



REPUBLIC OF CYPRUS
DEPARTMENT OF CIVIL AVIATION



Licensing

FOR OFFICIAL USE

Date of receipt:

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

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.

An examiner may only endorse the certificate of revalidation in a pilot's license (Section XII) or to renew a rating which has not expired by more than 3 years and is still included in the license. If the rating has expired by more than 3 years, or has been removed from Section XII of the license, an application must be submitted to Licensing Section for the rating to be entered into the certificate of revalidation subject to a fee.

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. SCOPE OF TEST (INITIAL/REVALIDATION & RENEWAL)

To be completed by Examiner

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Skill Test in accordance to: FCL.620 (IR) FCL.825 (EIR) FCL App.6 Aa IR(A) (CB-IR)

3. 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 of simulator used (in accordance with Commission Regulation (EU) 1178/2011 as amended):

FSTD Identification Number of simulator used (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:

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:
1st Exam Results	2nd 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)	

5. 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.	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:	Version:	
Date (dd/mm/yyyy):	Date (dd/mm/yyyy):	
Examiner's signature:	Examiner's signature:	

6. INSTRUCTIONS TO CANDIDATES
In case of Revalidation / Renewal of Instrument Rating with LIC – 053, please complete also and submit form LIC – 012 (with all the relevant documents as described in Section 9 of LIC-012)

SKILL TEST SCHEDULE (as per Part-FCL Appendix 7, Section A)					
<i>Use of checklist, airmanship, anti-icing/de-icing procedures, etc. apply in all sections.</i>					
SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE		1st Attempt		2nd Attempt	
		Pass	Fail	Pass	Fail
Insert examiner's initial only					
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance				
b	Use of Air Traffic Services document, weather document				
c	Preparation of ATC flight plan, IFR flight plan/log				
d	Identification of the required nav aids for departure, arrival and approach procedures				
e	Pre – flight inspection				
f	Weather Minima				
g	Taxiing				
h	PBN departure (if applicable): - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the departure chart.				
i	Pre-take-off briefing, Take-off				
j (°)	Transition to instrument flight				
k (°)	Instrument departure procedures, including PBN departures, and altimeter setting				
l (°)	ATC liaison – compliance, R/T procedures				
SECTION 2 - GENERAL HANDLING (°)					
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	Tracking, including interception, e.g. NDB, VOR, or track between waypoints				
b	Use of navigation system and radio aids				
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique				
d	Altimeter settings				
e	Timing and revision of ETAs (en-route hold, if requires)				
f	Monitoring of flight progress, flight log, fuel usage, system's management				
g	Ice protection procedures, simulated if necessary				
h	ATC liaison – compliance, R/T procedures				
SECTION 3a - ARRIVAL PROCEDURES					
a	Setting and checking of navigation aids, if applicable				
b	Arrival procedures, altimeter checks				
c	Altitude and speed constraints, of applicable				
d	PBN arrival (if applicable): - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the arrival chart.				

SECTION 4(°) - 3D OPERATIONS (+)		1 st Attempt		2 nd Attempt	
		Pass	Fail	Pass	Fail
a	Settings and Checking of navigational aids Check Vertical Path angle For RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.				
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities				
c (+)	Holding procedure				
d	Compliance with published approach procedure				
e	Approach timing				
f	Altitude, speed heading control (established approach)				
g (+)	Go-around action				
h (+)	Missed approach procedure/landing				
i	ATC liaison – compliance, R/T procedures				
SECTION 5 (°) - 2D OPERATIONS (++)					
a	Settings and Checking of navigational aids For RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.				
b	Approach and landing briefing, including descent/approach/ landing checks, including identification of facilities				
c (+)	Holding procedure				
d	Compliance with published approach procedure				
e	Approach timing				
f	Altitude/Distance to MAPT, speed, heading control (stabilized approach), Stop Down Fixes (SDF(s)), if applicable.				
g (+)	Go-around action				
h (+)	Missed approach procedure / landing				
i	ATC liaison – compliance, R/T procedures				
SECTION 6 - FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) (°)					
a	Simulated engine failure after take – off or on go-around				
b	Approach, go-around and procedural missed approach with one engine inoperative				
c	Approach and landing with one engine inoperative				
d	ATC liaison – compliance, R/T procedures				

(°) Must be performed by sole reference to instruments.

(*) May be performed in an FFS, FTD 2/3 or FNPT II.

(+) May be performed in either Section 4 or Section 5.

(++) To established or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH.

Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

APPENDIX 7 - IR SKILL TEST

Extract from Part-FCL:

1. An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test which shall be appropriately equipped for the training and testing purposes.
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 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 a failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST:

4. The test 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 shall undertake 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 1 hour.
5. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
6. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
7. An applicant shall 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. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.
8. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
9. An applicant for an IR shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorized 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.

FLIGHT TEST TOLERANCES:

10. The applicant shall demonstrate the ability to: operate the aircraft within its limitations; complete all manoeuvres with smoothness and accuracy; exercise good judgment and airmanship; apply aeronautical knowledge; and maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
11. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

Height

Generally	±100 feet
Starting a go-around at decision height/altitude	+50 feet/–0 feet
Minimum descent height/MAP/altitude	+50 feet/–0 feet

Tracking

On radio aids	±5°
For angular deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) "linear" lateral deviations	cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1 000 feet above aerodrome level.

Heading

all engines operating	±5°
with simulated engine failure	±10°

Speed

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