



FOR OFFICIAL USE

Date of receipt:

## Examiners Report for Instrument Rating (A) Skill Test

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  MPA  SE  ME  Tick as required

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

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

### 2. FLIGHT TEST

Route						
Aircraft Type and Reg:	Block Times:		Depart:	Arrival:	Total:	
Test Sections:	1	2	3	4	5	6
Sections to be taken:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Result:						
(a)						
(b)						
(c)						
(d)						
(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
Re-test Sections:						
Test Sections incomplete due:						
Items not completed:						
Re-training required/recommended	Theory:		Aircraft:		FSTD:	

#### For Competency-Based modular IR only:

I have assessed the applicants level of theoretical knowledge of air law, meteorology 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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**Original of this report shall be submitted to the Applicant's Competent Authority. Copies of the report shall be submitted to (1) The Applicant (2) The Examiner (3) The Examiner's Competent Authority (if different)**

**SKILL TEST SCHEDULE ( as per Part-FCL Appendix 7, Section A )**

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

<b>SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE</b>		<b>SECTION 4. APPROACH AND LANDING PROCEDURES</b>	
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
		h	Post-flight actions
<b>SECTION 2. GENERAL AIRWORK</b>		<b>SECTION 5. ABNORMAL AND EMERGENCY PROCEDURES</b>	
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
f	ATC liaison – compliance, R/T procedures	<b>SECTION 6. SIMULATED ASYMMETRIC FLIGHT AND</b>	
		<b>This section may be combined with Sections 1 through 5</b>	
		a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)
<b>SECTION 3. ENROUTE PROCEDURES</b>		b	Asymmetric approach and go-around
a	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations	c	Asymmetric approach and full stop landing
b	Orientation, map reading	d	Engine shutdown and restart
c	Altitude, speed, heading control, lookout	e	ATC compliance, R/T procedures or airmanship
d	Altimeter setting, ATC liaison – compliance, R/T procedures	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
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking	g	Oral questions
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)		



## APPENDIX 7 - IR SKILL TEST

1. An applicant for an IR 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 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 authorised 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  $\pm 100$  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  $\pm 5^\circ$

Precision approach half scale deflection, azimuth and glide path

#### Heading

all engines operating  $\pm 5^\circ$

with simulated engine failure  $\pm 10^\circ$

#### Speed

all engines operating  $\pm 5$  knots

with simulated engine failure + 10 knots/– 5 knots