

NATOPS INSTRUMENT RATING REQUEST

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. NAME (Last, first, middle initial): | | | | 2. RANK: | | 3. EDIPI NUMBER: | | 4. DATE OF LAST EVALUATION: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. UNIT: | | 6. CREW POSITION & QUALIFICATIONS: | | | | 7. HOURS IN MODEL: | | 8. DATE OF CHECK FLIGHT: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9. AIRCRAFT MODEL: | | 10. AIRCRAFT BUNO: | | 11. FLIGHT DURATION: | | | 12. EXPIRATION DATE: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13. MISCELLANEOUS SUMMARY | | | | | 18. INSTRUMENT PILOT TIME | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ITEM | | | LAST 6 MO. | LAST 12 MO. | ITEM | | LAST 12 MO. | LAST 6 MO. | TOTAL ALL YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PRECISION APPROACHES | | | | | ACTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | SIMULATED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | INSTRUMENT PILOT TIME TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NON-PRECISION APPROACHES | | | | | TOTAL YEARS FLYING EXPERIENCE (Military and Commercial) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 14. TOTAL PILOT TIME | | | | | 19. THIS IS TO CERTIFY THAT THE APPLICANT HAS... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | <input type="checkbox"/> SATISFACTORILY <input type="checkbox"/> UNSATISFACTORILY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15. CURRENT RATING: | | | | | COMPLETED THE WRITTEN EXAMINATION FOR AN INSTRUMENT RATING AS REQUIRED BY THE NATOPS INSTRUMENT FLIGHT MANUAL. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16. ISSUED RATING: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17. SIGNATURE OF APPLICANT: | | | | | 20. 1ST EXAM(Grade): | | 21. 2ND EXAM(Grade): | | 22. 3RD EXAM(Grade): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 23. EXAMINING OFFICER: | | | 24. RANK: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 25. UNIT: | | | 26. DATE OF EXAM: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td rowspan="8" style="writing-mode: vertical-rl; transform: rotate(180deg); text-align: center;">FLIGHT EVALUATION</td> <td colspan="3">27. PART ONE (Basic Instruments)</td> <td>Q</td> <td>U</td> <td colspan="3">28. PART TWO (Instrument flight within control areas with emphasis on VOR/TACAN where feasible)</td> <td>Q</td> <td>U</td> </tr> <tr> <td>1</td> <td colspan="2">INSTRUMENT TAKEOFF (Optional)</td> <td></td> <td></td> <td>1</td> <td colspan="2">FLIGHT PLANNING</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td colspan="2">CLIMBING, DESCENDING, AND TIMED TURNS*</td> <td></td> <td></td> <td>2</td> <td colspan="2">CLEARANCE COMPLIANCE</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td colspan="2">STEEP TURNS*</td> <td></td> <td></td> <td>3</td> <td colspan="2">INSTRUMENT APPROACHES</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td colspan="2">RECOVERY FROM UNUSUAL ATTITUDES*</td> <td></td> <td></td> <td>4</td> <td colspan="2">COMMUNICATIONS AND NAVIGATION EQUIPMENT</td> <td></td> <td></td> </tr> <tr> <td>5</td> <td colspan="2">VOR/TACAN POSITIONING</td> <td></td> <td></td> <td>5</td> <td colspan="2">EMERGENCY PROCEDURES</td> <td></td> <td></td> </tr> <tr> <td>6</td> <td colspan="2">PARTIAL PANEL AIRWORK*</td> <td></td> <td></td> <td>6</td> <td colspan="2">VOICE PROCEDURES</td> <td></td> <td></td> </tr> <tr> <td>7</td> <td colspan="2"></td> <td></td> <td></td> <td>7</td> <td colspan="2"></td> <td></td> <td></td> </tr> <tr> <td colspan="10">* Not required when evaluation is conducted under actual instrument conditions.</td> </tr> </table> | | | | | | | | | | FLIGHT EVALUATION | 27. PART ONE (Basic Instruments) | | | Q | U | 28. PART TWO (Instrument flight within control areas with emphasis on VOR/TACAN where feasible) | | | Q | U | 1 | INSTRUMENT TAKEOFF (Optional) | | | | 1 | FLIGHT PLANNING | | | | 2 | CLIMBING, DESCENDING, AND TIMED TURNS* | | | | 2 | CLEARANCE COMPLIANCE | | | | 3 | STEEP TURNS* | | | | 3 | INSTRUMENT APPROACHES | | | | 4 | RECOVERY FROM UNUSUAL ATTITUDES* | | | | 4 | COMMUNICATIONS AND NAVIGATION EQUIPMENT | | | | 5 | VOR/TACAN POSITIONING | | | | 5 | EMERGENCY PROCEDURES | | | | 6 | PARTIAL PANEL AIRWORK* | | | | 6 | VOICE PROCEDURES | | | | 7 | | | | | 7 | | | | | * Not required when evaluation is conducted under actual instrument conditions. | | | | | | | | | |
| FLIGHT EVALUATION | 27. PART ONE (Basic Instruments) | | | Q | U | 28. PART TWO (Instrument flight within control areas with emphasis on VOR/TACAN where feasible) | | | Q | | U | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | INSTRUMENT TAKEOFF (Optional) | | | | 1 | FLIGHT PLANNING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | CLIMBING, DESCENDING, AND TIMED TURNS* | | | | 2 | CLEARANCE COMPLIANCE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | STEEP TURNS* | | | | 3 | INSTRUMENT APPROACHES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | RECOVERY FROM UNUSUAL ATTITUDES* | | | | 4 | COMMUNICATIONS AND NAVIGATION EQUIPMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | VOR/TACAN POSITIONING | | | | 5 | EMERGENCY PROCEDURES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | PARTIAL PANEL AIRWORK* | | | | 6 | VOICE PROCEDURES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | | | | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| * Not required when evaluation is conducted under actual instrument conditions. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29. FLIGHT EXAMINER: | | | | 30. RANK: | | 31. DATE: | | 32. SIGNATURE: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33. REMARKS: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34. UNIT COMMANDER: | | | | 35. RANK: | | 36. DATE: | | 37. SIGNATURE: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |