

EXAMINERS REPORT - For Single Pilot Aeroplanes (SPA) Skill Test for Issue of Class and Type Ratings and Proficiency Checks for Revalidation and Renewal of Class, Type and Instrument Ratings, Revalidation by Experience of Class Ratings, excluding SP High Performance Complex Aeroplanes and Sea Class Ratings in accordance with Part-FCL. (European Commission Regulation (EU)No 1178/2011 as amended).



Complete clearly in BLOCK CAPITALS using black or dark blue ink.

FALSE REPRESENTATION STATEMENT
It is an offence under the UK Air Navigation Order 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 on summary conviction by a fine, and on conviction on indictment with an unlimited fine or imprisonment or both.

1. APPLICANTS DETAILS To be completed by the Applicant

CAA Personal Reference Number:

Forename(s): Surname: Date of Birth :

Initial Issue Revalidation by Proficiency Check Revalidation by Experience or Renewal

Type Rating including variants..... including type specific IR

Class Rating :

Expiry of previous or current type/class rating:

Stand-alone Instrument Rating (IR/SPA): SE ME Revalidation Renewal

Expiry of previous or current IR/SPA:

I confirm that I have requested the above Skill Test or Proficiency Check or Revalidation by Experience.

Applicant's signature: Date:

2. EXAMINERS REPORT OF TEST OR CHECK To be completed by the Examiner

Date of Skill Test or Proficiency Check: Location:

Start time (Chocks): Finish time(Chocks): Total duration: (HH:MM)

Aircraft Type/Class including variants used: Aircraft Registration:

Identification Number of FSTD used:..... (to be in accordance with Commission Regulation (EU) 1178/2011 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018

Competent Authority issuing qualification certificate for FSTD:

Result of Skill Test or Proficiency Check: Pass Partial Pass Fail (if fail or partial pass also complete SRG 2129)

Revalidation by Experience of aeroplane class or classes:

I confirm that the applicant has met the requirements of Part-FCL.740.A for Revalidation by experience:

Expiry of new Type/Class Rating: I have I have not endorsed the Certificate of Revalidation in the applicant's licence.(If not signed also complete SRG 1119).

Stand-alone Instrument Rating (IR/SPA): Pass Partial Pass Fail (if fail or partial pass also complete SRG 2129)

Expiry of new IR/SPA: SE ME

I have I have not* endorsed the Certificate of Revalidation in the applicant's licence (*If not signed also complete SRG 1119).

If cross-crediting is claimed for revalidation of the IR/SPA, state the other type/class rating for which an LPC including IR was completed and the expiry date of that rating: Type or Class Rating: Expiry of Rating:

3. PBN To be completed by the Examiner

I confirm that the applicant has been tested in PBN elements as relevant (Commission Regulation EU 1178/2011 as amended – Annex I, Appendix 7 and 9 Refers)

I confirm that this skill test/proficiency check did not include an RNP APCH and that the applicant has been advised that:

- the PBN privileges of their IR does not include an RNP APCH, and that
- this restriction can be lifted upon completing a proficiency check which includes an RNP APCH.

4. CONFIRMATION**To be completed by the Examiner**

I have found that the applicant's instruction and experience comply with Part FCL and confirm that all the required manoeuvres and exercises have been completed and that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable) in accordance with Appendix 9 to Part-FCL.

Examiner's Name: Examiner's Number:

Authorising Competent Authority:

Examiner's Signature: Date:

Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA.

UK CAA Examiner Designation Reference:

Declaration of applicant - I declare that the information provided on this form is correct and I have been informed of the result of the Skill Test or Proficiency Check or Revalidation of the Class Rating(s) by Experience.

Applicants signature: Date:

Copies of the report shall be submitted to (1) The Applicant, (2) The Applicant's Competent Authority, (3) The Examiner, (4) The Examiner's Competent Authority (if different), (5). The Examiner should also complete Form SRG2199 as required, (6)

English Language Proficiency assessments should be completed using Form SRG1199.

Applicant's details									
Name:		CAA Ref No:		A/C Type/Reg:		FLTTime:	Date:		
Manoeuvres/Procedures M (Mandatory)				Pass /Fail	Manoeuvres/Procedures M (Mandatory)				Pass /Fail
Section 1 Departure				Section 3B Instrument flight					
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM					3B.1*	Departure IFR	M	
						3B.2*	En-route IFR	M	
						3B.3*	Holding procedures	M	
1.2	Pre-start checks					3B.4*	3D operations to DH/A of 200 feet (60m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path)	M	
1.2.1	External								
1.2.2	Internal			M		3B.5*	2D operations to MDH/A and MAP	M	
1.3	Engine starting: Normal Malfunctions			M		3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns, Recoveries from unusual attitudes	M	
1.4	Taxiing			M					
1.5	Pre-departure checks: Engine run-up (if applicable)			M		3B.7*	Failure of localiser or glideslope		
						3B.8*	ATC liaison - Compliance, R/T procedure		
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)					Section 4 Arrival and landings			
						4.1	Aerodrome arrival procedure	M	
1.7	Climbing: Vx/Vy Turns onto headings Level off			M		4.2	Normal landing	M	
						4.3	Flapless landing	M	
						4.4	Crosswind landing (if suitable conditions)		
1.8	ATC liaison - Compliance R/T procedure					4.5	Approach and landing with idle power from up to 2000' above the runway (single engine aeroplane only)		
Section 2 Airwork (VMC)						4.6	Go-around from minimum height	M	
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)					4.7	Night go-around and landing (if applicable)		
2.2	Steep turns (360° left and right at 45° bank)			M		4.8	ATC liaison - Compliance, R/T procedure		
2.3	(i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)			M		Section 5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4)			
						5.1	Rejected take-off at a reasonable speed	M	
						5.2	Simulated engine failure after take-off (single engine aeroplanes only)	M	
						5.3	Simulated forced landing without power (single engine aeroplanes only)	M	
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable			M		5.4	Simulated emergencies: (i) Fire or smoke in flight; (ii) Systems malfunctions as appropriate		
2.5	ATC Liaison - Compliance, R/T procedure								
Section 3A En-route procedures VFR						5.5	Engine shutdown and restart (ME Skill Test only) (at a safe altitude if performed in the aircraft)		
3A.1	Flight plan, dead reckoning and map reading					5.6	ATC liaison - Compliance, R/T procedure		
3A.2	Maintenance of altitude, heading and speed					Section 6 Simulated asymmetric flight			
3A.3	Orientation, timing and revision of ETAs					6.1*	Simulated engine failure during take-off	M	
3A.4	Use of radio navigation aids (if applicable)						(at a safe altitude unless carried out in FFS or FNPT II) (This section may be combined with sections 1 through 5)		
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)					6.2*	Asymmetric approach and go-around	M	
3A.6	ATC liaison - Compliance, R/T procedure					6.3*	Asymmetric approach and full stop landing	M	
* Shall be flown solely by reference to instruments. If this condition is not met during the Skill Test or Proficiency Check, the type rating will be restricted to VFR only.						6.4	ATC liaison - Compliance, R/T procedure		

Civil Aviation Authority Regulation 6

Regulation 6(5) of the Civil Aviation Authority Regulations 1991 provides as follows: 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 Authority determine whether the test or examination was properly conducted. In order to succeed you will have to satisfy the Authority that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.