

 Department of Civil Aviation Republic of Mauritius	IR (A) SKILL TEST APPLICATION AND REPORT	Issue: 02 Revision: 01 Date: 01 July 2021
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IR (A) SKILL TEST APPLICATION AND REPORT

Application form to be filled electronically only by the applicant. Applicant must fill out boxes and sections and sign with correct information, failure to comply may result in delay or rejection of your application. FALSE REPRESENTATION STATEMENT

It is an offence under the CAR 2007 as amended 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. This offence is punishable with conviction by a fine or imprisonment or both.

OPERATOR		DCA File Reference (for DCA use)	
AIRCRAFT TYPE			

	RANK	NAME		LICENCE NO.
CANDIDATE				
OTHER CREW				
DATE(S) OF ASSESSMENT:	Click or tap to enter a date.	Click or tap to enter a date.	BLOCK TIME:HR.....MIN
LOCATION:		AIRCRAFT REG. / SIM CODE:		

1	Theoretical training for the issue of a type rating performed during period (if relevant)			
From:	To:	ATO:		
Mark obtained % (Pass mark 75%):		HT Type and number of licence:		
Signature of HT:		Name(s):		
2	FSTD training (if relevant)			
FSTD (aircraft type):	Three or more axes: <input type="checkbox"/> Yes <input type="checkbox"/> No		Ready for service and used:	
FSTD manufacturer:	Motion or system:		Visual aid: <input type="checkbox"/> Yes <input type="checkbox"/> No	
FSTD Operator:			FSTD ID code:	
Total training time at the controls:		Instrument approaches at aerodromes to a decision altitude or height of:		
Location, date and time:		Type and number of licence:		
Typing instructor		Synthetic flight instructor		
Name(s):		Signature of instructor:		
3	Flight training : in the aircraft in the FSTD (for ZFTT) (if relevant)			
Type of aircraft:	Registration:	Flight time at the controls:		
Take-off:	Landings:	Training aerodromes or sites (take-offs, approaches and landings):		
Take-off time:		Landing time:		
Location and date:				
Type rating instructor	Type and number of licence held:			

Name(s):

Instructor signature:

4 ATO informations Only in case of initial rating or renewal of expired rating:

The ATO confirms that the candidate has been trained according to the approved syllabus and assures the level of proficiency required.

- **ATO name:** Click or tap here to enter text.
- **Registration number:** Click or tap here to enter text.
- **Name of head of training:** Click or tap here to enter text.
- **Licence number:** Click or tap here to enter text.
- **Location & date:** Click or tap here to enter text.

Signature of head of training & ATO stamp:

- initial IR
- repetition of failed/partial passed skill test from:
- renewal of expired IR

Details of flight

Date: _____ Type of aeroplane: _____ Registration: _____
 _____ CR/TR: _____ Departure: _____ Destination: Block-off: Block-
 on: _____ Block time: _____ # of landings: _____

Result of skill test: passed failed partial passed: section _____ to be repeated

Remarks:

I confirm that the test/check has been carried out in full compliance with the provisions of MCAR FCL.1005, MCAR FCL.1015(c) and MCAR FCL.1030.

Examiner last name: _____ First name: _____
 _____ Foreign Examiner Certificate no: _____
 _____ Licence no: _____

 Location & date: _____ Signature of Examiner: _____



Department of Civil Aviation
Republic of Mauritius

IR (A) SKILL TEST APPLICATION AND REPORT

Issue: 02
Revision: 01
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To be completed by applicant:

I declare that:

- I have never possessed any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another ICAO Member State which was revoked or suspended in any other ICAO Member State.
- the information provided is correct. I am aware of the consequences of providing false information, such as being denied a license, certificate, rating, authorisation or attestation, or having it revoked or cancelled.
- I have received the test/check result and been informed about my rights of appeal

Date and place: Signature of applicant:

Section 1		Departure				
		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b	Use of Air Traffic Services document, weather document	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c	Preparation of ATC flight plan, IFR flight plan/log	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d	Identification of the required nav aids for departure, arrival and approach procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
e	Pre-flight inspection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
f	Weather minima	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
g	Taxiing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
h	PBN departure (if applicable): • Check that the correct procedure has been loaded in the navigation system; and • Cross-check between the navigation system display and the departure chart	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
i	Pre-take-off briefing, procedures and checks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
j (°)	Transition to instrument flight	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
k (°)	Instrument departure procedures, including PBN departures, and altimeter setting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
l (°)	ATC liaison — compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Pass <input type="checkbox"/>		Fail <input type="checkbox"/>		examiner's signature

Section 2 (°)		General handling				
		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b	Climbing and descending turns with sustained Rate 1 turn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d (*)	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration, only applicable to aeroplanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Pass <input type="checkbox"/>		Fail <input type="checkbox"/>		examiner's signature

Section 3 (°)		En-route IFR procedures				
		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
a	Tracking, including interception, e.g. VOR, or track between way - points	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b	Use of navigation system and radio aids	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d	Altimeter settings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
e	Timing and revision of ETAs (en-route hold, if required)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
f	Monitoring of flight progress, flight log, fuel usage, systems' management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
g	Ice protection procedures, simulated if necessary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
h	ATC liaison — compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		Pass <input type="checkbox"/>		Fail <input type="checkbox"/>		examiner's signature

Section 3a		Arrival procedures				
		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
a	Setting and checking of navigational aids and identification of facilities, if applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b	Arrival procedures, altimeter checks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c	Altitude and speed constraints, if applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d	PBN arrival (if applicable): <ul style="list-style-type: none"> Check that the correct procedure has been loaded in the navigation system; and Cross-check between the navigation system display and the arrival chart 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Pass <input type="checkbox"/>		Fail <input type="checkbox"/>		examiner's signature

Section 4 (°)		3D operations				
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 equipped FSTD						
		1 attempt		2 attempt		Airport RWY Type of Approach
		pass	fail	pass	fail	
a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: <ul style="list-style-type: none"> Check that the correct procedure has been loaded in the navigation-system; and Cross-check between the navigation system display and the approach chart. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b	Approach and landing briefing, including descent/approach/landing checks, including identification	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c (+)	Holding procedure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d	Compliance with published approach procedure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
e	Approach timing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
f	Altitude, speed, heading control (stabilised approach)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
g (+)	Go-around action	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
h (+)	Missed approach procedure/landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
i	ATC liaison — compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Pass <input type="checkbox"/>		Fail <input type="checkbox"/>		examiner's signature

Section 5 (°)		2D operations				
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 equipped FSTD						
		1 attempt		2 attempt		Airport RWY Type of Approach
		pass	fail	pass	fail	
a	Setting and checking of navigational aids For RNP APCH: <ul style="list-style-type: none"> Check that the correct procedure has been loaded in the navigation system; and Cross-check between the navigation system display and the approach chart 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b	Approach and landing briefing, including descent/approach/landing checks and identification of facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c (+)	Holding procedure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d	Compliance with published approach procedure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
e	Approach timing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
f	Altitude/Distance to MAPt, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
g (+)	Go-around action	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
h (+)	Missed approach procedure/ landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
i	ATC liaison — compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Pass <input type="checkbox"/>		Fail <input type="checkbox"/>		examiner's signature

Section 6		Abnormal and emergency procedures				Remarks
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Simulated engine failure after take-off or on go-around	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b	Approach, go-around and procedural missed approach with one engine inoperative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c	Approach and landing with one engine inoperative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d	ATC liaison — compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Pass <input type="checkbox"/>		Fail <input type="checkbox"/>		examiner's signature

(°) 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

Conduct of the skill test

An applicant shall pass all relevant sections of the test/check. 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 take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

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 one hour.

The Authority will provide the examiner with adequate safety advice to ensure that the test is conducted safely.

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.

At the discretion of the examiner, any maneuver 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 skills requires a complete re-test.

An applicant shall fly the aeroplane from a position where the pilot-in-command functions can be performed and carry out the test as if there is no other crew member. The examiner will take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. This restriction may be removed by the applicant carrying out another initial rating skill test acting as if there was no other crew member on a single-pilot aeroplane. Responsibility for the flight shall be allocated in accordance with national regulations.

Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

An applicant for IR (A) 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 check list for the aeroplane 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 aeroplane used.