|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **CIVIL AVIATION AUTHORITY**  **CZECH REPUBLIC**  CAA-F-ZPL-006-1-20  **Flight Division** | | | | | | | | | | | | | | | |
| **IR(A) Examiner Report Form for IR(A) Skill Test in Accordance with PART- FCL.620 and BIR in Accordance with FCL.835(e)** | | | | | | | | | | | | | | | |
| Applicant's Last Name: | | | | |  | | | | | | | | | | |
| Applicant's First Name: | | | | |  | | | | | | | | | | |
| Date of birth: | | | | |  | | | Type and No. of Licence Held: | | | | |  | | |
| **1** | | **Flight test** | | | | | | | | | | | | | |
| Class and Type of Aeroplane: | | | | | | | | Registration: | | | | | | | |
| Departure Aerodrome: | | | Departure: | | | Arrival: | | No. of landings | | | Flight time: | | | Total flight time: | |
|  | | |  | | |  | |  | | |  | | |  | |
|  | | |  | | |  | |  | | |  | | |  | |
|  | | |  | | |  | |  | | |  | | |  | |
| **2** | **Result of the Skill Test:** | | | | | | | | | | | | | | |
| Theoretical oral examination: | | | | PASS | | |  | | FAIL |  | |  | | | |
| Skill test: | | | | PASS | | |  | | FAIL |  | | PARTIAL PASS | | |  |
| PBN verified: | | | | YES | | |  | | NO |  | |  | | | |
| **3** | **Remarks:** | | | | | | | | | | | | | | |
| Route: | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | |
| Applicant has demonstrated the ability to use English during the R/T communication relevant to all phases of flight, including emergency situations.  YES  / NO | | | | | | | | | | | | | | | |
| FCL.625.A b) Cross-credit shall be given in accordance with Appendix 8 to Part FCL: | | | | | | | | | | | | | | | |
| Kvalifikace: IR/SPA/SE | | | | | | | | New rating valid to: | | | | | | | |
| **4** | | **Examiner Details** | | | | | | | | | | | | | |
| Name of Examiner  (in capital letters): | | | | |  | | | | | | | | | | |
| Examiner's Certificate Number: | | | | |  | | | Type and Number of Examiner's Licence: | | | | |  | | |
| Date and Location: | | | | |  | | | | | | | | | | |
| I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant’s competent authority contained in the Examiner Differences Document version: | | | | | | | | | | | | | | | |
| Signature of Examiner: | | | | | | | | | Signature of Applicant: | | | | | | |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | | P | F | Use of checklist, airmanship – apply in all parts | | P | F |
| **Section 1 PRE-FLIGHT OPERATIONS AND DEPARTURE** | | | | b | Arrival procedures, altimeter checks |  |  |
| a | Use of Flight Manual (or equivalent) especially A/C performance calculation, mass and balance |  |  | c | Altitude and speed constraints, if applicable |  |  |
| b | Use of Air Traffic Service documents, weather documents |  |  | 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. |  |  |
| c | Preparation of ATC flight plan, IFR flight plan/log |  |  | **Section 4**° **- 3D OPERATIONS+** | | | |
| d | Identification of the required navaids for departure, arrival and approach procedures |  |  | a | Setting 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. |  |  |
| e | Pre-flight inspection |  |  |
| f | Weather minima |  |  | b | Approach and landing briefing, including descent/approach/landing checks, including identification of facilities |  |  |
| g | Taxiing |  |  |
| h | PBN departure (if applicable)  - Check that correct procedures have been loaded in the navigation system; and  - Cross check between the navigation system display and the departure chart. |  |  | c+ | Holding procedure |  |  |
| i | Pre-take off briefing, take off |  |  | d | Compliance with published approach procedure |  |  |
| j° | Transition to instrument flight after becoming airborne |  |  | e | Approach timing |  |  |
| k° | Instrument departure procedures, including PBN departures, and altimeter setting |  |  | f | Altitude, speed heading control (stabilised approach) |  |  |
| l° | ATC liaison - compliance, R/T procedures |  |  | g | Go-around action |  |  |
| **Section 2 GENERAL HANDLING°** | | | | h | Missed approach procedure/landing |  |  |
| a | Control of the airplane by reference solely to instruments, including: level flight at various speeds, trim |  |  | i | ATC liaison – compliance, R/T procedures |  |  |
| b | Climbing and descending turns with sustained Rate 1 turn |  |  | 1 approach was conducted as RNP YES  / NO | | | |
| c | Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns |  |  | **SECTION 5**°**- 2D OPERATIONS++** | | | |
| d\* | Recovery from approach to stall in level flight, climbing and descending turns and in landing configuration |  |  | a | Setting 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. |  |  |
| e | Limited panel: Stabilised climb and descend at Rate 1 turn onto given headings, recovery from unusual attitudes |  |  | b | Approach and landing briefing, including descent/approach/landing checks, including identification of facilities |  |  |
| c+ | Holding procedure |  |  |
| **Section 3 EN-ROUTE IFR PROCEDURES**° | | | | d | Compliance with published approach procedure |  |  |
| a | Tracking, including interception, e.g., NDB, VOR, or track between waypoints |  |  | e | Approach timing |  |  |
| b | Use of navigation system and radio aids |  |  | f | Altitude/Distance to MAPT, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable |  |  |
| c | Level flight, control of heading, altitude and airspeed, power setting, trim technique |  |  | g+ | Go-around action |  |  |
| h+ | Missed approach procedure/landing |  |  |
| d | Altimeter settings |  |  | i | ATC liaison – compliance, R/T procedures |  |  |
| e | Timing and revision of ETAs (en-route, hold, – if required) |  |  | 1 approach was conducted as RNP YES  / NO | | | |
| f | Monitoring of flight progress, flight log, fuel usage, systems' management |  |  | **SECTION 6 FLIGHT WITH ONE ENGINE INOPERATIVE (multi engines airplanes only)** ° | | | |
| g | Ice protection procedures, simulated if necessary |  |  | a | Simulated engine failure after take-off or on go-around |  |  |
| h | ATC liaison – compliance, R/T procedures |  |  | b | Approach, go-around and procedural missed approach with one engine inoperative |  |  |
| **SECTION 3a ARRIVAL PROCEDURES** | | | | c | Approach and landing with one engine inoperative |  |  |
| a | Setting and checking of navigational aids, and identification of facilities, if applicable |  |  | d | ATC liaison – compliance, R/T procedures |  |  |