

	CIVIL AVIATION AUTHORITY OF SRI LANKA SKILL TEST FORM FOR ISSUANCE/ REVALIDATION/ RENEWAL OF INSTRUMENT RATING (SEP/MEP) - IS 72
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A. Applicant Details			
First Name		Last Name	
CAASL Licence No.		ATO/AOC holder	
Contact Number		E-mail	
Signature		Date	

B. Type of Skill Test Required (tick as appropriate)			
Indicate the type of Skill Test to be taken:	<input type="checkbox"/> Instrument Rating Issuance <input type="checkbox"/> Instrument Rating Revalidation <input type="checkbox"/> Instrument Rating Renewal	<input type="checkbox"/> Single Engine <input type="checkbox"/> Multi Engine	<input type="checkbox"/> Aeroplane <input type="checkbox"/> Simulator
<input type="checkbox"/> IR Renewal, (expired ++)	<input type="checkbox"/> Less than 3 months (++ < 3months)	<input type="checkbox"/> Between 3 months and 1 year (3 months ≤ ++ ≤ 1 year)	<input type="checkbox"/> Between 1 and 7 years (1 year < ++ ≤ 7 years)

B1. To be completed by applicants with a partial pass						
Test Sections	1	2	3	4	5	6
Sections already completed						
Sections taken						
Test Sections incomplete						

C. ATO Declaration (To be completed by ATO Head of Training (HT))			
Name of ATO		Certificate Number	
I confirm that the experience of the applicant complies with the applicable requirement of the IS 72			
Name of HT		Signature of HT	

D. Details of Check (To be completed by the Examiner)					
Date	Aeroplane Type	Registration/ FSTD Certificate No.		Simulator Level	Total Time
Departure Aerodrome	Destination Aerodrome	Take-off Time	Landing Time	No. of Take-offs	No. of Landings
1. Result of Skill Test** Mention reasons for failed items in 2 in accordance Filling instructions					
<input type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> PARTIAL PASS**			I declare that I have been informed of the result of the test. Applicant Signature		

2. Remarks					
3. Declaration by Examiner					
<input type="checkbox"/> I confirm the applicant's instruction and experience complies with Implementing Standard 72 that all theoretical examinations are valid and I also confirm that all the required manoeuvres and exercises have been completed.					
<input type="checkbox"/> I certify that the applicant has satisfactorily completed a Skill Test for the grant of a Commercial Pilots Licence (Aeroplane) in accordance with IS 072. I have examined the applicant's flying log and can confirm that he/she meets the requirements for the grant of the Licence in accordance with IS 72.					
Name		Examiner's Certificate No.		Validity of Examiner's Certificate No.	
Signature		Location of Check		Date of Check	

Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections						
SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE				S	US	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance					
b	Use of Air Traffic Services document, weather document					
c	Preparation of ATC flight plan, IFR flight plan/log					
d	Identification of the required nav aids for departure, arrival and approach procedures					
e	Pre-flight inspection					
f	Weather Minima					
g	Taxiing					
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.					
i	Pre-take-off briefing, Take-off					
J ^(c)	Transition to instrument flight					
k ^(c)	Instrument departure procedures, including PBN departures, and altimeter setting					
l ^(c)	ATC liaison — compliance, R/T procedures					

SECTION 2 — GENERAL HANDLING^(°)		S	US
a	Control of the aeroplane 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/descending turns and in landing configuration — only applicable to aeroplanes		
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes — only applicable to aeroplanes		
SECTION 3 — EN-ROUTE IFR PROCEDURES^(°)		S	US
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		S	US
a	Setting and checking of navigational aids, if applicable		
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⁽⁺⁺⁾		S	US
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		
SECTION 5^(°) – 2D OPERATIONS⁽⁺⁺⁾		S	US
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		
SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) (°)		S	US
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		

S – Satisfactory

US - Unsatisfactory

(°) 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 5 or Section 6.

(++) To establish or maintain 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 equipped FSTD.

Note 1 : If the test is completed in two parts then Section 1 and Items a, b and h of Section 4 (aerodrome arrival, landing, actions after flight) shall be assessed on both flights.

Test Sections	1	2	3	4	5	6
Sections already completed						
Sections taken						
Test Sections incomplete						
Re-training required/recommended						

Note 2 : Section C shall be completed when training has been conducted prior to initial or renewal skill test

Copies of the report shall be submitted to

- (1) The Applicant
- (2) DTOPL
- (3) The Examiner.