



EXAMINERS REPORT - FOR SINGLE PILOT AEROPLANES (SPA) SKILL TEST

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

FALSE REPRESENTATION STATEMENT

It is an offence 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 report may be used for the 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

1. APPLICANT DETAILS **To be completed by the Applicant**

Title: Forename: Surname:

Date of birth (dd/mm/yyyy): Licence Number:

Initial Issue	Revalidation by Proficiency Check	Revalidation by Experience	
Renewal	Type Rating:	Variants:	
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:

Aircraft Type/Class including variants used:

Aircraft Registration: Identification Number of FSTD used:

Competent Authority issuing qualification certificate for FSTD:

Result of Skill Test or Proficiency Check: Pass Partial Pass Fail (if fail also complete CAA FORM 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 CAA FORM 1119).

Stand-alone Instrument Rating (IR/SPA): Pass Partial Pass Fail (if fail also complete CAA FORM 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 CAA FORM 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. CONFIRMATION

To be completed by the Examiner

ENGLISH LANGUAGE PROFICIENCY:

I have assessed the ICAO English Language Proficiency of the applicant at level 6: Yes No* Not assessed (*I have advised the Applicant to complete Form CAA FORM 1199 and be assessed by an appropriate organisation. Assessment is not required if Applicant holds Level 6.

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:

Examiner's Signature: Date:

4. DECLARATION OF APPLICANT

To be completed by the 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.

Name:

Signature:

Date:

Documents to be submitted		For CAA use
• Training Records for initial		
For CAA use		
Date of Issue:	Remarks:	
Checked by:		
Loaded by:		
Signed by:		

Applicant's details:									
Name: A/C Type/Reg: FLT Time: Date:									
Section 1 Departure		M	Pass /Fail	Section 3B Instrument flight		M	Pass /Fail		
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*	ILS to DH/A of 200' (60m) or to procedure minima (autopilot may be used to glideslope intercept	M			
1.2.1	External								
1.2.2	Internal	M		3B.5*	Non-precision approach 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)				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)
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			
5.4	Simulated emergencies: (i) Fire or smoke in flight; (ii) Systems malfunctions as appropriate								
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable	M		5.5	Engine shutdown and restart (ME Skill Test only) (at a safe altitude if performed in the aircraft)				
2.5	ATC Liaison - Compliance, R/T procedure			5.6	ATC liaison - Compliance, R/T procedure				
Section 3A En-route procedures VFR				Section 6 Simulated asymmetric flight					
33A.1	Flight plan, dead reckoning and map reading			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			
33A.2	Maintenance of altitude, heading and speed								
33A.3	Orientation, timing and revision of ETAs								
33A.4	Use of radio navigation aids (if applicable)			6.2*	Asymmetric approach and go-around	M			
33A.5	Flight management (flight log, routine checks including fuel, systems and icing)			6.3*	Asymmetric approach and full stop landing	M			
33A.6	ATC liaison - Compliance, R/T procedure			6.4	ATC liaison - Compliance, R/T procedure				
* 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. Manoeuvres/Procedures that are Mandatory = M									