



REPUBLIC OF CYPRUS
DEPARTMENT OF CIVIL AVIATION



Licensing

FOR OFFICIAL USE

Date of receipt:

Examiners Report for PPL (A) Skill Test

Please complete the form electronically and then print and sign using black or dark blue ink

Note – Examiners are reminded as per FCL.1030 that they must complete this Report Form, provide the applicant with a signed report of the skill test and submit without delay copies of the report to the competent authority responsible for the applicant's license, and to the competent authority that issued the examiner certificate. Examiners remain responsible for submitting the examiner's report to Licensing Section, within 14 working days from the skill test.

FALSE REPRESENTATION STATEMENT

It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal or variation of any certificate, license, approval, permission or other document. Persons so doing render themselves liable, on summary conviction, to a severe fine and/or imprisonment.

1. APPLICANT DETAILS		To be completed by Applicant	
DCA Personal reference number (if known):			
Title:	Surname:	Forename(s):	
Tel:	Email:	Date of Birth (dd/mm/yyyy):	

2. SKILL TEST DETAILS AND RESULTS		To be completed by Examiner	
Date of first attempt:		Date of second attempt:	
Aerodrome or Site (Location of Test):		Aerodrome or Site (Location of Test):	
Route:		Route:	
Aircraft Registration and Type used for Skill Test :		Aircraft Registration and Type used for Skill Test :	
Competent authority issuing qualification certificate for the aircraft:		Competent authority issuing qualification certificate for the aircraft:	
On Chocks/ Finish:		On Chocks/ Finish:	
Off Chocks/ Start:		Off Chocks/ Start:	
Total Time:		Total Time:	
Examiner's Acknowledgement		Examiner's Acknowledgement	
I have found the applicant's experience and instruction in compliance with Annex I Part FCL		I have found the applicant's experience and instruction in compliance with Annex I Part FCL	
I confirm that all the required manoeuvres and exercises have been completed		I confirm that all the required manoeuvres and exercises have been completed	
I confirm that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable)		I confirm that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable)	
I confirm that the applicant has completed a refresher training in an approved ATO (where applicable)		I confirm that the applicant has completed a refresher training in an approved ATO (where applicable)	

1 st Attempt Results	2 nd Attempt Results
Pass or Partial Pass* or Fail* or Incomplete (* refer to Section 3)	Pass or Partial Pass* or Fail* or Incomplete (* refer to Section 3)
Examiner's certificate number:	Examiner's certificate number:
License number:	License number:
Examiner's name:	Examiner's name:
Examiner's signature:	Examiner's signature:

Applicant's Acknowledgement:		
<p><i>a. I declare that the information on this form is correct, and</i></p> <p><i>b. I confirm that I have received by the Examiner a signed copy of this Examiner Report.</i></p>		
<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">Applicant's signature:</td> <td style="width: 50%;">Applicant's signature:</td> </tr> </table>	Applicant's signature:	Applicant's signature:
Applicant's signature:	Applicant's signature:	

3. SKILL TEST – NOTICE OF FAILURE * **To be completed by Examiner, then read and signed by the Applicant**

1 st Attempt Results	2 nd Attempt Results
Examiner:	
You are hereby notified that you have failed /partial pass the test for the following reasons:	You are hereby notified that you have failed /partial pass the test for the following reasons:
<p>In accordance with Part FCL an Approved Training Organisation shall determine and deliver the required refresher / remedial training prior to the applicant reattempting the skill test. The applicant must provide evidence of this training to the examiner who conducts the next test.</p>	
Minimum training recommended by the Examiner:	Minimum training recommended by the Examiner:
Examiner's signature:	Examiner's signature:

1 st Attempt Results	2 nd Attempt Results
Applicant's Acknowledgement:	
<p><i>c. I understand that I have failed the items notified above.</i></p> <p><i>d. I understand that for any comment or appeal regarding the above test I have the right to submit an email to: eld@dca.mcw.gov.cy</i></p>	
Applicant's signature:	Applicant's signature:
This notice of failure was delivered in accordance with FCL.1030 (b)(1)	

4. NATIONAL PROCEDURE DECLARATION (only for NON-CYPRUS DCA EXAMINERS)		To be completed by Examiner	
1st Exam		2nd Exam	
I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's Competent Authority (Cyprus DCA) contained in the current version of the Examiner Differences Document. Version:		I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's Competent Authority (Cyprus DCA) contained in the current version of the Examiner Differences Document. Version:	
Date (dd/mm/yyyy):		Date (dd/mm/yyyy):	
Examiner's signature:		Examiner's signature:	

SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE		1 st Attempt		2 nd Attempt		SECTION 4. APPROACH AND LANDING PROCEDURES		1 st Attempt		2 nd Attempt	
		Pass	Fail	Pass	Fail			Pass	Fail	Pass	Fail
		Insert examiner's initial only						Insert examiner's initial only			
a	Pre-flight documentation, NOTAM and weather briefing					a	Aerodrome arrival procedures				
b	Mass, balance and performance calculation					b	*Precision landing (short field landing), crosswind, if suitable conditions available				
c	Aeroplane inspection and servicing					c	*Flapless landing				
d	Engine starting and after starting procedures					d	*Approach to landing with idle power (SE only)				
e	Taxiing and aerodrome procedures, pre-take-off procedures					e	Touch and go				
f	Take-off and after take-off checks					f	Go around from low height				
g	Aerodrome departure procedures					g	ATC compliance and RT procedures				
h	ATC liaison - compliance, R/T procedures					h	Actions after flight				
SECTION 2. GENERAL AIRWORK		1 st Attempt		2 nd Attempt		SECTION 5. ABNORMAL AND EMERGENCY PROCEDURES		1 st Attempt		2 nd Attempt	
		Pass	Fail	Pass	Fail			Pass	Fail	Pass	Fail
a	ATC liaison - compliance, R/T procedures					This section may be combined with sections 1 through 4					
b	Straight and Level flight, with speed changes					a	Simulated engine failure after take-off (SE only)				
c	Climbing: i. Best rate of climb ii. Climbing turns iii. Levelling off					b	*Forced landing (simulated) (SE only)				
						c	Simulated precautionary landing (SE only)				
d	Medium (30° bank) turns					d	Simulated emergencies				
e	Steep (45°bank) turns (including recognition and recovery from a spiral dive)					e	Oral questions				
f	Flight at critically low airspeed with and without flaps					SECTION 6. SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS		1st Attempt		2nd Attempt	
								Pass	Fail	Pass	Fail
g	Stalling: i. Clean stall and recover with power ii. Approach to stall descending turn with bank angle 20°, approach configuration iii. Approach to stall in landing configuration					This section may be combined with sections 1 through 5					
						a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)				
						b	Asymmetric approach and go-around				
						c	Asymmetric approach and full stop landing				
h	Descending: i. With and without power ii. Descending turns (steep gliding turns) iii. Levelling off					d	Engine shutdown and restart				
						e	ATC compliance, R/T procedures or airmanship				
SECTION 3. EN ROUTE PROCEDURES		1 st Attempt		2 nd Attempt		As determined by the FE - any relevant items of the class or type rating skill test to include, if applicable: i. Aeroplane systems including handling of autopilot ii. Operation of pressurisation system iii. Use of de-icing and anti-icing system		1 st Attempt		2 nd Attempt	
		Pass	Fail	Pass	Fail						
a	Flight plan, dead reckoning and map reading					f					
b	Maintenance of altitude, heading and speed										
c	Orientation, timing and revision of ETAs, and log keeping										
d	Diversion to alternate aerodrome (planning and implementation)										
e	Use of radio navigation aids										
f	Basic instrument flying (180° turn in simulated IMC)					* these items may be combined at the discretion of the FE.					
g	Flight management (checks, fuel systems and carburetor icing etc.)					Note:					
h	ATC Compliance and R/T procedures					1. Use of checklist, airmanship, control of aeroplane by external visual references, anti-icing procedures, etc. apply in all sections.					

CONDUCT OF THE TEST

- 1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.
- 2) Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
- 3) An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight should be allocated in accordance with national regulations.

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL(A)

- a) The route to be flown for the navigation test should be chosen by the FE. The route may end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test should have a duration that allows the pilot to demonstrate his/her ability to complete a route with at least three identified waypoints and may, as agreed between the applicant and FE, be flown as a separate test.
- b) An applicant should indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the authorised checklist for the aeroplane on which the test is being taken. During pre-flight preparation for the test the applicant should be required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used.

SKILL TEST FAIL OR PARTIAL PASS

1. Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
2. When the test needs to be repeated in accordance with (1), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
3. Failure to achieve a pass in all sections of the test in 2 attempts will require further training.
4. Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.

FLIGHT TEST TOLERANCE

The applicant should demonstrate the ability to:

1. operate the aeroplane within its limitations;
2. complete all manoeuvres with smoothness and accuracy;
3. exercise good judgment and airmanship;
4. apply aeronautical knowledge;
5. maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

(1) Height:

- i. normal flight ± 150 ft
- ii. with simulated engine failure ± 200 ft (if ME aeroplane is used)

(2) Heading or tracking of radio aids:

- i. normal flight $\pm 10^\circ$
- ii. with simulated engine failure $\pm 15^\circ$ (if ME aeroplane is used)

(3) Speed:

- i. take-off and approach $+15/-5$ knots
- ii. all other flight regimes ± 15 knots