



REPUBLIC OF CYPRUS  
DEPARTMENT OF CIVIL AVIATION



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Date of receipt:

## Examiners Report for CPL (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: .....

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)						
(f)					N/A	
(g)		N/A			N/A	
(h)	N/A	N/A	N/A		N/A	N/A
Re-test Sections:						
Test Sections incomplete due:						
Items not completed:						
Re-training required/recommended	Aircraft:		FSTD:			

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 4, Section B )**

***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	Asymmetric approach and go-around
<b>SECTION 3. ENROUTE PROCEDURES</b>		c	Asymmetric approach and full stop landing
a	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations	d	Engine shutdown and restart
b	Orientation, map reading	e	ATC compliance, R/T procedures or airmanship
c	Altitude, speed, heading control, lookout	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
d	Altimeter setting, ATC liaison – compliance, R/T procedures	g	Oral questions
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)		



## **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.

### Height

normal flight  $\pm 100$  feet

with simulated engine failure  $\pm 150$  feet

Tracking on radio aids  $\pm 5^\circ$

### Heading

normal flight  $\pm 10^\circ$

with simulated engine failure  $\pm 15^\circ$

### Speed

take-off and approach  $\pm 5$  knots

all other flight regimes  $\pm 10$  knots

## **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.

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.