

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



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

FALSE REPRESENTATION STATEMENT	
It is an offence under Article 256 of the the 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 (not exceeding the statutory maximum in Northern Ireland and Scotland) and, on conviction on indictment, by a fine and/or up to two years imprisonment or both.	
To be completed by the Applicant	
1. APPLICANTS DETAILS	
CAA Personal Reference Number: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
Forename(s): Surname: Date of Birth (dd/mm/yyyy):	
Initial Issue <input type="checkbox"/> Revalidation by Proficiency Check <input type="checkbox"/> Revalidation by Experience <input type="checkbox"/> or Renewal <input type="checkbox"/>	
Type Rating <input type="checkbox"/> including variants: Including Type Specific IR <input type="checkbox"/>	
Class Rating <input type="checkbox"/>	
Expiry of previous or current type/class rating: (dd/mm/yyyy)	
Stand-alone Instrument Rating (IR/SPA): SE <input type="checkbox"/> ME <input type="checkbox"/> Revalidation <input type="checkbox"/> Renewal <input type="checkbox"/>	
Expiry of previous or current IR/SPA: (dd/mm/yyyy)	
I confirm that I have requested the above Skill Test or Proficiency Check or Revalidation by Experience.	
Applicant's signature:..... (dd/mm/yyyy):.....	
To be completed by the Examiner	
2. EXAMINERS REPORT OF TEST OR CHECK	
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 amended)	
Competent Authority issuing qualification certificate for FSTD:	
Result of Skill Test or Proficiency Check: Pass <input type="checkbox"/> Partial Pass <input type="checkbox"/> Fail <input type="checkbox"/> (if fail 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: <input type="checkbox"/>	
Expiry of new Type/Class Rating:(dd/mm/yyyy) I have <input type="checkbox"/> have not <input type="checkbox"/> endorsed the Certificate of Revalidation in the applicant's licence. (If not signed also complete SRG 1119)	
Stand-alone Instrument Rating (IR/SPA): Pass <input type="checkbox"/> Partial Pass <input type="checkbox"/> Fail <input type="checkbox"/> (if fail also complete SRG 2129)	
Expiry of new IR/SPA:.....(dd/mm/yyyy) SE <input type="checkbox"/> ME <input type="checkbox"/>	
I have <input type="checkbox"/> I have not* <input type="checkbox"/> 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 of that rating:..... Type or Class Rating:..... Expiry of Rating:..... (dd/mm/yyyy)	
To be completed by the Examiner	
3. ENGLISH LANGUAGE PROFICIENCY - UK EXAMINERS ONLY	
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.	
To be completed by the Examiner	
4. CONFIRMATION	
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)	
Examiner's Name:..... Examiner's Number:	
Authorising Competent Authority:	
Examiner's Signature: (dd/mm/yyyy):	
Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA contained in version.....of the Examiner Differences Document	
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: (dd/mm/yyyy):	
PLEASE REFER TO FALSE REPRESENTATION STATEMENT ABOVE	

Applicant's details							
Name:		CAA Ref No:		A/C Type/Reg:		FLT Time:	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.	External						
1.2.	Internal	M		3B.5*	2D operations to MDH/A and MAP	M	
1.3	Engine starting: Normal Malfunctionsn	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)							
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)			4.6	Go-around from minimum height	M	
				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	Stalls and recovery: (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 (at a safe altitude unless carried out in FFS or FNPT II) (This section may be combined with sections 1 through 5)	M	
3A.4	Use of radio navigation aids (if applicable)						
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		