



FOR OFFICIAL USE

Date of receipt:

Examiners Report for CPL (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 :		
FSTD Identification Number (in accordance with Commission Regulation (EU) 1178/2011 as amended):			FSTD Identification Number (in accordance with Commission Regulation (EU) 1178/2011 as amended):		
Competent authority issuing qualification certificate for the aircraft:			Competent authority issuing qualification certificate for the aircraft:		
	A/C	FSTD		A/C	FSTD
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 Exam Results		2 nd Exam 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>			
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 Exam Results		2 nd Exam 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:	
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.			
Minimum training recommended by the Examiner:		Minimum training recommended by the Examiner:	
Examiner's signature:		Examiner's signature:	
1 st Exam Results		2 nd Exam Results	
Applicant's Acknowledgment:			
<p><i>a. I understand that I have failed the items notified above.</i></p> <p><i>b. 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:

SKILL TEST SCHEDULE (as per Part-FCL Appendix 4, Section B)

Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

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 including: Flight planning, Documentation, Mass and balance Determination, Weather brief, NOTAM					a	Arrival procedures, altimeter setting, check, lookout				
b	Aeroplane inspection and servicing					b	ATC liaison – compliance, R/T procedures				
c	Taxing and take-off					c	Go-around action from low height				
d	Performance considerations and trim					d	Normal landing, crosswind landing (if suitable conditions)				
e	Aerodrome and traffic pattern operations					e	Short field landing				
f	Departure procedure altimeter setting, collision avoidance (lookout)					f	Approach and landing with idle power (single-engine only)				
g	ATC liaison – compliance, R/T procedures					g	Landing without use of flaps				
SECTION 2. GENERAL AIRWORK		1 st Attempt		2 nd Attempt		h	Post-flight actions				
		Pass	Fail	Pass	Fail	SECTION 5. ABNORMAL AND EMERGENCY PROCEDURES		1 st Attempt		2 nd Attempt	
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout					a	Simulated engine failure after take-off (at a safe altitude) fire drill				
b	Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls					b	Equipment malfunctions including alternative landing gear extension, electrical and brake failure				
c	Turns, including turns in landing configuration. Steep turns 45°					c	Forced landing (simulated)				
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives					d	ATC liaison – compliance, R/T procedures				
e	Flight by reference solely to instruments, including: (i) Level flight, cruise configuration, control of heading, altitude and airspeed (ii) Climbing and descending turns with 10°-30° bank (iii) Recoveries from unusual attitudes (iv) Limited panel instruments					e	Oral questions				
		SECTION 6. SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS		1 st Attempt		2 nd Attempt					
		Pass	Fail	Pass	Fail	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)				
f	ATC liaison – compliance, R/T procedures					b	Asymmetric approach and go-around				
SECTION 3. ENROUTE PROCEDURES		1 st Attempt		2 nd Attempt		c	Asymmetric approach and full stop landing				
		Pass	Fail	Pass	Fail	d	Engine shutdown and restart				
a	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations					e	ATC liaison - compliance, R/T Procedures, Airmanship				
b	Orientation, map reading					f	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 pressurization system (iii) Use of de-icing and anti-icing system				
c	Altitude, speed, heading control, lookout										
d	Altimeter setting, ATC liaison – compliance, R/T procedures										
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking										
f	Observation of weather conditions, assessment of trends, diversion planning										
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)					g	Oral questions				

Extract of Part-FCL:

Appendix 4 - Skill Test for the issue of a CPL(A)

General

1. An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.
5. At the discretion of the FE, 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 skills requires a complete re-test.
6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.
7. An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist 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.
8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

B. Content of the skill test for the issue of a CPL — Aeroplanes

1. The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.
2. The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for 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 90 minutes.
3. The applicant shall demonstrate the ability to:
 - (a) operate the aeroplane 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 aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

a) Height		(b) Heading		(c) Speed	
normal flight	± 100 feet	normal flight	± 10°	take-off and approach	± 5 knots
with simulated engine failure	± 150 feet	with simulated engine failure	± 15°	all other flight regimes	± 10 knots
Tracking on radio aids	± 5°				

CONTENT OF THE TEST

5. Items in section 2(c) and (e)(iv), and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.