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
Section 1 PRE-FLIGHT OPERATIONS AND DEPARTURE			
a	Use of Flight Manual (or equivalent) especially A/C performance calculation, mass and balance	☐	☐
b	Use of Air Traffic Service documents, weather documents	☐	☐
c	Preparation of ATC flight plan, IFR flight plan/log	☐	☐
d	Identification of the required navaids for departure, arrival and approach procedures	☐	☐
e	Pre-flight inspection	☐	☐
f	Weather minima	☐	☐
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.	☐	☐
i	Pre-take off briefing, take off	☐	☐
j°	Transition to instrument flight after becoming airborne	☐	☐
k°	Instrument departure procedures, including PBN departures, and altimeter setting	☐	☐
l°	ATC liaison - compliance, R/T procedures	☐	☐
Section 2 GENERAL HANDLING°			
a	Control of the airplane by reference solely to instruments, including: level flight at various speeds, trim	☐	☐
b	Climbing and descending turns with sustained Rate 1 turn	☐	☐
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns	☐	☐
d*	Recovery from approach to stall in level flight, climbing and descending turns and in landing configuration	☐	☐
e	Limited panel: Stabilised climb and descend at Rate 1 turn onto given headings, recovery from unusual attitudes	☐	☐
Section 3 EN-ROUTE IFR PROCEDURES°			
a	Tracking, including interception, e.g., NDB, VOR, or track between waypoints	☐	☐
b	Use of navigation system and radio aids	☐	☐
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique	☐	☐
d	Altimeter settings	☐	☐
e	Timing and revision of ETAs (en-route, hold, – if required)	☐	☐
f	Monitoring of flight progress, flight log, fuel usage, systems' management	☐	☐
g	Ice protection procedures, simulated if necessary	☐	☐
h	ATC liaison – compliance, R/T procedures	☐	☐
SECTION 3a ARRIVAL PROCEDURES			
a	Setting and checking of navigational aids, and identification of facilities, if applicable	☐	☐

Use of checklist, airmanship – apply in all parts		P	F
b	Arrival procedures, altimeter checks	☐	☐
c	Altitude and speed constraints, if applicable	☐	☐
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.	☐	☐
Section 4° - 3D OPERATIONS+			
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.	☐	☐
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities	☐	☐
c+	Holding procedure	☐	☐
d	Compliance with published approach procedure	☐	☐
e	Approach timing	☐	☐
f	Altitude, speed heading control (stabilised approach)	☐	☐
g	Go-around action	☐	☐
h	Missed approach procedure/landing	☐	☐
i	ATC liaison – compliance, R/T procedures	☐	☐
1 approach was conducted as RNP YES ☐ / NO ☐			
SECTION 5°- 2D OPERATIONS++			
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.	☐	☐
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities	☐	☐
c+	Holding procedure	☐	☐
d	Compliance with published approach procedure	☐	☐
e	Approach timing	☐	☐
f	Altitude/Distance to MAPT, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable	☐	☐
g+	Go-around action	☐	☐
h+	Missed approach procedure/landing	☐	☐
i	ATC liaison – compliance, R/T procedures	☐	☐
1 approach was conducted as RNP YES ☐ / NO ☐			
SECTION 6 FLIGHT WITH ONE ENGINE INOPERATIVE (multi engines airplanes only) °			
a	Simulated engine failure after take-off or on go-around	☐	☐
b	Approach, go-around and procedural missed approach with one engine inoperative	☐	☐
c	Approach and landing with one engine inoperative	☐	☐
d	ATC liaison – compliance, R/T procedures	☐	☐

° Must be performed by sole reference to instruments / ***** May be performed in an FFS, FTD 2/3 or FNPT II. **+** May be performed in either Section 4 or Section 5 / **++** To establish PBN privileges, one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately