

EXAMINERS REPORT – FLIGHT/SKILL TEST AND PROFICIENCY CHECK FOR ISSUE, REVALIDATION AND RENEWAL OF THE INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) AND RESTRICTED INSTRUMENT IR(R) RATING (AEROPLANES).
Complete clearly in BLOCK CAPITALS using black or dark blue ink



FALSE REPRESENTATION STATEMENT

It is an offence under Article 231 of the Air Navigation Order 2009 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.

Civil Aviation Authority Regulation 6

Regulation 6(5) of the Civil Aviation Authority Regulations 1991 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.

1. APPLICANT DETAILS

To be completed by applicant

CAA Personal reference number (if known): Date of Birth: (dd/mm/yyyy)

Forename(s): Surname:

Initial Issue ☐ Revalidation ☐ Renewal ☐ Expiry of previous or current rating: (dd/mm/yyyy)

I confirm I have requested the Flight/Skill or Proficiency Check Test as detailed above:

Applicant's Signature: Date:

2. EXAMINER'S REPORT OF FLIGHT/SKILL TEST OR PROFICIENCY CHECK

To be completed by examiner

Applicant's Name: CAA Reference Number:

Date of Flight/Skill or Proficiency Test: Location:

Start time: Finish time: Total duration: (hrs:mins)

Aircraft Class or Type and variants used: Aircraft Registration:

Result of Flight/Skill or Proficiency Test: Pass ☐ Fail * ☐ Incomplete ☐ (*if fail complete SRG 2129 in addition)

I have ☐ I have not* ☐ endorsed the Certificate of Revalidation in the applicants licence (*if not signed also complete SRG1125)

New rating valid until: (dd/mm/yyyy)

ICAO English Language Proficiency assessed at level 6 (please refer to guidance) Yes ☐ No ☐ /

I have found the applicant's instruction and experience to comply with CAP 804.

I confirm that all the required manoeuvres and exercises have been completed.

Examiner's Name: Examiner's Number:

Authorising Competent Authority: Date of briefing (if applicable):

Examiner's Signature: Date:

Declaration of applicant - I declare that the information provided on this form is correct and I have been informed of the result of the Flight/Skill Test or Proficiency Check of the IMC Rating/IR((R) rating.

Applicant's Signature Date:

PLEASE REFER TO FALSE REPRESENTATION STATEMENT

Use of checklist, threat and error management, anti-icing and de-icing procedures, etc apply in all sections							
	<u>Manoeuvres and Procedures</u>	<u>I/R/O (Note 1)</u>	<u>Pass/Fail</u>	<u>Manoeuvres and Procedures</u>		<u>I/R/O (Note 1)</u>	<u>Pass/Fail</u>
	<u>Section 1 (Note 2)</u>			<u>Section 4</u>			
	Full Panel Instrument Flying			Let down and approach Procedures			
1.1	Straight and level flight at given IAS	I		4.1	Let down and approach to DH/MDH using pilot interpreted aid (Note 4)	I/R	
1.2	Turns at given rate	I			Aid used		
1.3	Turns on to given headings	I		4.2	Holding (Note 5)	I/R-O	
1.4	Climbing and descending (Including turns)	I		4.3	Missed approach procedure	I/R	
1.5	Recovery from unusual attitudes	I		4.4	Second approach to DH/MDH using a different aid from 4.1. (Note 6)	R - O	
1.5.1	Recovery from a steep descending turn	I					
1.5.2	Recovery from a steep climbing turn	I			Aid used		
	<u>Section 2 (Note 3)</u>			<u>Section 5</u>			
	Limited Panel Instrument Flying (Note 3)			Bad weather circuit			
2.1	Straight and level flight	I/R		5.1	Bad weather visual circuit	I/R	
2.2	Climbing and descending	I/R		5.2	Landing	I/R	
2.3	Turns onto given headings	I/R					
2.4	Recovery from unusual attitudes:						
2.4.1	Recovery from a sustained 45 degree banked turn	I/R					
2.4.2	Recovery from a steep descending turn	I/R					
2.4.3	Recovery from the approach to the stall	I/R					
	<u>Section 3</u>			<u>Section 6 (Note 7)</u>			
	Radio Navigation Aids			Flight with Asymmetric Power			
3.1	Position fixing (to include VOR or ADF or DME)	I		6.1	Control of the aeroplane following failure of one engine in the climb	I - O	
3.2	Interception of given radial	I		6.2	Identification of the failed engine and completion of failure drills	I - O	
3.4	Maintenance of given radial for 10 miles	I		6.3	Climbing and level turns in asymmetric flight	I - O	