not equipped with these specified navigational systems.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to intercepting and tracking navigational systems and DME arcs.
2. Tunes and correctly identifies the navigation facility.
3. Sets and correctly orients the course to be intercepted into the course selector or correctly identifies the course on the RMI.
4. Intercepts the specified course at a predetermined angle, inbound or outbound from a navigational facility.
5. Maintains the airspeed within ± 10 knots, altitude within ± 100 feet, and selected headings within $\pm 5^\circ$.
6. Applies proper correction to maintain a course, allowing no more than $\frac{3}{4}$ -scale deflection of the CDI or within $\pm 10^\circ$ in case of an RMI.
7. Determines the aircraft position relative to the navigational facility or from a waypoint in the case of GPS.
8. Intercepts a DME arc and maintain that arc within ± 1 nautical mile.
9. Recognizes navigational receiver or facility failure, and when required, reports the failure to ATC.
10. Uses MFD and other graphical navigation displays, if installed, to monitor position, track wind drift, and other parameters to intercept and maintain the desired flightpath

VI. AREA OF OPERATION: INSTRUMENT APPROACH PROCEDURES

NOTE: TASK D, Circling Approach, is applicable only to the airplane category.

NOTE: The requirements for conducting a GPS approach for the purpose of this test are explained on page 8 of the Introduction.

A. TASK: NONPRECISION APPROACH (NPA)

REFERENCES: 14 CFR parts 61, 91; FAA-H-8083-15; IAP; AIM.

NOTE: The applicant must accomplish at least two nonprecision approaches (one of which must include a procedure turn or, in the case of an RNAV approach, a Terminal Arrival Area (TAA) procedure) in simulated or actual instrument conditions. At least one nonprecision approach must be flown without the use of autopilot and without the assistance of radar vectors. (The yaw damper and flight director are not considered parts of the autopilot for purpose of this part). If the equipment allows, at least one nonprecision approach shall be conducted without vertical guidance. The examiner will select nonprecision approaches that are representative of the type that the applicant is likely to use. The choices must utilize two different types of navigational aids. Some examples of navigational aids for the purpose of this part are: NDB, VOR, LOC, LDA, SDF, GPS, or RNAV (including LNAV/VNAV and RNP-AR).

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to an instrument approach procedure.
2. Selects and complies with the appropriate instrument approach procedure to be performed.
3. Establishes two-way communications with ATC, as appropriate, to the phase of flight or approach segment, and uses proper communication phraseology and technique.
4. Selects, tunes, identifies, and confirms the operational status of navigation equipment to be used for the approach procedure.
5. Complies with all clearances issued by ATC or the examiner.
6. Recognizes if any flight instrumentation is inaccurate or inoperative, and takes appropriate action.
7. Advises ATC or examiner anytime that the aircraft is unable to comply with a clearance.
FAA-S-8081-4E 1-10
8. Establishes the appropriate aircraft configuration and airspeed considering turbulence and wind shear, and completes the aircraft checklist items appropriate to the phase of the flight.
9. Maintains, prior to beginning the final approach segment, altitude within ± 100 feet, heading within $\pm 10^\circ$ and allows less than $\frac{3}{4}$ -scale deflection of the CDI or within $\pm 10^\circ$ in the case of an RMI, and maintains airspeed within ± 10 knots.
10. Applies the necessary adjustments to the published MDA and visibility criteria for the aircraft approach category when required, such as—
 - a. NOTAMs.
 - b. inoperative aircraft and ground navigation equipment.
 - c. inoperative visual aids associated with the landing environment.
 - d. NWS reporting factors and criteria.
11. Establishes a stabilized approach profile with a rate of descent and track that will ensure arrival at the MDA prior to reaching the MAP.
12. Allows, while on the final approach segment, no more than a $\frac{3}{4}$ -scale deflection of the CDI or within 10° in case of an RMI, and maintains airspeed within ± 10 knots of that desired.
13. Maintains the MDA, when reached, within $+100$ feet, -0 feet to the MAP.
14. Executes the missed approach procedure when the required visual references for the intended runway are not distinctly visible and identifiable at the MAP.
15. Executes a normal landing from a straight-in or circling approach when instructed by the examiner.
16. Uses MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.
17. Demonstrates an appropriate level of single-pilot resource management skills.
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B. TASK: PRECISION APPROACH (PA)

REFERENCES: 14 CFR parts 61, 91; FAA-H-8083-15; IAP; AIM.

NOTE: A precision approach, utilizing aircraft NAVAID equipment for centerline and vertical guidance, must be accomplished in simulated or actual instrument conditions to DA/DH.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the precision instrument approach procedures.
2. Accomplishes the appropriate precision instrument approaches as selected by the examiner.
3. Establishes two-way communications with ATC using the proper communications phraseology and techniques, as required for the phase of flight or approach segment.
4. Complies, in a timely manner, with all clearances, instructions, and procedures.
5. Advises ATC anytime that the applicant is unable to comply with a clearance.
6. Establishes the appropriate airplane configuration and airspeed/V-speed considering turbulence, wind shear, microburst conditions, or other meteorological and operating conditions.
7. Completes the aircraft checklist items appropriate to the phase of flight or approach segment, including engine out approach and landing checklists, if appropriate.
8. Prior to beginning the final approach segment, maintains the desired altitude ± 100 feet, the desired airspeed within ± 10 knots, the desired heading within $\pm 10^\circ$; and accurately tracks radials, courses, and bearings.
9. Selects, tunes, identifies, and monitors the operational status of ground and airplane navigation equipment used for the approach.
10. Applies the necessary adjustments to the published DA/DH and visibility criteria for the airplane approach category as required, such as—
 - a. NOTAMs
 - b. inoperative airplane and ground navigation equipment.
 - c. inoperative visual aids associated with the landing environment.
 - d. NWS reporting factors and criteria.
11. Establishes a predetermined rate of descent at the point where the electronic glideslope begins, which approximates that required for the aircraft to follow the glideslope. *FAA-S-8081-4E 1-12*
12. Maintains a stabilized final approach, from the Final Approach Fix to DA/DH allowing no more than $\frac{3}{4}$ -scale deflection of either the glideslope or localizer indications and maintains the desired airspeed within ± 10 knots.

13. A missed approach or transition to a landing shall be initiated at Decision Height.
14. Initiates immediately the missed approach when at the DA/DH, and the required visual references for the runway are not unmistakably visible and identifiable.
15. Transitions to a normal landing approach (missed approach for seaplanes) only when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering.
16. Maintains localizer and glideslope within $\frac{3}{4}$ -scale deflection of the indicators during the visual descent from DA/DH to a point over the runway where glideslope must be abandoned to accomplish a normal landing.
17. Uses MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.
18. Demonstrates an appropriate level of single-pilot resource management skills.

C. TASK: MISSED APPROACH

REFERENCES: 14 CFR parts 61, 91; FAA-H-8083-15; IAP; AIM.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to missed approach procedures associated with standard instrument approaches.
2. Initiates the missed approach promptly by applying power, establishing a climb attitude, and reducing drag in accordance with the aircraft manufacturer's recommendations.
3. Reports to ATC beginning the missed approach procedure.
4. Complies with the published or alternate missed approach procedure.
5. Advises ATC or examiner anytime that the aircraft is unable to comply with a clearance, restriction, or climb gradient.
6. Follows the recommended checklist items appropriate to the go-around procedure.
7. Requests, if appropriate, ATC clearance to the alternate airport, clearance limit, or as directed by the examiner.
8. Maintains the recommended airspeed within ± 10 knots; heading, course, or bearing within $\pm 10^\circ$; and altitude(s) within ± 100 feet during the missed approach procedure.
- 1-13 *FAA-S-8081-4E*
9. Uses MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.
10. Demonstrates an appropriate level of single-pilot resource management skills.

D. TASK: CIRCLING APPROACH

REFERENCES: 14 CFR parts 61, 91; FAA-H-8083-15; IAP; AIM.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to a circling approach procedure.
 2. Selects and complies with the appropriate circling approach procedure considering turbulence and wind shear and considering the maneuvering capabilities of the aircraft.
 3. Confirms the direction of traffic and adheres to all restrictions and instructions issued by ATC and the examiner.
 4. Does not exceed the visibility criteria or descend below the appropriate circling altitude until in a position from which a descent to a normal landing can be made.
 5. Maneuvers the aircraft, after reaching the authorized MDA and maintains that altitude within $+100$ feet, -0 feet and a flightpath that permits a normal landing on a runway. The runway selected must be such that it requires at least a 90° change of direction, from the final approach course, to align the aircraft for landing.
 6. Demonstrates an appropriate level of single-pilot resource management skills.
- FAA-S-8081-4E* 1-14

E. TASK: LANDING FROM A STRAIGHT-IN OR CIRCLING APPROACH

REFERENCES: 14 CFR parts 61, 91; FAA-H-8083-15; AIM.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to the pilot's responsibilities, and the environmental, operational, and meteorological factors, which affect a landing from a straight-in or a circling, approach.
2. Transitions at the DA/DH, MDA, or VDP to a visual flight condition, allowing for safe visual maneuvering and a normal landing.
3. Adheres to all ATC (or examiner) advisories, such as NOTAMs, wind shear, wake turbulence, runway surface, braking conditions, and other operational considerations.
4. Completes appropriate checklist items for the prelanding and landing phase.
5. Maintains positive aircraft control throughout the complete landing maneuver.
6. Demonstrates an appropriate level of single-pilot resource management skills.

VII. AREA OF OPERATION: EMERGENCY OPERATIONS

B. TASK: ONE ENGINE INOPERATIVE DURING STRAIGHT-AND-LEVEL FLIGHT AND TURNS (MULTIENGINE AIRPLANE)

REFERENCES: 14 CFR part 61; FAA-H-8083-3, FAA-H-8083-15.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the procedures used if engine failure occurs during straight- and-level flight and turns while on instruments.
2. Recognizes engine failure simulated by the examiner during straight-and-level flight and turns.
3. Sets all engine controls, reduces drag, and identifies and verifies the inoperative engine.
4. Establishes the best engine-inoperative airspeed and trims the aircraft.
5. Verifies the accomplishment of prescribed checklist procedures for securing the inoperative engine.
6. Establishes and maintains the recommended flight attitude, as necessary, for best performance during straight-and-level and turning flight.
7. Attempts to determine the reason for the engine failure.
8. Monitors all engine control functions and makes necessary adjustments.

9. Maintains the specified altitude within ± 100 feet, (if within the aircraft's capability), airspeed within ± 10 knots, and the specified heading within $\pm 10^\circ$.
10. Assesses the aircraft's performance capability and decides an appropriate action to ensure a safe landing.
11. Avoids loss of aircraft control, or attempted flight contrary to the engine-inoperative operating limitations of the aircraft.
12. Demonstrates an appropriate level of single-pilot resource management skills.

C. TASK: ONE ENGINE INOPERATIVE—INSTRUMENT APPROACH (MULTIENGINE AIRPLANE)

REFERENCES: 14 CFR part 61; FAA-H-8083-3, FAA-H-8083-15; IAP.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the elements by explaining the procedures used during an instrument approach in a multiengine aircraft with one engine inoperative.
 2. Recognizes promptly engine failure simulated by the examiner.
 3. Sets all engine controls, reduces drag, and identifies and verifies the inoperative engine.
 4. Establishes the best engine-inoperative airspeed and trims the aircraft.
 5. Verifies the accomplishment of prescribed checklist procedures for securing the inoperative engine.
 6. Establishes and maintains the recommended flight attitude and configuration for the best performance for all maneuvering necessary for the instrument approach procedures.
 7. Attempts to determine the reason for the engine failure.
 8. Monitors all engine control functions and makes necessary adjustments.
 9. Requests and receives an actual or a simulated ATC clearance for an instrument approach.
 10. Follows the actual or a simulated ATC clearance for an instrument approach.
 11. Establishes a rate of descent that will ensure arrival at the MDA/DH prior to reaching the MAP with the aircraft continuously in a position from which descent to a landing on the intended runway can be made straight in or circling.
 12. Maintains, where applicable, the specified altitude within ± 100 feet, the airspeed within ± 10 knots if within the aircraft's capability, and the heading within $\pm 10^\circ$.
 13. Sets the navigation and communication equipment used during the approach and uses the proper communications technique.
 14. Avoids loss of aircraft control, or attempted flight contrary to the engine-inoperative operating limitations of the aircraft.
 15. Uses MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the approach.
 16. Complies with the published criteria for the aircraft approach category when circling.
 17. Allows, while on final approach segment, no more than $\frac{3}{4}$ -scale deflection of either the localizer or glideslope or GPS indications, or within $\pm 10^\circ$ or $\frac{3}{4}$ -scale deflection of the nonprecision final approach course.
 18. Completes a safe landing.
 19. Demonstrates an appropriate level of single-pilot resource management skills.
- 1-17 *FAA-S-8081-4E*

D. TASK: APPROACH WITH LOSS OF PRIMARY FLIGHT INSTRUMENT INDICATORS

REFERENCES: 14 CFR part 61; FAA-H-8083-15; IAP.

NOTE: This approach shall count as one of the required nonprecision approaches.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the elements relating to recognizing if primary flight instruments are inaccurate or inoperative, and advise ATC or the examiner.
2. Advises ATC or examiner anytime that the aircraft is unable to comply with a clearance.
3. Demonstrates a nonprecision instrument approach without the use of the primary flight instrument using the objectives of the nonprecision approach TASK (AREA OF OPERATION VI, TASK A).
4. Demonstrates an appropriate level of single-pilot resource management skills.

VIII. AREA OF OPERATION: POSTFLIGHT PROCEDURES

A. TASK: CHECKING INSTRUMENTS AND EQUIPMENT

REFERENCES: 14 CFR parts 61, 91.

Objective. To determine that the applicant:

1. Exhibits adequate knowledge of the elements relating to all instrument and navigation equipment for proper operation.
2. Notes all flight equipment for proper operation.
3. Notes all equipment and/or aircraft malfunctions and makes appropriate documentation of improper operation or failure of such equipment.