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:**

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

III. Air Traffic Control Clearances and Procedures

B. Holding Procedures
IR.III.B.S1 Explain and use an entry procedure that ensures the airplane remains within the holding pattern airspace for a standard, nonstandard, published, or non-published holding pattern.
IR.III.B.S2 Change to the holding airspeed appropriate for the altitude or airplane when 3 minutes or less from, but prior to arriving at, the holding fix and set appropriate power as needed for fuel conservation.
IR.III.B.S3 Recognize arrival at the holding fix and promptly initiate entry into the holding pattern.
IR.III.B.S4 Maintain airspeed ±10 knots, altitude ±100 feet, selected headings within ±10°, and track a selected course, radial, or bearing within ¾-scale deflection of the CDI.
IR.III.B.S5 Use proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time and maintain pattern leg lengths when specified.
IR.III.B.S6 Use an MFD and other graphical navigation displays, if installed, to monitor position in relation to the desired flightpath during holding.
IR.III.B.S7 Comply with ATC reporting requirements and restrictions associated with the holding pattern.
IR.III.B.S8 Demonstrate SRM.

IV. Flight by Reference to Instruments

B. Recovery from Unusual Flight Attitudes
R.IV.B.S1 Use proper instrument cross-check and interpretation to identify an unusual attitude (including both nose-high and nose-low), and apply the appropriate pitch, bank, and power corrections, in the correct sequence, to return to a stabilized level flight attitude.

V. Navigation Systems

A. Intercepting and Tracking Navigational Systems and Arcs
IR.V.A.S1 Tune and correctly identify the navigation facility/program the navigation system and verify system accuracy as appropriate for the equipment installed in the airplane.
IR.V.A.S2 Determine airplane position relative to the navigational facility or waypoint.
IR.V.A.S3 Set and correctly orient to the course to be intercepted.
IR.V.A.S4 Intercept the specified course at appropriate angle, inbound to or outbound from a navigational facility or waypoint.
IR.V.A.S5 Maintain airspeed ±10 knots, altitude ±100 feet, and selected headings ±5°.
IR.V.A.S6 Apply proper correction to maintain a course, allowing no more than ¾-scale deflection of the CDI. If a DME arc is selected, maintain that arc ±1 nautical mile.
IR.V.A.S7 Recognize navigational system or facility failure, and when required, report the failure to ATC.
IR.V.A.S8 Use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift, and to maintain situational awareness.
IR.V.A.S9 Use the autopilot to make appropriate course intercepts, if installed

VI. Instrument Approach Procedures

A. Nonprecision Approach
IR.VI.A.S1 Accomplish the nonprecision instrument approaches selected by the evaluator.
IR.VI.A.S2 Establish two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.
IR.VI.A.S3 Select, tune, identify, and confirm the operational status of navigation equipment to be used for the approach.
IR.VI.A.S4 Comply with all clearances issued by ATC or the evaluator.
IR.VI.A.S5 Recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.
IR.VI.A.S6 Advise ATC or the evaluator if unable to comply with a clearance.
IR.VI.A.S7 Complete the appropriate checklist.
IR.VI.A.S8 Establish the appropriate airplane configuration and airspeed considering meteorological and operating conditions.
IR.VI.A.S9 Maintain altitude ±100 feet, selected heading ±10°, airspeed ±10 knots, and accurately track radials, courses, and bearings, prior to beginning the final approach segment.
IR.VI.A.S10 Adjust the published MDA and visibility criteria for the aircraft approach category, as appropriate, for factors that include NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment, etc.
IR.VI.A.S11 Establish a stabilized descent to the appropriate altitude.
IR.VI.A.S12 For the final approach segment, maintain no more than a ¾-scale deflection of the CDI, maintain airspeed ±10 knots, and altitude, if applicable, above MDA, +100/-0 feet, to the Visual Descent Point (VDP) or Missed Approach Point (MAP).
IR.VI.A.S13 Execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile; or execute a normal landing from a straight-in or circling approach.

IR.VI.A.S14 Use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift, and to maintain situational awareness.IR.VI.A.S1 Accomplish the nonprecision instrument approaches selected by the evaluator.
IR.VI.A.S2 Establish two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.
IR.VI.A.S3 Select, tune, identify, and confirm the operational status of navigation equipment to be used for the approach.
IR.VI.A.S4 Comply with all clearances issued by ATC or the evaluator.
IR.VI.A.S5 Recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.
IR.VI.A.S6 Advise ATC or the evaluator if unable to comply with a clearance.
IR.VI.A.S7 Complete the appropriate checklist.
IR.VI.A.S8 Establish the appropriate airplane configuration and airspeed considering meteorological and operating conditions.
IR.VI.A.S9 Maintain altitude ±100 feet, selected heading ±10°, airspeed ±10 knots, and accurately track radials, courses, and bearings, prior to beginning the final approach segment.
IR.VI.A.S10 Adjust the published MDA and visibility criteria for the aircraft approach category, as appropriate, for factors that include NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment, etc.
IR.VI.A.S11 Establish a stabilized descent to the appropriate altitude.
IR.VI.A.S12 For the final approach segment, maintain no more than a ¾-scale deflection of the CDI, maintain airspeed ±10 knots, and altitude, if applicable, above MDA, +100/-0 feet, to the Visual Descent Point (VDP) or Missed Approach Point (MAP).
IR.VI.A.S13 Execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile; or execute a normal landing from a straight-in or circling approach.
IR.VI.A.S14 Use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift, and to maintain situational awareness.

B. Precision Approach
IR.VI.B.S1 Accomplish the precision instrument approach(es) selected by the evaluator.
IR.VI.B.S2 Establish two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.
IR.VI.B.S3 Select, tune, identify, and confirm the operational status of navigation equipment to be used for the approach.
IR.VI.B.S4 Comply with all clearances issued by ATC or the evaluator.
IR.VI.B.S5 Recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.
IR.VI.B.S6 Advise ATC or the evaluator if unable to comply with a clearance.
IR.VI.B.S7 Complete the appropriate checklist.
IR.VI.B.S8 Establish the appropriate airplane configuration and airspeed considering turbulence and windshear.
IR.VI.B.S9 Maintain altitude ±100 feet, selected heading ±10°, airspeed ±10 knots, and accurately track radials, courses, and bearings, prior to beginning the final approach segment.
IR.VI.B.S10 Adjust the published DA/DH and visibility criteria for the aircraft approach category, as appropriate, to account for NOTAMs, Inoperative airplane or navigation equipment, or inoperative visual aids associated with the landing environment.
IR.VI.B.S11 Establish a predetermined rate of descent at the point where vertical guidance begins, which approximates that required for the airplane to follow the vertical guidance.
IR.VI.B.S12 Maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¾-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±10 knots.
IR.VI.B.S13 Immediately initiate the missed approach procedure when at the DA/DH, and the required visual references for the runway are not unmistakably visible and identifiable.
IR.VI.B.S14 Transition to a normal landing approach (missed approach for seaplanes) only when the airplane 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.
IR.VI.B.S15 Maintain a stabilized visual flight path from the DA/DH to the runway aiming point where a normal landing may be accomplished within the touchdown zone.
IR.VI.B.S16 Use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift, and to maintain situational awareness.

C. Missed Approach
IR.VI.C.S1 Promptly initiate the missed approach procedure and report it to ATC.
IR.VI.C.S2 Apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.
IR.VI.C.S3 Configure the airplane in accordance with airplane manufacturer's instructions, establish a positive rate of climb, and accelerate to the appropriate airspeed, ±10 knots.
IR.VI.C.S4 Follow the recommended checklist items appropriate to the missed approach/go-around procedure.
IR.VI.C.S5 Comply with the published or alternate missed approach procedure.
IR.VI.C.S6 Advise ATC or the evaluator if unable to comply with a clearance, restriction, or climb gradient.
IR.VI.C.S7 Maintain the heading, course, or bearing ±10°; and altitude(s) ±100 feet during the missed approach procedure.
IR.VI.C.S8 Use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.
IR.VI.C.S9 Demonstrate SRM or CRM, as appropriate.
IR.VI.C.S10 Request ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.

D. Circling Approach
IR.VI.D.S1 Comply with the circling approach procedure considering turbulence, windshear, and the maneuvering capability and approach category of the aircraft.
IR.VI.D.S2 Confirm the direction of traffic and adhere to all restrictions and instructions issued by ATC or the evaluator.
IR.VI.D.S3 Demonstrate SRM.
IR.VI.D.S4 Establish the approach and landing configuration. Maintain a stabilized approach and a descent rate that ensures arrival at the MDA, or the preselected circling altitude above the MDA, prior to the missed approach point.
IR.VI.D.S5 Maintain airspeed ±10 knots, desired heading/track ±10°, and altitude +100/-0 feet until descending below the MDA or the preselected circling altitude above the MDA.
IR.VI.D.S6 Visually maneuver to a base or downwind leg appropriate for the landing runway and environmental conditions.
IR.VI.D.S7 If a missed approach occurs, turn in the appropriate direction using the correct procedure and appropriately configure the airplane.
IR.VI.D.S8 If landing, initiate a stabilized descent. Touch down on the first one-third of the selected runway without excessive maneuvering, without exceeding the normal operating limits of the airplane, and without exceeding 30° of bank.

E. Landing from an Instrument Approach
IR.VI.E.S1 Transition at the DA/DH, MDA, or visual descent point (VDP) to a visual flight condition, allowing for safe visual maneuvering and a normal landing.
IR.VI.E.S2 Adhere to all ATC or evaluator advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.
IR.VI.E.S3 Complete the appropriate checklist.
IR.VI.E.S4 Maintain positive airplane control throughout the landing maneuver.
IR.VI.E.S5 Demonstrate SRM.

VII. Emergency Operations

B. One Engine Inoperative (Simulated) during Straight-and-Level Flight and Turns (AMEL, AMES)
IR.VII.B.S1 Promptly recognize an engine failure and maintain positive airplane control.
IR.VII.B.S2 Set the engine controls, reduce drag, identify and verify the inoperative engine, and simulate feathering of the propeller on the inoperative engine. (Evaluator should then establish zero thrust on the inoperative engine.)
IR.VII.B.S3 Establish the best engine-inoperative airspeed and trim the airplane.
IR.VII.B.S4 Use flight controls in the proper combination as recommended by the manufacturer, or as required to maintain best performance, and trim as required.
IR.VII.B.S5 Verify the prescribed checklist procedures normally used for securing the inoperative engine.
IR.VII.B.S6 Attempt to determine and resolve the reason for the engine failure.
IR.VII.B.S7 Monitor engine functions and make necessary adjustments.
IR.VII.B.S8 Maintain the specified altitude ±100 feet or minimum sink rate if applicable, airspeed ±10 knots, and the specified heading ±10°.
IR.VII.B.S9 Assess the airplane's performance capability and decide an appropriate action to ensure a safe landing.
IR.VII.B.S10 Avoid loss of airplane control or attempted flight contrary to the engine-inoperative operating limitations of the airplane.
IR.VII.B.S11 Demonstrate SRM.

C. Instrument Approach and Landing with an Inoperative Engine (Simulated) (AMEL, AMES)
IR.VII.C.S1 Promptly recognize a engine failure and maintain positive airplane control.
IR.VII.C.S2 Set the engine controls, reduce drag, identify and verify the inoperative engine, and simulate feathering of the propeller on the inoperative engine. (Evaluator should then establish zero thrust on the inoperative engine.)
IR.VII.C.S3 Use flight controls in the proper combination as recommended by the manufacturer, or as required to maintain best performance, and trim as required.
IR.VII.C.S4 Follow the manufacturer's recommended emergency procedures.
IR.VII.C.S5 Monitor the operating engine and make adjustments as necessary.
IR.VII.C.S6 Request and follow an actual or a simulated ATC clearance for an instrument approach.
IR.VII.C.S7 Maintain altitude ±100 feet or minimum sink rate if applicable, airspeed ±10 knots, and selected heading ±10°.
IR.VII.C.S8 Establish a rate of descent that will ensure arrival at the MDA or DA/DH with the airplane in a position from which a descent to a landing on the intended runway can be made, either straight in or circling as appropriate.
IR.VII.C.S9 On final approach segment, maintain vertical (as applicable) and lateral guidance within ¾-scale deflection.
IR.VII.C.S10 Avoid loss of airplane control, or attempted flight contrary to the operating limitations of the airplane.
IR.VII.C.S11 Comply with the published criteria for the aircraft approach category if circling.
IR.VII.C.S12 Execute a normal landing.
IR.VII.C.S13 Complete the appropriate checklist.

D. Approach with Loss of Primary Flight Instrument Indicators
IR.VII.D.S1 Advise ATC or the evaluator of if unable to comply with a clearance.
IR.VII.D.S2 Complete a nonprecision instrument approach without the use of the primary flight instruments using the skill elements of the nonprecision approach Task (See Area of Operation VI, Task A).
IR.VII.D.S3 Demonstrate SRM.

VIII. Postflight Procedures

A. Checking Instruments and Equipment
IR.VIII.A.S1 Conduct a postflight inspection, and document discrepancies and servicing requirements, if any.