

# Examiner Report for Instrument Rating (A) Skill Test



Please complete this form in **BLOCK CAPITALS** using black or dark blue ink.

<b>1. APPLICANT DETAILS</b>						
Surname: .....			Forename(s): .....			
CAA Personal reference number		<input type="text"/>	Licence Type: .....			
Series: .....		Attempt: .....		Date: .....		Place of Test: .....
SPA	<input type="checkbox"/>	MPA	<input type="checkbox"/>	SE	<input type="checkbox"/>	ME <input type="checkbox"/>
						Tick as required
<b>FALSE REPRESENTATION STATEMENT</b>						
It is an offence under Article 256 of the Air Navigation Order 2016 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 up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.						
I declare that the information provided is correct.			Applicant's Signature: .....			
<b>2. FLIGHT TEST</b> <span style="float:right"><b>To be completed by the Examiner</b></span>						
Route						
Aircraft Type and Reg:		Block Times:		Depart:		Arrive:
Test Sections:		1	2	3	4	5
Sections to be taken:						
Result:						
(a)						
(b)						
(c)						
(d)						
(e)						
(f)						
(g)						
(h)						
(i)						
(j)						
Re-test Sections:						
Items not completed:						
Test Sections incomplete due						
Re-training required/recommended:		Theory:		Aircraft:		FSTD:
<b>For CB IR Only</b>						
I have assessed the applicants level of IR knowledge and found it to be			Adequate <input type="checkbox"/>		Inadequate <input type="checkbox"/>	
<b>UK Examiners Only</b>						
I have assessed the ICAO English Language Proficiency of the Applicant at Level 6:			Yes <input type="checkbox"/>		No* <input type="checkbox"/>	
					Not Assessed <input type="checkbox"/>	
(*I have advised the Applicant to complete Form SRG 1199 and be assessed by an appropriate organisation, see CAP 804, Section 4, Part M.) Assessment is not required if Applicant holds Level 6.						
<b>Non-UK Examiners</b> - I have reviewed and applied the relevant national procedures and requirements of the UK CAA contained in version ..... of the Examiner Differences Document. <input type="checkbox"/>						
Examiner's Name:			Examiner's No.:			
Examiner's Signature:			Date:			
Authorising Competent Authority:						
Received (Applicant) Signature:			Date:			
<b>3. APPROVED TRAINING ORGANISATION</b>						
ATO: .....			Date Training Completed: .....			
Recommended for test by (name): .....						

**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.

**Use of checklist, airmanship, anti-icing/de-icing procedures, etc. apply in all sections.**

<b>SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE</b>		<b>SECTION 4. PRECISION APPROACH PROCEDURES<sup>°</sup></b>	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance	a	Setting and checking of navigational aids, identification of facilities
b	Use of Air Traffic Services document, weather document	b	Arrival procedures, altimeter checks
c	Preparation of ATC flight plan, IFR flight plan/log	c	Approach and landing briefing, including descent/approach/landing checks
d	Pre-flight inspection	d+	Holding procedure
e	Weather Minima	e	Compliance with published approach procedure
f	Taxiing	f	Approach timing
g	Pre-take-off briefing, Take-off	g	Altitude, speed heading control (stabilised approach)
h <sup>°</sup>	Transition to instrument flight	h+	Go-around action
i <sup>°</sup>	Instrument departure procedures, altimeter setting	i+	Missed approach procedure/landing
j <sup>°</sup>	ATC liaison - compliance, R/T procedures	j	ATC liaison - compliance, R/T procedures
<b>SECTION 2. GENERAL HANDLING<sup>°</sup></b>		<b>SECTION 5. NON-PRECISION APPROACH PROCEDURES<sup>°</sup></b>	
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim	a	Setting and checking of navigational aids, identification of facilities
b	Climbing and descending turns with sustained Rate 1 turn	b	Arrival procedures, altimeter settings
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns	c	Approach and landing briefing, including descent/approach/landing checks
d*	Recovery from approach to stall in level flight, climbing / descending turns and in landing configuration - Aeroplanes only)	d+	Holding procedure
		e	Compliance with published approach procedure
		f	Approach timing
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes - Aeroplanes only	g	Altitude, speed, heading control (stabilised approach)
		h+	Go-around action
		i+	Missed approach procedure/landing
		j	ATC liaison - compliance, R/T procedures
<b>SECTION 3. EN-ROUTE IFR PROCEDURES<sup>°</sup></b>		<b>SECTION 6. FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only)<sup>°</sup></b>	
a	Tracking, including interception, e.g. NDB, VOR, RNAV	a	Simulated engine failure after take-off or on go-around
b	Use of radio aids	b	Approach, go-around and procedural missed approach with one engine inoperative
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique	c	Approach and landing with one engine inoperative
		d	ATC liaison - compliance, R/T procedures
d	Altimeter settings	*May be performed in FFS, FTD2/3, or FNPT (II). +May be performed in either section 4 or section 5. ° Must be performed by sole reference to instruments.	
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		