



EXAMINER REPORT FOR INSTRUMENT RATING (A) SKILL TEST

Please complete in **BLOCK CAPITALS** using black or dark blue ink.

1. APPLICANT DETAILS

Title: Forename(s): Surname:

NID/PP number: Licence Type:

Series: Attempt: Date: Place of Test:

SPA MPA Tick as required

FALSE REPRESENTATION STATEMENT

It is an offence to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document.

I declare that the information provided is correct. Applicant's Signature:

2. FLIGHT TEST

To be completed by the Examiner

Route:									
Aircraft Type and Reg:		Block Times:		Depart:		Arrival:		Total:	
Test Sections:		1	2	3	4	5	6		
Sections to be taken:									
Result:									
(a)									
(b)									
(c)									
(d)									
(e)									
(f)									
(g)									
(h)									
(i)									
(j)									
Re-test Sections:									
Test Sections incomplete due:									
Items not completed									
Re-training required/recommended:		Aircraft:			FTSD:				
I confirm the applicant's instruction and experience complies with MCAR-FCL, and I confirm that all the required manoeuvres and exercises have been completed: <input type="checkbox"/>									
I have assessed the ICAO English Language Proficiency of the Applicant at Level 6: Yes/No*/Not Assessed. (*I have advised the Applicant to be assessed by an appropriate organisation.) Assessment is not required if Applicant holds Level 6.									
Examiner's Name:									
Examiner's No.:					Examiner's Signature:				
Date:									
3. APPROVED TRAINING ORGANISATION									
ATO: Date Training Completed:									
Recommended for test by (name):									

Maldives Civil Aviation Authority:

Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the MCAA determine whether the test or examination was properly conducted. In order to succeed, the applicant will have to satisfy the MCAA that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.

Use of checklist, airmanship, anti-icing/de-icing procedures, etc. applies in all sections.

SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE		SECTION 4. PRECISION APPROACH PROCEDURES^o	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance	a	Setting and checking of navigational aids, identification of facilities
b	Use of Air Traffic Services document, weather document	b	Arrival procedures, altimeter checks
c	Preparation of ATC flight plan, IFR flight plan/log	c	Approach and landing briefing, including descent/approach/landing checks
d	Pre-flight inspection	d	+Holding procedure
e	Weather Minima	e	Compliance with published approach procedure
f	Taxiing	f	Approach timing
g	Pre-take-off briefing, Take-off	g	Altitude, speed heading control (stabilised approach)
h ^o	Transition to instrument flight	h+	Go-around action
i ^o	Instrument departure procedures, altimeter setting	i+	Missed approach procedure/landing
j ^o	ATC liaison - compliance, R/T procedures	j	ATC liaison - compliance, R/T procedures
SECTION 2. GENERAL HANDLING^o		SECTION 5. NON-PRECISION APPROACH PROCEDURES^o	
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim	a	Setting and checking of navigational aids, identification of facilities
b	Climbing and descending turns with sustained Rate 1 turn	b	Arrival procedures, altimeter settings
c	Recoveries from unusual attitudes, including sustained 45 ^o bank turns and steep descending turns	c	Approach and landing briefing, including descent/ approach/landing checks
d*	Recovery from approach to stall in level flight, climbing /descending turns and in landing configuration - Aeroplanes only)	d+	Holding procedure
		e	Compliance with published approach procedure
		f	Approach timing
		g	Altitude, speed, heading control (stabilised approach)
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes - Aeroplanes only	h+	Go-around action
		i+	Missed approach procedure/landing
		j	ATC liaison - compliance, R/T procedures

SECTION 3. EN-ROUTE IFR PROCEDURES ^o		SECTION 6. FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) ^o	
a	Tracking, including interception, e.g. NDB, VOR, RNAV	a	Simulated engine failure after take-off or on go-around
b	Use of radio aids	b	Approach, go-around and procedural missed approach with one engine inoperative
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique		
d	Altimeter settings	c	Approach and landing with one engine inoperative
e	Timing and revision of ETAs (en-route hold, if required)	d	ATC liaison - compliance, R/T procedures
f	Monitoring of flight progress, flight log, fuel usage, systems' management	<p>*May be performed in FFS, FTD2/3, or FNPT (II).</p> <p>+May be performed in either section 4 or section 5.</p> <p>^o Must be performed by sole reference to instruments.</p>	
g	Ice protection procedures, simulated if necessary		
h	ATC liaison - compliance, R/T procedures		