



REPUBLIC OF CYPRUS
DEPARTMENT OF CIVIL AVIATION



Licensing

FOR OFFICIAL USE

Date of receipt:

Examiners Report - For Single Pilot Aeroplanes (SPA) Skill Tests, Proficiency Checks for Revalidation and Renewal of Class, Type and Instrument Ratings, excluding SP High Performance Complex Aeroplanes and Sea Class Ratings

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 or proficiency check and submit without delay copies of the report to the competent authority responsible for the applicant’s licence, 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 or proficiency check.

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

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, licence, 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 (refer also to Section 6)	
DCA Personal reference number (if known):			
Surname:		Forename(s):	
Title:		Date of Birth (dd/mm/yyyy):	

2. SCOPE OF TEST OR CHECK				To be completed by Examiner	
Skill Test	or	Proficiency Check	or	Renewal	
For Class Rating	SEP	MEP	TMG		
For Type Rating	Including variants		Including Type Specific IR		
For IR					
Operating Role	SP	MP	SP & MP		
PBN privileges RNP APCH completed:	Yes	No			

3. SKILL TEST or PROFICIENCY CHECK DETAILS AND RESULTS				To be completed by Examiner			
Date of exam first attempt:				Date of exam second attempt:			
Expiry date of current rating:				Expiry date of current rating:			
New rating valid until:				New rating valid until:			
Aerodrome or site (Location of Test):				Aerodrome or site (Location of Test) :			
Aircraft Registration and Type/Class used for Skill Test or Proficiency Check (please specify including variants):				Aircraft Registration and Type/Class used for Skill Test or Proficiency Check (please specify including variants):			
FSTD Identification Number of simulator used (which must be issued in accordance with Commission Regulation (EU) 1178/2011 as amended):				FSTD Identification Number of simulator used (which must be issued in accordance with Commission Regulation (EU) 1178/2011 as amended):			
Competent authority issuing Qualification Certificate for the simulator or aircraft:				Competent authority issuing Qualification Certificate for the simulator or 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 to comply with Annex I Part FCL				I have found the applicant's experience and instruction to comply 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 verified by verbal examination (where applicable)				I confirm that the applicant's theoretical knowledge has been verified 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 4)				Pass or Partial Pass** or Fail** or Incomplete (** refer to Section 4)			
I have endorsed the certificate of revalidation in applicant's license or, I have not endorsed the certificate of revalidation in applicant's license because :				I have endorsed the certificate of revalidation in applicant's license or, I have not endorsed the certificate of revalidation in applicant's license because :			
a. Rating has lapsed more than 3 years		or		a. Rating has lapsed more than 3 years		or	
b. Rating has been removed from Section XII				b. Rating has been removed from Section XII			
Examiner's certificate number:				Examiner's certificate number:			
Licence number:				Licence number:			
Examiner's name:				Examiner's name:			
Examiner's signature:				Examiner's signature:			

4. SKILL TEST or PROFICIENCY CHECK – 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 /check for the following reasons:		You are hereby notified that you have failed /partial pass the test /check 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 or proficiency check. The applicant must provide evidence of this training to the examiner who conducts the next test or check.			
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 Acknowledgement:			
<p><i>a. I understand that I have failed the items notified above.</i></p> <p><i>b. I understand that I shall not exercise the privileges of my rating following the failure of this test or proficiency check until the successful completion of training and a further skill test or proficiency check.</i></p> <p><i>c. I understand that for any comment or appeal regarding the above test/check 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	
1 st Exam		2 nd 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:	

6. Instructions to Candidates
In case of Revalidation / Renewal of Single or Multi Pilot Class or Type Rating Aeroplanes (Including Powered Lift Aircraft) or Instrument Rating with LIC – 054, please complete also and submit form LIC – 012 (with the relevant documents as described in Section 9 of LIC-012)

Manoeuvres/Procedures		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROF. CHECK				
		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A/C	1 st Attempt		2 nd Attempt	
						Pass	Fail	Pass	Fail
Insert examiner's initial only									
SECTION 1									
1	Departure								
1.1	Pre-flight including: – Documentation – Mass and Balance – Weather briefing – NOTAM	OTD							
1.2	Pre-start checks								
1.2.1	External	OTD P#	P		M				
1.2.2	Internal	OTD P#	P		M				
1.3	Engine starting: Normal Malfunctions	P---->	---->		M				
1.4	Taxiing	P---->	---->		M				
1.5	Pre-departure checks: Engine run-up (if applicable)	P---->	---->		M				
1.6	Take-off procedure: – Normal with Flight Manual flap settings; and – Crosswind (if conditions are available)	P---->	---->		M				
1.7	Climbing: – Vx/Vy – Turns onto headings; and – Level off	P---->	---->		M				
1.8	ATC liaison - Compliance R/T procedures	P---->			M				
SECTION 2									
2	Airwork (visual meteorological conditions (VMC)) Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{vmca} when applicable)	P---->	---->						
2.1									
2.2	Steep turns (360° left and right at 45° bank)	P---->	---->		M				
2.3	Stalls and recovery: (i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power and (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)	P---->	---->		M				
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable	P---->	---->		M				
2.5	ATC Liaison - Compliance, R/T procedure	P---->	---->		M				
SECTION 3A									
3.A 3A.1	En route procedures VFR (see B.5(c) and (d)) Flight plan, dead reckoning and map reading	P---->	---->						
3A.2	Maintenance of altitude, heading and speed	P---->	---->						
3A.3	Orientation, timing and revision of ETAs	P---->	---->						
3A.4	Use of radio navigation aids (if applicable)	P---->	---->						
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P---->	---->						
3A.6	ATC liaison - Compliance, R/T procedure	P---->	---->						

Manoeuvres/Procedures		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROF. CHECK				
		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A/C	1 st Attempt		2 nd Attempt	
						Pass	Fail	Pass	Fail
					Insert examiner's initial only				
SECTION 3B									
3B	Instrument flight								
3B.1*	Departure IFR	P---->	---->		M				
3B.2*	En-route IFR	P---->	---->		M				
3B.3*	Holding procedures	P---->	---->		M				
3B.4*	3D operations to decision height/altitude (DH/A) of 200 feet (60m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P---->	---->		M				
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P---->	---->		M				
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns; and Recoveries from unusual attitudes	P---->	---->		M				
3B.7*	Failure of localiser or glideslope	P---->	---->						
3B.8*	ATC liaison - Compliance, R/T procedure	P---->	---->		M				
	Intentionally left blank								
SECTION 4									
4	Arrival and landings	P---->	---->		M				
4.1	Aerodrome arrival procedure	P---->	---->		M				
4.2	Normal landing	P---->	---->		M				
4.3	Flapless landing	P---->	---->		M				
4.4	Crosswind landing (if suitable conditions)	P---->	---->						
4.5	Approach and landing with idle power from up to 2000 ft above the runway (single engine aeroplane only)	P---->	---->						
4.6	Go-around from minimum height	P---->	---->		M				
4.7	Night go-around and landing (if applicable)	P---->	---->						
4.8	ATC liaison - Compliance, R/T procedure	P---->	---->		M				
SECTION 5									
5	Abnormal and emergency procedures(This section may be combined with sections 1 through 4)								
5.1	Rejected take-off at a reasonable speed	P---->	---->		M				
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)		P		M				
5.3	Simulated forced landing without power (single engine aeroplanes only)		P		M				
5.4	Simulated emergencies: I. Fire or smoke in flight; and II. Systems malfunctions as appropriate	P---->	---->						

Manoeuvres/Procedures		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROF. CHECK				
		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A/C	1 st Attempt		2 nd Attempt	
						Pass	Fail	Pass	Fail
						Insert examiner's initial only			
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P---->	---->						
5.6	ATC liaison - Compliance, R/T procedure								
SECTION 6									
6	Simulated asymmetric flight	P---->	---->X		M				
6.1*	(This section may be combined with sections 1 through 5.) Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)								
6.2*	Asymmetric approach and go-around	P---->	---->		M				
6.3*	Asymmetric approach and full stop landing	P---->	---->		M				
6.4	ATC liaison - Compliance, R/T procedure	P---->	---->		M				
SECTION 7									
7	UPRT								
7.1	Flight manoeuvres and procedures								
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P---->	---->						
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P---->	---->						
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right	P---->	---->						
7.1.1.3	Turns with and without spoilers	P---->	---->						
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P---->	---->						
7.2	Upset recovery training	P---->	---->						
7.2.1	Recovery from stall events in : - take – off configuration ; - clean configuration at low altitude ; - clean configuration near maximum operating altitude ; and - landing configuration								
7.2.2	The following upset exercises : - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles	P	X An aeroplane shall not be used for this exercise		FFS only				
7.3	Go-around with all engines operating* from various stages during an instrument approach	P---->	---->						
7.4	Rejected landing with all engines operating: - from various heights below DH/MDH 15m (50 ft) above the runway threshold - after touchdown (balked landing) - In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P---->	---->						

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

(a) The following symbols mean:

- P = Trained as PIC or co-pilot and as PF and PM
- OTD = Other training devices may be used for this exercise
- X = An FFS shall be used for this exercise; otherwise, an aeroplane shall be used if appropriate for the manoeuvre or procedure
- P# = The training shall be complemented by supervised aeroplane inspection

(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (---->).

The following abbreviations are used to indicate the training equipment used:

- A = aeroplane
- FFS = full-flight simulator
- FSTD = flight simulation training device

(c) The starred (*) items of Section 3B and, for multi-engine, Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.

(d) Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if Section 3B is completed.

(e) Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears

(f) An FSTD shall be used for practical training for type or ME class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:

- (i) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);
- (ii) the qualifications of the instructors;
- (iii) the amount of FSTD training provided on the course; and
- (iv) the qualifications and previous experience on similar types of the pilots under training.

(g) If privileges for multi-pilot operation are sought for the first time, pilots holding privileges for single-pilot operations shall:

- (1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an ATO; and
- (2) pass a proficiency check in multi-pilot operations.

(h) If privileges for single-pilot operations are sought for the first time, pilots holding privileges for multi-pilot operations shall be trained at an ATO and checked for the following additional manoeuvres and procedures in single-pilot operations:

- (1) for SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B; and
- (2) for ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.

(i) Pilots holding privileges for both single-pilot and multi-pilot operations in accordance with points (g) and (h) may revalidate privileges for both types of operations by completing a proficiency check in multi-pilot operations in addition to the exercises referred to in points

(h)(1) or (h)(2), as applicable, in single-pilot operations.

(j) If a skill test or a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point (h).

(k) The training, testing and checking shall follow the table mentioned below.

- (1) Training at an ATO, testing and checking requirements for single-pilot privileges
- (2) Training at an ATO, testing and checking requirements for multi-pilot privileges
- (3) Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course)
- (4) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course)
- (5) Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges

	(1)		(2)		(3)		(4)		(5)	
	Type of operation									
Type of aircraft	SP		MP		SP → MP (initial)		MP → SP (initial)		SP + MP	
	Training	Testing/ checking	Training	Testing/ checking	Training	Testing/ checking	Training, testing and checking (SE aeroplanes)	Training, testing and checking (ME aeroplanes)	SE aeroplanes	ME aeroplanes
Initial issue										
All (except SP complex)	Sections 1-6	Sections 1-6	MCC CRM Human factors TEM Sections 1-7	Sections 1-6	MCC CRM Human factors TEM Section 7	Sections 1-6	1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	1.6, Section 6 and, if applicable, one approach from Section 3.B		
SP complex	1-7	1-6								
Revalidation										
All	n/a	Sections 1-6	n/a	Sections 1-6	n/a	n/a	n/a	n/a	MPO: Sections 1-7 (training) Section 1-6 (checking) SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach	MPO: Sections 1-7 (training) Sections 1-6 (checking) SPO: 1.6, Section 6 and, if applicable, one
									from Section 3.B	approach from Section 3.B
Renewal										
All	FCL.740	Sections 1-6	FCL.740	Sections 1-6	n/a	n/a	n/a	n/a	Training: FCL.740 Check: as for the revalidatio n	Training: FCL.740 Check: as for the revalidatio n

(l) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.