



GENERAL

1. An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test which shall be appropriately equipped for the training and testing purposes.
2. An applicant shall pass all the relevant sections of the skill test. 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 in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. 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 1 hour.
5. 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.
6. At the discretion of the examiner, any manoeuvre 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 retest.
7. An applicant shall fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.
8. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
9. An applicant for an IR 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 checklist for the aircraft on 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 aircraft used.

FLIGHT TEST TOLERANCES

10. The applicant shall demonstrate the ability to:
 - (a) operate the aeroplane within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge; and
 - (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
11. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height

Generally	± 100 feet
Starting a go-around at decision height/altitude	+ 50 feet/- 0 feet
Minimum descent height/MAP/altitude	+ 50 feet/- 0 feet



Tracking

on radio aids	± 5°
2D (LNAV) and 3D (LNAV/VNAV) "linear" lateral deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS) cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using Baro-VNAV)	Not more than – 75 feet below the vertical profile at any Time, and not more than + 75 feet above the vertical profile At or below 1.000 feet above aerodrome level

Heading

normal flight	± 10°
with simulated engine failure	± 15°

Speed

take-off and approach	± 5 knots
all other flight regimes	± 10 knots

ITEM EVALUATION

Mark "1" means below standard: item failed. Circle the number of the failed item and report at block for comment.

Mark "2" means basic standard: item just sufficient.

Mark "3" means standard: item good.

Mark "4" means above standard: item excellent.

RESULT OF TEST

1. "PASSED" if for all applicable sections a satisfactory performance has been shown.
2. "PARTIAL PASS" if the test flight is a complete skill test and **more than one section** were not passed. The applicant shall **take the entire test again**.
3. "FAILED" if, or:
 - a. **more than one section** were not passed.
 - b. any item was not passed, in case the flight was a re-exam,

Please fill in the appropriate blocks on the skill test form and make sure that all mandatory items are covered by means of checking all non-grey shaded areas in the Examiner sign column.

Discuss the results with the candidate and hand over the complete file to him.

Send a copy of this form to the licensing office of Cameroon Civil Aviation Authority at licensing@ccaa.aero within five (5) working days.

Refer for further assistance and guidance notes to the Examiners notes.

REPORT FORM IR SKILL TEST

CMR.PEL.FORM.024



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Candidate			
Family name:		First name:	
Date of birth:			
Type of licence:		Number:	
Country of issue:			

(Use Type or Class Rating forms to revalidate IR(A) or renew expired IR(A))

PBN privileges verified: Yes No

1 Detail of the flight :						
First attempt	Date of flight:	Type of aeroplane:	Class:	Type Rating:	Registration:	Examiner: Name / Surname*:
	Departure:	Destination:	Block-off:	Block-on:	Flight time:	Landings:
Trip:						
Second attempt	Date of flight:	Type of aeroplane:	Class:	Type Rating:	Registration:	Examiner: Name / Surname*:
	Departure:	Destination:	Block-off:	Block-on:	Flight time:	Landings:
Trip:						

2 ATO informations :	
Instructor Last name*:	First name*:
Licence number:	Signature of flight instructor :
The ATO confirms that the candidate has been trained according to the approved syllabus and assures the level of proficiency required.	
ATO name:	Registration number:
Name of head of training*:	Licence number:
Location & date:	
Signature of head of training:	

*In capital letters:

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Applicant's name or licence number:

3A	Result of the test	1 Attempt
Pass <input type="checkbox"/> Partial Pass** <input type="checkbox"/> Fail** <input type="checkbox"/>		
Date of exam:	Language in which the has been conducted French <input type="checkbox"/> English <input type="checkbox"/>	
Examiner's certificate number (if applicable):		
<input type="checkbox"/> I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction complying with the applicable requirements in this Part.		
<input type="checkbox"/> I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable.		
Name(s)*:		Signature of examiner:

3B	Result of the test	2 Attempt
Pass <input type="checkbox"/> Fail** <input type="checkbox"/>		
Date of exam:	Language in which the has been conducted French <input type="checkbox"/> English <input type="checkbox"/>	
Examiner's certificate number (if applicable):		
<input type="checkbox"/> I have received information from the applicant regarding his/her experience and instruction and found that experience and instruction complying with the applicable requirements in this Part.		
<input type="checkbox"/> I confirm that all the required manoeuvres and exercises have been completed as well as information on the verbal theoretical knowledge examination when applicable.		
Name(s)*:		Signature of examiner:

*In capital letters:

4	Remarks	** Give reasons and detail any further training:
1 Attempt		
2 Attempt		

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Applicant's name or licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

MANOEUVRES AND PROCEDURES		SKILL TEST			
SECTION 1		Attempt Number (1 or 2)		Insert Examiner's initials only	
		Fail: mark "1" Pass: mark "2", "3" or "4"			
1	Pre-flight operations & departure	1 st attempt		2 nd attempt	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass & 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 navaids for departure, arrival and approach procedures				
e	Pre-flight inspection				
f	Weather minima				
g	ATC liaison - compliance, R/T procedures				
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				
l°	Pre-take off briefing. Take off				
j°	Transition to instrument flight				
k°	Instrument departure procedures, including PBN departure, and altimeter setting				
l°	ATC liaison - compliance - R/T procedures				
		1 attempt		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed
		2 attempt		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed

MANOEUVRES AND PROCEDURES		SKILL TEST			
SECTION 2		Attempt Number (1 or 2)		Insert Examiner's initials only	
		Fail: mark "1" Pass: mark "2", "3" or "4"			
2	General handling	1 st attempt		2 nd attempt	
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 at Rate 1 turn onto given headings, recovery from unusual attitudes - only applicable to aeroplanes				
		1 attempt		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed
		2 attempt		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed

* May be performed in a FFS, FTD 2/3 or FNPT II
 + May be performed in either Section 4 or Section 5
 ° Must be performed by sole reference to instruments

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MANOEUVRES AND PROCEDURES		SKILL TEST			
	SECTION 3	Attempt Number (1 or 2) Fail: mark "1" Pass: mark "2", "3" or "4"		Insert Examiner's initials only	
3	En-Route IFR procedures	1st attempt	2nd attempt		
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				
		1 attempt	<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	
		2 attempt	<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	

MANOEUVRES AND PROCEDURES		SKILL TEST			
	SECTION 3a	Attempt Number (1 or 2) Fail: mark "1" Pass: mark "2", "3" or "4"		Insert Examiner's initials only	
3a	Arrival procedures	1st attempt	2nd attempt		
a°	Setting and checking of navigational aids, if applicable				
b°	Arrival procedures, altimeter check				
c°	Altitude and speed constraint, 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				
		1 attempt	<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	
		2 attempt	<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	

* May be performed in a FFS, FTD 2/3 or FNPT II

+ May be performed in either Section 4 or Section 5

° Must be performed by sole reference to instruments

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MANOEUVRES AND PROCEDURES		SKILL TEST			
SECTION 4		Attempt Number (1 or 2)		Insert Examiner's initials only	
		Fail: mark "1" Pass: mark "2", "3" or "4"			
4	3D operations **	1 st attempt		2 nd attempt	
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 attempt		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed
		2 attempt		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed

* May be performed in a FFS, FTD 2/3 or FNPT II

+ May be performed in either Section 4 or Section 5

° Must be performed by sole reference to instruments

** 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

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Use of checklist, airmanship, A/C limitations must be respected in all sections

MANOEUVRES AND PROCEDURES		SKILL TEST			
SECTION 5		Attempt Number (1 or 2)		Insert Examiner's initials only	
		Fail: mark "1" Pass: mark "2", "3" or "4"			
5	2D operations **	1 st attempt		2 nd attempt	
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	Oral questions				
f	Altitude/distance to MAPT, speed, heading control (stabilized approach), Stop Down Fixes (SDF(s)), if applicable				
g+	Go-around action				
h+	Missed approach procedure / landing				
i°	ATC liaison - compliance - R/T procedures				
** 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		1 attempt		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed
		2 attempt		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed

MANOEUVRES AND PROCEDURES		SKILL TEST			
SECTION 6* (ME only)		Attempt Number (1 or 2)		Insert Examiner's initials only	
		Fail: mark "1" Pass: mark "2", "3" or "4"			
6	Flight with one engine inoperative	1 st attempt		2 nd attempt	
a°	Setting and checking of navigational aids, if applicable				
b°	Arrival procedures, altimeter check				
c°	Altitude and speed constraint, 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				
* May be performed in a FFS, FTD 2/3 or FNPT II + May be performed in either Section 4 or Section 5 ° Must be performed by sole reference to instruments		1 attempt		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed
		2 attempt		<input type="checkbox"/> Passed	<input type="checkbox"/> Failed