



FOR OFFICIAL USE

Date of receipt:

Examiners Report for En Route Instrument Rating (A) Skill Test and Proficiency Check (Initial/Revalidation & Renewal)

Please complete the form in BLOCK CAPITALS using black or dark blue ink

1. APPLICANT DETAILS

Cyprus DCA Ref. Number:

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Title..... Surname Middle Name Forename.....

Series: Attempt: Date: Place of Test:

SPA SE ME Tick as required

Skill Test according to: FCL.825 (EIR)

I declare that the information provided on this form is correct. Applicant's Signature

2. DETAILS OF THE FLIGHT

To be completed by the Examiner

Route						
Aircraft Type and Reg:	Block Times:	Depart:	Arrival:	Total:		
Test Sections:	1	2	3	4	5	6
Sections to be taken:				INTENTIONALLY LEFT BLANK		
Result:						
(a)						
(b)						
(c)						
(d)						N/A
(e)						N/A
(f)		N/A				N/A
(g)		N/A				N/A
(h)		N/A				N/A
(i)	N/A	N/A				N/A
(j)	N/A	N/A			N/A	
(k)	N/A	N/A			N/A	
(l)	N/A	N/A			N/A	
Re-test Sections:						
Items not completed:						
Section(s) Item(s) incomplete due:						
Re-training required/recommended	Theory:		Aircraft:		FSTD:	

For Applicants credited on the basis of 3rd country IR(A) rating::

I have assessed the applicants level of theoretical knowledge of air law, metereology and flight planning and performance (IR) and found to be Adequate Inadequate

I confirm the applicant's instruction and experience complies with Part-FCL, and I confirm that all the required manoeuvres and exercises have been completed

For Cyprus DCA Examiners Only

I have assessed the ICAO English Language Proficiency of the Applicant at Level 6: Pass Fail Not Assessed

If applicant has been assessed for English Language Proficiency at Level 6, DCA Form LIC-032 should be submitted together with this report.

Examiner's Name:		Examiner's No:	
Examiner's Signature:		Date:	
		Authorising Competent Authority:	

Non-Cyprus DCA Examiners - 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 version _____ of the Examiner Differences Document.

Received (Applicant) Signature:		Date:	
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SKILL TEST SCHEDULE (as per AMC1 FCL.825(e);(g))

Use of checklist, airmanship, control of aeroplane or TMG by external visual references, anti-icing procedures, etc. apply in all sections.

SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE		SECTION 5.	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance	a	Settings and Checking of navigational aids, identification of facilities
b	Use of Air Traffic Services document, weather document	b	Arrival procedures, altimeter settings
c	Preparation of ATC flight plan, IFR flight plan/log	c	Approach and landing briefing, including descent/approach/landing checks
d	Pre – flight inspection	d	Visual landing
e	Weather Minima	e	ATC liaison – compliance, R/T procedures
f	Taxiing	SECTION 6. FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only)	
g	Pre-take-off briefing, Take-off		
h	ATC liaison – compliance, R/T procedures	a	Simulated engine failure during en route phase of flight
SECTION 2. GENERAL HANDLING		b	ATC liaison – compliance, R/T procedures
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim		
b	Climbing and descending turns with sustained Rate 1 turn		
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns		
d	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration – only applicable to aeroplanes		
e	Limited panel : stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes - only applicable to aeroplanes		
SECTION 3. EN-ROUTE IFR PROCEDURES			
a	Transition to instrument flight		
b	Tracking, including interception, e.g. NDB, VOR, RNAV		
c	Use of radio aids		
d	Level flight, control of heading, altitude and airspeed, power setting, trim technique		
e	Altimeter settings		
f	Timing and revision of ETAs (en-route hold, if requires)		
g	Monitoring of flight progress, flight log, fuel usage, system's management		
h	Simulated emergency situation(s)		
l	Ice protection procedures, simulated if necessary		
j	Simulated diversion to alternate aerodrome		
k	Transition to visual flight		
l	ATC liaison – compliance, R/T procedures		
SECTION 4.			
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ATTACHMENT TO FORM LIC-052

Extract from Part-FCL:

AMC1 FCL.825(e); (g) En route instrument rating (EIR)

(a) An applicant for an EIR should have received instrument flight instruction on the same type or class of aeroplane to be used in the test/check.

(b) An applicant should pass all the relevant sections of the skill test/proficiency check. 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/check again. An applicant failing only one section should only repeat the failed section. Failure in any section of the retest/recheck, including those sections that have been passed on a previous attempt, requires the applicant to take the entire test/check again. All sections of the skill test/proficiency check should be completed within six months. Failure to achieve a pass in all sections of the test/check in two attempts requires further training.

(c) Further training may be required following a failed skill test/proficiency check. There is no limit to the number of skill tests/proficiency checks that may be attempted.

CONDUCT OF THE TEST/CHECK

(d) The test/check is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant should undertake the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight should be at least 60 minutes.

(e) Should the applicant choose to terminate a skill test/proficiency check for reasons considered inadequate by the flight examiner, the applicant should retake the entire skill test/proficiency check. If the test/check is terminated for reasons considered adequate by the examiner, only those sections not completed should be tested in a further flight.

(f) At the discretion of the examiner any manoeuvre or procedure of the test/check may be repeated once by the applicant. The examiner may stop the test/check at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest/recheck.

(g) An applicant should fly the aeroplane from a position where the pilot-in-command functions can be performed and to carry out the test/check as if there is no other crew member. Responsibility for the flight should be allocated in accordance with national regulations.

(h) Minimum descent heights/altitudes and the transition points should be determined by the applicant and agreed by the examiner.

(i) An applicant for an EIR should indicate to the examiner the checks and duties carried out, including the identification of radio facilities. The checks should be completed in accordance with the authorised checklist for the aeroplane on which the test/check is being taken. During pre-flight preparation for the test/check the applicant should 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.

FLIGHT TEST TOLERANCES

(j) The applicant should demonstrate the ability to:

- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;

- exercise good judgment and airmanship;
- apply aeronautical knowledge; and
- 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.

(k) The following limits should apply, corrected to make allowance for turbulent conditions, and the handling qualities and performance of the aeroplane used

Height

Generally ± 100 feet

Tracking

on radio aids $\pm 10^\circ$

Heading

all engines operating $\pm 10^\circ$ with simulated engine failure $\pm 15^\circ$

Speed

all engines operating +10 knots/–5 knots with simulated engine failure +15 knots/–5 knots