

**Safety Regulation Group
Licensing and Training Standards**



Standards Document 06, Version 5

**Notes for 170A Authorised Signatories
(CPL and IR Skill Tests) (Aeroplanes)**

PLEASE NOTE THAT THIS DOCUMENT IS FOR GUIDANCE PURPOSES ONLY AND TO ENSURE THAT THIS IS THE MOST CURRENT EDITION, PLEASE REFER TO OUR WEBSITE

Contents

Glossary

Foreword

Part 1 General Information

Part 2 Authorisation

- 2.1 Minimum experience and qualifications
- 2.2 Nomination of 170A applicant
- 2.3 Authorisation assessment
- 2.4 170A Authorisation - Flight assessment procedure
- 2.5 170A Authorisation - Ground briefing procedure
- 2.6 Authorisation
- 2.7 Transfer of the Authorisation
- 2.8 Additional authorisations
- 2.9 List of signatories
- 2.10 Validity
- 2.11 Failure of the 170A authorisation test

Part 3 Briefing Notes

- 3.1 Guidance notes for the CPL Skill Test briefing
- 3.2 Guidance notes for the IR Skill Test briefing

APPENDICES

- Appendix 1 Application for authorisation
- Appendix 2 Form FCL 170A
- Appendix 3 Sample Questions
- Appendix 4 Requirements for the issue of F170A

Glossary of Terms

ATPL	Airline Transport Pilot's Licence
BCPL	Basic Commercial Pilot's Licence
Class and Type Rating Single Pilot Aeroplane	Under JAR-FCL this replaces Groups A and B. For the purpose of this document this refers to both Class and Type Ratings SPA and Groups A and B as appropriate.
CFE	Chief Flight Examiner
CPL	Commercial Pilot Licence
CRE	Class Rating Examiner
CRE(IRR)	Class Rating Examiner with Instrument Rating Revalidation Privileges
CRI	Class Rating Instructor
FCS	Flight Crew Standards
FEH	Flight Examiner's Handbook
FE (CPL)	Flight Examiner Commercial Pilot Licence (Aeroplanes)
FE (PPL)	Flight Examiner Private Pilot Licence (Aeroplanes)
FI	Flight Instructor
FIE	Flight Instructor Examiner (Aeroplanes)
FTO	Flight Training Organisation
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
IRI	Instrument Rating Instructor
IRR	Instrument Rating Revalidation privileges
JAR-FCL	Joint Aviation Requirements - Flight Crew Licensing
L&TS	Licensing & Training Standards
ME	Multi Engine
MEP	Multi-Engine Piston Aeroplane
MPA	Multi Pilot Aeroplane
Proficiency check	Demonstration of Skill to revalidate or renew a rating, including oral checks as required
Renewal	The administrative process which takes place to renew the privileges of a licence or rating after it expires
Revalidation	The administrative process which takes place to revalidate the privileges of a licence or rating before it expires
RT	Radiotelephony
RTC	Regional Test Centre
SE	Single Engine
SEP	Single Engine Piston Aeroplane
Skill Test	Demonstration of Skill for licence or rating issue, including oral examination as required
SPA	Single Pilot Aeroplane
TRE	Type Rating Examiner (for those Types specified in JAR-FCL 1, Section 2, Subpart F)
VFR	Visual Flight Rules

Foreword

These guidance notes are intended to provide applicants with the information required for the grant of the approval to sign Form 170A - Certificate of training and competence for the professional pilot licence and/or instrument rating. They will also give guidance on how the Form 170A signatory is required to conduct the Form 170A competency test.

Nothing in the document is intended to conflict with the UK Air Navigation Order or other legislation, which remains the primary authority. Whilst every effort is made to ensure that all guidance in this document is correct the CAA reserves the right to amend this document, as required, to reflect changes in practice required for the effectiveness of skill tests.

This document is available for all those engaged in training and checking students for the CPL and IR Skill Tests. This and other Standards Documents, are also available on the SRG web site (www.caa.co.uk) and shall be distributed to users without charge.

If, after reading this document, you still have queries about the Form 170A signatory requirements please contact one of the Regional Flight Test Centres (RTC) or alternatively:

Civil Aviation Authority
Licensing & Training Standards
Aviation House
South Area
Gatwick Airport
West Sussex RH6 0YR

Regional Flight Test Centres

Bournemouth 01202 576621	Leeds 0113 2506625
Bristol 01275 47226	Oxford 01865 841199
Cranfield 01234 750111 Ext 5586	

Part 1 General Information

- 1.1 The Form 170A is issued by authorised signatories to students as a formal check of their preparation for both the CPL and IR Skill Tests. It is an indication to the examiner that his applicant has successfully completed all the required training, the training is correctly documented and that the applicant has met the required standards of skill and competence to pass the skill test at the first attempt. Additionally, the applicant should be made aware of the administration that is to be completed before the test.
- 1.2 Applicants' preparation should be completed with reference to Standards Document 1 for the IR Skill Test and/or Standards Document 3 for the CPL Skill Test. Standards Documents will guide both the applicant and those training and testing him to the requirements and conduct of each test.
- 1.3 Those authorised to conduct Form 170A checks are to be approved by the CAA. Only in exceptional circumstances and with prior approval from the CFE, will Forms 170A not signed by an authorised signatory be accepted, this exemption will only be considered for a one-off case.
- 1.4 This Standards Document will focus on the requirements for the authorisation and duties of the Form 170A signatory.
- 1.5 Throughout these notes the following editorial practices and definitions shall apply:
 - "Shall" and "Must" are used to indicate a mandatory requirement.
 - "Expect" and "Should" are used to indicate strong obligation.
 - "May" is used to indicate discretion.
 - "Examiner" is used to indicate a person who is authorised by the CAA to conduct the appropriate skill test.
 - "Applicant" is used to indicate a person who is seeking the issue or renewal of a pilot licence or rating.
 - A Skill Test is a demonstration of skill for the initial licence issue, licence renewal, rating issue or rating renewal. Such tests include oral examination and flight test as appropriate.
 - "He/She". The pronoun 'he' is used throughout for ease of reading.

Part 2 Authorisation

2.1 Minimum experience and qualifications

Background experience as a flight instructor and in the training of applicants towards the relevant skills test is a minimum requirement for 170A authorisation. The CFE will assess applicants for Form 170A Signatory against the following criteria:

For 170A CPL (A) Skill Test to have:

- an unrestricted FI
- 2000hrs PIC, to include 250hrs FI at an FTO or Registered Facility training for JAR or a National approved or registered training course
- 50hrs student instruction on an approved course for the CPL Skill Test and forwarded 3 successful candidates for that test
- a current rating on the Class/Type to be flown

For 170A IR(A) Skill Test to have:

- an unrestricted FI or an IRI
- 2000hrs PIC, including not less than 450 hours flight time under IFR of which 250 hours shall be as a flight instructor at an FTO or Registered Facility training for JAR or a National approved or registered training course
- 50hrs student instruction on an approved course for the IR Skill Test and forwarded 3 successful candidates for that test
- a current IR valid for the SE/ME aeroplanes to be flown

Easements from the above minimum requirements may be granted by the CFE to HoFT, CFI or other suitable persons not previously authorised as Form 170A signatories.

2.2 Nomination of Form 170A signatory applicant

The applicant is to be nominated by the HoFT of the FTO requiring an authorised signatory. The application form is shown at Appendix 1.

2.3 **Authorisation assessment**

Assessment of the signatory will be conducted by a CAA Staff FE or other examiner authorised by the CFE for the purpose. The level of checking required of an applicant will be based upon previous experience:

For Form 170A CPL Skill Test

- Where the minimum requirements at paragraph 2.1 are met only the ground briefing is required
- Where the minima at paragraph 2.1 are not met both a flight assessment and ground briefing are required

For Form 170A IR Skill Test

- Where the minimum requirements at paragraph 2.1 are met and the signatory holds CRE with IRR privileges, or IRE authorisation, only the ground briefing is required
- In all other cases a flight assessment and ground briefing are required

2.4 **Form 170A Signatory - Flight assessment procedure**

The Form 170A signatory is to brief, conduct, assess and debrief either the CPL or IRT, as required, with the examiner acting as the 'student'. Where approval as signatory for both tests is sought each is to be assessed separately using the criteria at paragraph 2.3 above.

Note that this is not a check of the signatory to examiner standards. However, the briefings, format and conduct of the signatory's assessment must be of an adequate standard to emulate a test profile such that the 'student' is familiarised with what to expect during his test and from which a realistic assessment of his preparedness can be made.

Briefing

For both CPL and IRT profiles the signatory shall give the 'student' his test route and a briefing to cover all aspects of the flight. The 'student' shall be given sufficient time to plan the flight. Example briefings are shown at Part 3.

Conduct

The 'student's' planning shall be checked. In flight the examiner (as student) shall introduce common and current student errors in order to determine the signatory's ability to assess and manage the flight.

Debrief

The signatory shall assess the flight, present his findings and identify both fail and weak areas. The examiner may then question the signatory on subjects relating to the appropriate test before declaring the result of the signatory's authorisation assessment.

A flight assessment naturally requires practical demonstration of most of those items required for the ground briefing procedure (paragraph 2.5), however, the examiner is to ensure that all such items have been adequately covered. The examiner will use Form TS 10 to record his assessment of the signatory and the result.

2.5 **170A Authorisation - Ground briefing procedure**

The signatory is to be briefed by the examiner on:

- how an examiner must conduct the student's skill test (reference FEH, Section 3)
- the content of the skill test
- the principles of skill testing and assessment used by the examiner (reference FEH, Section 3)

The signatory is to:

- be questioned by the examiner to ascertain his understanding of the skill test schedule (reference Standards Documents)
- deliver an adequate briefing for the skill test profile. Example briefings are shown at Part 3

The signatory is to understand the compilation and administrative processes required in the use of Form 170A (Appendix 2). The examiner will use Form TS 10 to record his assessment of the signatory and the result.

2.6 Authorisation

Following a successful assessment a certificate of Form 170A Authorisation, specific to the test profile to be assessed, is sent to the individual. Authorisations are valid only for the named person and only in respect of applicants from the school indicated on the certificate.

2.7 Transfer of the Authorisation

Authorisations may only be transferred upon application by a second FTO and with the approval of the CFE. A re-assessment is not normally required. Applications for transfer must be made using the form at Appendix 1.

2.8 Additional authorisations

Authorisation for signatory of both Form 170A CPL and IR may be held. Applications will be considered in view of the size of the school and the number of signatories at that school.

2.9 List of signatories

A list of all those authorised to sign Form 170A assessments is maintained by Licensing & Training Standards. FE(CPL) and IRE must check that signatories are listed before Form 170A can be accepted.

2.10 Validity

170A authorisations are valid indefinitely at the FTO named on the certificate. The performance of the holder will be assessed through use of the L&TS Flight Test data base to identify the pass rate of those test applicants forwarded by him. A success rate of 70% at the applicants' first attempt is expected. Low success rates will be reviewed. Authorisation may be withdrawn where applicants' competency for test is not adequately assessed.

2.11 Failure of 170A authorisation test

Failure of two attempts to be authorised as a F170A signatory will preclude an applicant from further attempts for 12 months from the date of the last failure unless extra training, directed by the CAA, is undertaken.

Part 3 Briefing Notes

The briefing notes are extracted from the Flight Examiners' Handbook (FEH). Whilst the Form 170A signatory is not expected to provide a briefing equivalent to that from an FE, these notes will serve as a checklist of administration, skill test content and student preparation items that must be completed. The signatory must plan to expose the student to a complete test scenario as further preparation for his skill test. In addition the F170A signatory must ensure that the applicant's background theoretical knowledge is satisfactory as indicated on the form. A list(not exhaustive) of suitable subjects/questions is available at Appendix 3.

Form 170A signatories may obtain current versions of the briefing from any Licensing & Training Standards authorised flight examiner or from Licensing & Training Standards.

Detailed guidance for the content of skill test items, tolerances for accuracy and examples of common student errors, will be found in the relevant Standards Document.

3.1 GUIDANCE NOTES FOR THE CPL SKILL TEST BRIEFING

The following briefing is presented as an example of the briefing required to comply with Standards Document 3 and the text within this Handbook.

Recommended WX MINIMA for VFR skill test/check assessment
Additionally, use judgement, Aircraft Handbook/FTO rules and maintain VMC throughout the test.
Visibility: Generally >6km, but not <3000m.
Cloud: Nav - generally >1500'agl but not <1100'. GH not <1500', stall 2500'
Wind: Max 30kt, X-wind aeroplane limits

INITIAL BRIEFING

- Meet & Greet.
- Wx general picture. Does it look good enough for you to fly the Skill Test?
- Establish the test requirement: KNOW EXACTLY WHAT YOU ARE TESTING.
- Attempt 1. F170A. Check signatory approved, syllabus hours complete and 6 month validity. (Report errors in F170A's to CFE).
- Attempt 2 F172 .
- If Series 2 look at previous F172 and logbook to confirm that retraining completed.
- If Series 3 or beyond check new F170A has been flown in addition to above.
- One FE can do 3 consecutive tests, no more without CFE approval.
- Establish ID.
- Receipt of payment for test (unless free retest).
- Relevant CAA correspondence (letter of assessment/retest/training requirements completed).
- Current licence if applicable. Class 1 medical, signed. (must be seen). R/T licence (or test completed).
- Logbook (for check that mandatory retraining is completed).
- AC documents, Tech log.
- IF screens/foggles/hood, + 2 Check lists, + 2 compatible headsets with one spare.

Maps & Charts, current editions, got your equipment? The navigation route today is from _____ routing directly to _____. This is a visual navigation leg without the use of radio aids. After this I will ask you to take me to a new destination using visual and/or radio aid fixing.

Performance planning; my weight is ___lbs and my callsign is EXAM ____.

(Not from home base) – The planning facilities are located_____. NOTAMS / Royal Flt / Wx / AIP can be found, and there is a phone _____.

You will fly the navigation section, circuits at _____, then IF airwork and visual airwork. I will give you simulated emergencies during the flight.
(Test order can be changed if circuits are to be flown at home base but, as a minimum, a commercial join should be carried out away from home base)

Time Check.

You have 45 minutes to plan. I will meet you here again for your Main Briefing at _____.

MAIN BRIEF

Is your planning complete? (No pre planned material to be used).

Just to remind you, the order of events will be the navigation, circuits at _____, then IF airwork, then visual airwork. I will give you simulated emergencies during the flight.

No need to take notes, but ask any questions you may have as we brief.

Purpose. To demonstrate your ability to conduct a simulated public transport flight as a single pilot, maintaining VMC under VFR. Also to show your skill at visual and IF airwork, approaches and landings and emergency handling.

Throughout most of this flight you will be responsible for the lookout, R/T and navigation. However, I am responsible for the R/T and navigation during the airwork section. Lookout though is always your responsibility, except of course when we are simulating IMC. If you see another aircraft indicate it to me.

Obey ATC instructions, but negotiate as required. If they conflict with what I have asked you to do then I may interject.

I will remind you at each phase of the flight who is responsible for ATC, lookout and navigation.

Operation. You will conduct this flight in a professionally safe and practical manner in accordance with current legislation, Ops and Training manuals and Standard Procedures. Use your checklist while you are on the ground. In the air you may do checks from memory but these must follow the checklist sequence. I want you to say your checklist items aloud.

Handling tolerances are there for guidance, don't get over anxious about them. Should the aircraft wander from these tolerances I will be looking for you to make smooth corrections without undue delay.

In a similar way if you think you have made a mistake then correct it; don't dwell on it. Everyone makes mistakes, so just get on with your flight, give your concentration to what you are about to do, and do that as well as you can.

Although I am the captain of the aircraft, during your flight I shall act as a qualified observer, open to conversation and general assistance if you wish, but I shall not be able to give advice on flying the aircraft.

Aircraft documents (1 question) (CAA approved?), Technical log (2 questions). Check for hours, serviceability, sufficient oil and fuel for 2.5 hours + reserves.

Tell me the speeds you will be using during the flight. If you decide to use a different speed then do tell me.

External Checks. Assume first flight of the day. Pre flight inspection done? (these checks may be observed or covered by questioning).

Order of events (the FE will decide on the order of events with regard to airspace and weather):

Section 1 - Departure

After start conduct the taxiing and take-off for a commercial departure.

Passenger Safety brief – discuss.

Section 3 - Navigation

May I see your map and your PLOG? Ask questions as required to ascertain how he deduced heading, safety altitude, fuel requirements.

Why is a PLOG necessary? Tell me your heading, altitude and ETA as soon as possible. If at some later time you decide to change these, tell me.

I may check your PLOG after the flight. You will notice that I'll be keeping my own PLOG, don't worry about my writing.

Any NOTAMs, Warnings or Royal Flights?

If you judge the weather to be unsuitable to continue at any stage of the en-route section then you should tell me and then initiate a return to base or to a suitable diversion airfield.

This first leg is a visual navigation exercise. Radio aids are not to be used for fixing on this leg, but you may prepare those you may wish to use later. I may detune them, if so I will reinstate them before the diversion leg.

Continue to navigate to the turning point until I advise you of a diversion.

Then:

Advise me of your revised heading, alt and ETA for the diversion when you can.

Continue to navigate to the diversion using visual techniques but you may take radio aids fixes if you wish. You may use any fixing facility except Radar position or GPS/RNAV moving map displays.

You may orbit to identify the diversion point if you wish.

Tracking: At some stage after the navigation element I will ask you to intercept and track to or from a radio navigation facility radial of my choosing which may not be one that you have already used. (This requirement may be embodied within the navigation or after the circuits).

Any questions

Section 2 - Airwork This is not a memory test. I will direct the sequence.

IF AIRWORK

Immediately after we have erected the screens or you have donned your hood/goggles I want you to imagine that you have just inadvertently entered cloud and I will ask you to carry out the actions that you consider would be necessary to maintain flight safety and to regain VMC. After this, we will complete the remaining items of IF airwork and fixing.

I will be your safety pilot and look after navigation and the R/T. All turns will be at Rate 1, unless I say otherwise and the shortest way onto the headings I specify.

Full Panel: You will fly -

- S&L at various speeds.
- Turns with a climb or descent and at a speed directed by me. (also include R of D in descents).

Limited panel: you will fly -

- S&L.
- Rate 1 turns onto specified headings maintaining altitude and speed.
- There will be 3 or 4 unusual attitude recoveries each back to S&L flight at cruise speed with minimum height loss, no specific heading or altitude.

After the full panel work I will ask you to take a radio aids fix in order to complete Section 3 using VDF, VOR, NDB and/or DME, log it and plot it on your map. RNAV or GPS can be used, but only to obtain a range and radial from a waypoint that you select. You should also calculate a safety altitude appropriate to your plotted position.

VISUAL AIRWORK

During the Visual Airwork element of the flight I will be responsible for the navigation and any ATC liaison, but you are still responsible for the lookout and traffic avoidance.

Stalling:

Recovery from:

- Clean, S&L power off, I will tell you when to recover
- Base Turn using intermediate flap, gear, approach power and 20°-30° AOB recovering at the first sign of the approaching stall
- Final Approach stall, full flap, gear, approach power on a datum heading recovering at the first sign of the approaching stall

all with minimum height loss back to the best rate of climb, clean.

Steep turns: left and right at not less than 45°AOB maintaining entry speed and altitude during the turn.

Steep gliding turns (SE only):

Enter the glide to the Left or Right, and demonstrate a steep gliding turn at not less than 40°AOB.

Vne Dive: I will set the aircraft up approaching Vne dive, then give you control for the recovery back to the best rate of climb (Vy). I will then direct you to climb at the best angle of climb speed (Vx).

Slow Flight will be covered during one or more of the following exercises:

Climbing and manoeuvring at Vx

Steep gliding turns (SE only)

Achievement of and recovery from critical speed (ME only)

Bad weather circuit

Any questions

Section 5 - Abnormal and Emergency Procedures

During the flight there will be a number of simulated emergencies, including a cabin or engine fire and a system failure, all of which will be touch-drills only.

SE Tests: Two of the emergencies will require you to perform a forced landing, either a PFL or an EFATO. I will be responsible for compliance with ANO Rule 5 and will tell you when to go around. In accordance with accepted aviation practice I will expect you to land with the gear down unless there is some overriding factor. If you plan to land gear-up then you must tell me.

ME Tests: The EFATO is part of Section 6 and I will brief it after briefing Section 4.

Note: FEs are at liberty to examine the ME fire drill as a real engine shut-down to cover the requirements of Item 6d as well as 5a, in which case the procedure for this, including any engine handling considerations, should be briefed. The subsequent re-start is also a test item.

Any questions

Section 4 - Approach and Landing

Before we recover to the briefed airfield I will assist with the navigation if necessary until you are sure of your location. Then you will again be responsible for the R/T, navigation and lookout for a commercial recovery to the circuit phase. You may use any navigation equipment in the aeroplane to assist you with this.

I will tell you which circuits I want to see and these may include Short Field (or Precision if not taught Short Field), Flapless, Glide (SE only). I may ask you to perform a low level, bad weather circuit or I may simulate slow traffic ahead in the circuit in order to complete the slow flight requirement in Section 2. I will also ask you to go around from one approach at a low altitude.

How would you ensure that the aircraft landed in the shortest distance? _____. I want you to tell me when you would apply the brakes, I do not want you to actually apply them!

The touchdown area for each approach must be appropriate. I may nominate a touchdown area or ask you to nominate your own touchdown area.

Do you normally carry out touch-and-go without intervention or does your instructor assist?

Any questions

Section 6 – Simulated Asymmetric Flight (ME Tests only)

During the circuit phase I will want to see an engine failure after take-off, an asymmetric go around from your ACA/H and an asymmetric landing. I will initiate the EFATO by covering the throttles and bringing a throttle to idle; when you have identified the failed engine I will uncover the throttles so that you can carry out your emergency actions (as touch drills where required); I'll then set zero thrust on the failed engine. What ACA/H does your Operations Manual require?

Any questions

Section 6 – Class Rating Items

We also need to cover the items required for the issue/revalidation of a class rating so I may ask some questions about the aeroplane during the walk-round. If your aeroplane is fitted with a GPS, autopilot, pressurisation or de-icing system I will ask you to operate these systems at some stage of the flight. You may use the autopilot and GPS when appropriate during the airfield arrival in Section 4 and during emergency handling in Section 5. In addition I need to see a rejected take-off. At the end of the flight I will ask you to commence a take-off run but, at a reasonable speed, will indicate some form of emergency such as a blocked runway, engine or systems failure. You should reject the take-off and stop in the runway remaining; do not use the brakes excessively.

ME Tests: I also require to see an actual engine shutdown and restart. As briefed I may initiate the shutdown as a fire drill. You will also be responsible for the subsequent engine restart.

Any questions

General Points

In the event of any real emergencies I want you, as the handling pilot, to deal with them; I may assist or take control but you should not assume that this will happen. In the event of a minor emergency, after you have taken the initial actions, we will decide whether any part of the flight profile can still be safely accomplished.

**Do you understand what you have to do?
Have you practised all of the manoeuvres that I have asked you to fly?**

Book out. Take Off at ____.

Book out + sign out 10mins - External Checks 10 mins - Start & Taxi 15 mins.

DEBRIEF
Do not get involved in argument about test result or conduct. Should there be a problem, inform the CFE and record the details & actions.
FULL PASS (or PASS WITH ADMONISHMENT) Congratulations Minor Points Summary
PARTIAL PASS You have achieved a Partial Pass. Section ____ was unsatisfactory. The reasons you were unsuccessful in that section are _____. (Keep it short, don't brief.) The result means that you will have to re-fly Section 1 and Section ____ . I recommend that you carry out retraining which should cover the items that I have indicated on the F172. DO YOU UNDERSTAND WHY YOU HAVE FAILED THE _____SECTION? DO YOU UNDERSTAND YOUR RE-TEST REQUIREMENTS?
FREE RETEST Due to the Wx / Ac / ATC you will need to re-fly Sections_____ as they could not be assessed, but you will not have to pay a further test fee. NB Make marginal note on F172 describing circumstances
FAIL I am sorry, but you will have to repeat the entire test because Sections __, __, __ were unsatisfactory. Section ____ was unsatisfactory because _____ Section ____ was unsatisfactory because _____ I require you to carry out . . . hours (if appropriate) retraining to cover the items which I have indicated on the F172 before starting your next test series (<i>and for Series 3 you will be required to undergo a F170A flight before retest</i>) . DO YOU UNDERSTAND WHY YOU HAVE FAILED? DO YOU UNDERSTAND YOUR RETRAINING AND RE-TEST REQUIREMENTS?
IN ALL CASES If you would like to hear them I have the following points that should help in your next test.

Admin Notes:

- Applicant to sign F172 sheet 1, top & bottom. Explain the layout of the form. Hand white copy to applicant for him to keep and present at his next attempt. Examiner keeps the yellow page.
- Send F170A and F172 to Flight Crew Standards Support.
- **NB:** if fail Blue page write-up must be legally specific. See Appendix 1, Example 2.
- If necessary to withdraw a currently held aeroplane rating, complete a Form FCL252.
- 2nd or subsequent Series fail - Stds F112 to the CFE. Tell applicant that a letter of mandatory retraining will follow from CFE to the applicant. Applicants will be required to undertake a F170A test flight.
- For the applicant, record the flight as: PICUS (pass) or Dual (fail, partial). Examiners should countersign the applicant's logbook entry to authorise the claiming of PICUS.

3.2 GUIDANCE NOTES FOR THE INITIAL IR SKILL TEST BRIEFING

The following briefing is presented as an example of the briefing required to comply with Standards Document 1 and the text within this Handbook.

Recommended WX MINIMA for IFR skill test /check assessment

Additionally, use judgement, Aircraft Handbook and FTO rules

Visibility: Not less than minimum approach RVR plus 200 m.

Cloudbase: DH/MDH +100' at airfield of final landing (NB: SE 1500' aal and 1000' above highest obstacle within 20nm of route).

Wind: Max 30kt, X-wind aeroplane limits, 10 kts tail on ILS and final landing. All include gusts in the last 15mins.

INITIAL BRIEFING

- Meet & Greet.
- Wx general picture.
- Establish his ID, level of experience, and who did his training.
KNOW EXACTLY WHAT YOU ARE TESTING.
- Attempt 1. F170A. Check signatory approved, syllabus hours completed and 6 month validity. (Report errors in F170A's to CFE).
- Attempt 2 F173.
- If Series 2 look at previous F173 and logbook confirm that retraining completed.
- If Series 3 or beyond check new F170A in addition to above.
- Receipt of payment for test (unless free retest.).
- Relevant CAA correspondence (letter of assessment/retest/training requirements completed).
- Current licence if applicable. R/T licence (or test completed). Class 1 medical, (PPL may hold Class 2 medical) signed. (must be seen).
- AC docs, Tech log.
- Fuel / Oil for approx 2 hours + reserves.
- IF screens + 2 Cx lists + 2 compatible headsets with one spare.

AIM

For you to demonstrate your ability to operate an aircraft as a single pilot in the simulated commercial air transport role in accordance with IFR both inside and outside controlled airspace.

(If a PPL/IR then modify the brief to substitute 'passenger carrying' for 'public transport')

You are to operate in accordance with your company/FTO instructions, FOB, operations manual and aircraft check list. You may use the checklist by reference or from memory. I want you to say your checklist items aloud. In the case of the practice emergency I wish to both hear your checks and see your touch drills for the vital actions.

Although I am the captain of the aircraft, during this flight I shall act as a qualified observer, open to conversation and general assistance if you wish, but I shall not be able to give advice on the management of the flight.

The cloud base and visibilities will be at the minima for your departure and approach, and cloud tops will be above our maximum operating altitude. Please follow your standard procedures for ice detection and operate the equipment in response to the actual temperatures you observe. I may simulate a build-up of ice on the aeroplane and will then require you to operate the equipment accordingly.

I will give you an outline brief of your route today, then I will go into detail using the charts later.

Your route today is to go to _____. On arrival carry out a radar vectored ILS to approach minima and go around. Be prepared for engine failure on the go-around, (brief your technique for the simulated engine failure and zero thrust). You will then depart single engine to _____ where you will fly a hold and procedural non-precision approach followed by an asymmetric go around and visual circuit to land. (Brief if the whole transit will be on one or two engines and that you will manage the engine settings during transit and when single engine flight will be restored) (if applicable). You may use approved GPS equipment with a current database throughout the flight at my discretion although I will disable it during the single-needle tracking phases, the hold and NDB/VOR/LLZ approach. You may use the autopilot (if fitted) in heading mode once established in the cruise and subsequently during descents and departures.

(The order in which the approaches are flown and which will be flown asymmetric should be decided in relation to the airfields available for the flight)

Section 2: Brief when Section 2 will be flown (ie at the end of the flight or during one of the transits). During Section 2 I will be responsible for sortie management, ATC liaison, navigation and of course lookout but you will be responsible for any other necessary airmanship checks. Then - *give a detailed briefing for your full panel stalling and the limited panel turns, climb and descent and unusual attitudes requirements.*

The whole flight is to be carried out in a safe, practical and expeditious manner. I will only intervene during the flight if the safety of the aircraft is in doubt.

Any Questions

ROUTE BRIEFING

Have you got your chart and approach plates? (Check currency and use to facilitate the route brief)

- Make a practical and expeditious departure. Plan for single needle tracking from _____, you nominate the track, I will advise you when full use of the navigation equipment is available and when you may use the GPS and autopilot (if fitted). Route via _____ and _____ to _____.
- Plan for a radar vectored ILS at _____. If necessary self position or take the procedural approach as directed by ATC.
- Follow the ILS in the vertical and horizontal profile down to minima and go around.
- Engine failure on the go around as I briefed and set course for _____ following an expeditious routing in accordance with IFR.
- When you are satisfied with the indications from the VOR/NDB_____ nominate your track and track single needle to the facility.
- I will put you back onto one engine before entering (or when outbound in the procedure from) the hold. What sector of entry do you expect on joining the hold?
- Fly one complete hold then the NDB/VOR/LLZ/GPS procedure to minima. As we approach the horizontal or vertical minimum, whichever comes last, I will remove the last screen to simulate the weather conditions briefed.

If planning to fly a GPS approach it may be more appropriate to require single-needle tracking and holding after the missed approach, depending on the particular procedure.

- In the weather conditions that you see, circle if appropriate and then continue to your visual minima, go-around into an asymmetric visual circuit to land.

Any Questions

Time Check.

Are you familiar with the planning facilities here?

For performance planning; my weight is ___lbs and my callsign is Exam_____.

You have (45 to 60 minutes) to plan, I will meet you here again at _____.

Show me your Flight Plan before submitting it and bring a copy of your PLOG and the a/c documents to our next briefing.

PRE FLIGHT BRIEFING

Is your planning complete? (Check Performance, Mass & Balance, NOTAMs, Planning, Aircraft Operations etc.)

Is the route clear to you? Have you filed your flight plan?

I will maintain a log of the flight simply as my record of events. Don't be put off by my writing.

Tell me the speeds you will be using during the flight. If you change these there is no need to justify this but please tell me at the time.

What are your approach minima? (ask questions to establish understanding of the procedures).

You must liaise with ATC in a practical manner to achieve the aims of the flight.

Handling tolerances are there for guidance; don't get over anxious about them. Should the aircraft wander from these tolerances I will be expecting you to make smooth corrections without undue delay.

In a similar way if you think you have made a mistake then correct it; don't dwell on it. Everyone makes mistakes, so just get on with your flight, give your concentration to what you are about to do, and do that as well as you can.

Questions:

Ground icing checks? Airborne icing checks? Passenger briefing?

In the event of any real emergencies I want you, as the handling pilot, to deal with them; I may assist or take control but you should not assume that this will happen. In the event of a minor emergency, after you have taken the initial actions, we will decide whether any part of the flight profile can still be safely accomplished.

I will join you at the aeroplane before engine start. At what time do you plan to start engines in order to meet our departure slot?

Any Questions

Do you understand what you have to do?

DEBRIEF

Do not get involved in argument about test result or conduct. Should there be a problem, inform the CFE and record the details & actions.

FULL PASS (or PASS WITH ADMONISHMENT)

Congratulations
Minor Points Summary

PARTIAL PASS

You have achieved a Partial Pass.

Section ____ was unsatisfactory. The reasons you were unsuccessful in that section are _____.
(Keep it short, don't brief.)

The result means that you will have to re-fly Section 1 and Section ____ .

I recommend that you carry out retraining which should cover the items that I have indicated on the F173.

DO YOU UNDERSTAND WHY YOU HAVE FAILED THE _____SECTION?
DO YOU UNDERSTAND YOUR RE-TEST REQUIREMENTS?

FAIL

I am sorry, but you will have to repeat the entire test because Sections __, __ were unsatisfactory.

Section ____ was unsatisfactory because _____

Section ____ was unsatisfactory because _____

I require you to carry out . . . hours (if appropriate) retraining to cover the items which I have indicated on the F173 before starting your next test series and you will be required to take another F170A before retest (second and subsequent series fail only).

DO YOU UNDERSTAND WHY YOU HAVE FAILED?
DO YOU UNDERSTAND YOUR RETRAINING AND RE-TEST REQUIREMENTS?

IN ALL CASES

If you would like to hear them I have the following points that should help in your next test.

Admin Notes:

- *Applicant to sign F173 sheet 1, top & bottom. Explain the layout of the form. Hand white copy to applicant for him to keep and present at his next attempt. Examiner keeps the yellow page.*
- *Send F170A and F173 to Flight Crew Standards Support.*
- **NB:** *if fail Blue page write-up must be legally specific. See Appendix 1, Example 2.*
- *2nd or subsequent Series fail - Stds F112 to the CFE . Mandatory letter of retraining will follow from CFE to the applicant.*
- *For the applicant, record the flight as: PICUS (pass) or Dual (fail). Examiners should countersign the applicant's logbook entry to authorise the claiming of PICUS.*

Appendix 1 Application Form

UK Civil Aviation Authority



EXAMINER AUTHORISATION ISSUE/REISSUE/VARIATION – APPLICATION

Please complete the form in BLOCK CAPITALS using black or dark blue ink after reading the attached guidance

- **PAYMENT METHODS.** Please complete form SRG\1187.

1. PERSONAL DETAILS (see Guidance Notes)	
CAA Personel reference number (if known) <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/>	
Surname Forename(s)	
Title Date of birth (dd/mm/yyyy)	
Nationality Town and Country of birth	
Permanent address	
..... Postcode	
Address for correspondence (if different from above)	
..... Postcode	
Telephone Number Alternative Telephone Number	
E mail address Fax Number	
Base Aerodrome	
Daytime contact telephone number (for publication unless specified otherwise at Section 8)	
2. APPLICATION (tick / *delete as appropriate)	
I am applying for:	
Issue <input type="checkbox"/> Reissue <input type="checkbox"/> Variation <input type="checkbox"/>	
Type of authorisation being applied for:	
Aeroplane <input type="checkbox"/> Helicopter <input type="checkbox"/>	
Flight Instructor Examiner <input type="checkbox"/>	Ground Examiner (GRA) <input type="checkbox"/>
Flight Examiner (CPL) <input type="checkbox"/>	Ground Examiner (GRH) <input type="checkbox"/>
Flight Examiner (PPL) <input type="checkbox"/>	Revalidation Examiner (R) Aeroplanes only <input type="checkbox"/>
Class Rating Examiner (CRE) <input type="checkbox"/>	Instrument Rating Examiner (IRE) <input type="checkbox"/>
Class Rating Examiner* / IR Revalidation* (CRE* / IRR*) <input type="checkbox"/>	Ground Examiner (Seaplanes) <input type="checkbox"/>
170A <input type="checkbox"/> Skill Test <input type="checkbox"/> IRT <input type="checkbox"/> Skill Test & IRT <input type="checkbox"/>	
3. UK/JAR–FCL RATINGS/AUTHORISATIONS HELD (see Guidance Notes) (tick / *delete as appropriate)	
Class/Type Ratings: SEP <input type="checkbox"/> MEP <input type="checkbox"/> Other (please specify).....	
Instructor Rating held: SPA <input type="checkbox"/> MPA <input type="checkbox"/> IMC Rating only <input type="checkbox"/>	
Instructor Rating held: FI <input type="checkbox"/> FI (Sea) <input type="checkbox"/> IRI <input type="checkbox"/> CRI <input type="checkbox"/> A/C Type	
Instructor Rating Restrictions:	
No Night Flying Instruction* / No Aerobatic Instruction* / No Instrument Instruction* / No Applied I/F Instruction*	
Authorisations held: FE PPL <input type="checkbox"/> FE CPL <input type="checkbox"/> FIE <input type="checkbox"/> CRE <input type="checkbox"/> CRE/IRR <input type="checkbox"/> 170A <input type="checkbox"/> TRE <input type="checkbox"/>	
AOPA Ground Instructor Certificate <input type="checkbox"/>	

4. AUTHORISATION REQUIRED (tick appropriate box(es))			
Examining privileges required for:			
Aircraft operated as	SPA	MPA	
Touring Motor Glider		N/A	Aircraft
Single Engine Piston (Landplanes)			STD
Multi Engine Piston (Landplanes)			Public Transport Operations
Other			

5. FLYING EXPERIENCE (see Guidance Notes)							
Application for Initial Authorisation only							
		Aeroplanes		Helicopters			
				Single Engine		Multi Engine	
		Day	Night	Day	Night	Day	Night
A – Flight Time as Pilot	Single Engine Piston						
	Multi Engine Piston						
	A/C Types						
	Piston						
	Turbine/Turbo Prop.						
	Total						

B – Relevant Instructional Hours	Instrument Rating* / IFR* Training	
	FIC Training	
	Non Approved Ab-initio Training	
	CPL Training	
	ME Training	
	Total	

6. SPONSOR ORGANISATION/COMPANY PARTICULARS (see Guidance Notes)	
Company Name	
Manager Name	Title
OCP No. if held <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	AOC No. if held <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Sponsors declaration:	
I hereby confirm sponsorship for the applicant to be Authorised as indicated below for this company and I also verify the statement of qualifications and experience.	
170A for CPL skill test <input type="checkbox"/>	IR Skill Test <input type="checkbox"/>
Reason for requiring 170A Authorisation	
.....	
GR <input type="checkbox"/>	R <input type="checkbox"/>
CRE <input type="checkbox"/>	CRE/IRR <input type="checkbox"/>
Signature	Date
Note: A GR at more than one sponsoring organisation use a new page 2 for each.	

7. PAYMENT METHODS

Please complete form SRG1187.

8. DECLARATION OF APPLICANT (see Guidance Notes) (*delete as appropriate)

I declare that the information provided on this form is correct.

I further accept that my contact number, as given in Section 1, will be released to the public in connection with my duties as an Examiner.

I agree to receive Flight Crew Safety material from the CAA only*/Safety material from authorised sources*. I do not wish to receive Safety material*.

Signature Date

It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. Persons doing so render themselves liable, on summary conviction, to a fine not exceeding the statutory maximum (currently £5000, or in Northern Ireland £2000) and on conviction on indictment to an unlimited fine or imprisonment for a term not exceeding two years or both.

9. SUBMISSION INSTRUCTIONS

Send your completed application form to:

Civil Aviation Authority, Personnel Licensing Department, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom



EXAMINER AUTHORISATION ISSUE/REISSUE/VARIATION – APPLICATION

GUIDANCE

General Guidance

Issue, Reissue and Variations

All Applicants must complete Sections 1 and 8.
Applicants must also complete the appropriate sections as indicated in the table below.

	Section 3 Not required for Reissue	Section 4	Section 5 Not required for Reissue	Section 6
FIE	✓	✓	✓	
FE CPL	✓	✓	✓	✓*
FE PPL	✓	✓	✓	
CRE	✓	✓	✓	✓**
IR Revalidation	✓	✓	✓	✓**
GRA	✓		✓	✓
GRH	✓		✓	✓
R	✓		✓	✓
170A	✓		✓	✓
IRE	✓	✓	✓	✓**

*Applicable only to applicants for the 170A or FE CPL wishing to exercise 170A privileges

**Section 6 must be completed if wishing to conduct the operator proficiency check for a public transport operation.

Transfer (GRA, GRH, R, FE CPL, CRE, 170A)
Applicants must complete sections 1, 6 and 8.

Section 1 Personal Details

In all cases enter complete licence number, name and base aerodrome. The base aerodrome will be used for purpose of publication of Examiners by geographical location. The correspondence address should be completed if different to the address shown on the front of your licence. To apply for change of address on your licence a Change of Address Request Form should be completed. Please note that your contact telephone number given at Section 1 will be published unless the agreement to do so given at Section 8 is deleted.

Section 3 UK/JAR FCL Ratings/Authorisations held

Tick the boxes to indicate the ratings held on your UK or JAR –FCL Licence.

Flight Instructor Rating – delete the restrictions not relevant to your rating.

Tick the boxes to indicate which Examiner authorisations are currently held.

Applicants are to ensure that all required ratings are valid at the time of test.

Section 5 Flying Experience

Enter the total of your instructional hours in the box relevant to each type of instruction listed.

In cases where the basic requirements are not met and it is felt that alternative experience can be put forward for consideration in lieu of the shortfall please give further details in writing on a separate sheet.

Note: Instrument Rating/IFR requirements reflect relevant logged IFR time. Where time recorded is instrument flight time solely by reference to instruments this will be allowed at 4: 1 (i.e. 1 hour = 4 hours IFR).

Section 6 Sponsor Organisation/Company Particulars

To be completed in full by the Manager of the sponsoring organisation. If sponsorship is required at more than one sponsoring organisation please print further page 2 for each.

Section 8 Declaration

Please note that the contact telephone number as stated in Section 1 will be made available to the public unless the agreement to this effect is deleted in Section 8.

Appendix 2 Form FCL 170A


**CERTIFICATE OF TRAINING AND COMPETENCE FOR THE PROFESSIONAL PILOT LICENCE
AND/OR INSTRUMENT RATING – FORM 170A**

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

- This Certificate must only be completed by an Authorised Signatory
- This Certificate remains valid for 6 months from the date in Section 4 below
- Tick/delete* as applicable
- This form is to be used for Aeroplanes and Helicopters

1. PERSONAL DETAILS							
Sumame	Forename(s)						
CAA Ref. No. <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	Licence Held						
I have received theoretical and practical training in the items listed below at Section 4 Part b.							
Signature							
2. APPLICATION							
CPL Skill Test <input type="checkbox"/>	Instrument Rating Skill Test <input type="checkbox"/>						
Test Series No.	Single-engine <input type="checkbox"/>						
	Helicopter <input type="checkbox"/>						
	Multi-engine <input type="checkbox"/>						
3. TRAINING COMPLETED							
Integrated/Modular *							
FTO	Overseas FTO (if applicable)						
Training required by Approved Syllabus	Simulator/FNPThours Flight hours						
Training actually achieved on course	Simulator/FNPThours Flight hours						
Type of STD used	Type(s) of aircraft used						
4. AUTHORISED SIGNATORY - CERTIFICATE OF SATISFACTORY TRAINING COMPLETION							
<p>a) I certify that the above named applicant has satisfactorily completed an approved course of training as detailed above. I have checked the applicant's training record/logbook*, he/she* has acquired the minimum hours as Pilot of Aircraft, either holds or has met the requirements to hold a FRTD licence and has passed an appropriate course of theoretical knowledge and examinations for the licence or rating. I am satisfied that the applicant is competent to pass the skill test indicated above.</p> <p>b) The applicant has received further theoretical and practical training from this FTO and has demonstrated satisfactory knowledge of the items marked ✓(select at least 2) to me, prior to the issue of this certificate.</p> <table border="0"> <tr> <td><input type="checkbox"/> UK Rules of the Air</td> <td><input type="checkbox"/> Classification and Use of Airspace</td> </tr> <tr> <td><input type="checkbox"/> Aircraft Operations/Flight Operating Manual</td> <td><input type="checkbox"/> ATC Procedures</td> </tr> <tr> <td><input type="checkbox"/> Licence Privileges</td> <td><input type="checkbox"/> Other (specify)</td> </tr> </table> <p>c) I flew with this applicant on (date) when he/she* demonstrated to my satisfaction that he/she* is competent to pass the Skill test (mandatory for IR, as required by CAA for CPL).</p>		<input type="checkbox"/> UK Rules of the Air	<input type="checkbox"/> Classification and Use of Airspace	<input type="checkbox"/> Aircraft Operations/Flight Operating Manual	<input type="checkbox"/> ATC Procedures	<input type="checkbox"/> Licence Privileges	<input type="checkbox"/> Other (specify)
<input type="checkbox"/> UK Rules of the Air	<input type="checkbox"/> Classification and Use of Airspace						
<input type="checkbox"/> Aircraft Operations/Flight Operating Manual	<input type="checkbox"/> ATC Procedures						
<input type="checkbox"/> Licence Privileges	<input type="checkbox"/> Other (specify)						
CAA Ref. No. <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>							
Signature	Name (block capitals).....						
Date							
<p>It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. Persons doing so render themselves liable, on summary conviction, to a fine not exceeding the statutory maximum (currently £5000, or in Northern Ireland £2000) and on conviction on indictment to an unlimited fine or imprisonment for a term not exceeding two years or both.</p>							

Appendix 3

F170A – Aircraft Operation Questions

These questions are designed to indicate the areas where it is felt that practical knowledge is sometimes lacking in applicants for the CPL Skills Test and the IR Skills Test. It is neither exhaustive nor exclusive. F170A examiners should frame questions that are relevant to their particular operation as well as questions of a more general nature such as these listed below.

Altimeter setting procedures

- The QNH today is 993 mb; what would be an appropriate flight level for a heading of 140° if safety altitude were 2100 ft?
- Why are there 2 altimeters in the aircraft?
- We are transiting an area below CAS where the base of the controlled airspace is 4500 ft. The heading is 060°, the QNH is 1020 mb and the safety altitude is 2100 ft. What altitude or flight level should we fly?
- When flying a QFE based approach, what altimeter setting should be used on the No 2 altimeter?
- Where will you find your FTO's rules regarding the setting of altimeters?

Asymmetric committal height/altitude

- Where would you find information regarding the asymmetric committal height to be used in this aeroplane at this FTO?
- If the runway becomes obstructed after you have passed ACH/A when asymmetric what should you do?
- If the runway becomes obstructed as you reach ACH/A when asymmetric what should you do?
- What factors will affect the actual height loss during an asymmetric go around?

Scheduled Performance

- In which source document can you find the rules regarding performance planning for your FTO's aircraft on a public transport flight?
- By what amounts are take-off and landing performance factored? Are these factors included in the POH graphs/tables?
- Has the CAA applied limitations on take-off or landing configuration for performance purposes on public transport flights in your aircraft?
- If you are expecting a strong crosswind on the main runway at your destination are there any special planning allowances when considering secondary runways?
- What aircraft configuration is assumed when using the landing performance graphs for your aircraft? Do data exist for any other configurations?

MET: T/O Criteria; T/O Alternate; Destination Alternate

- What is the source document for public transport take-off minima?
- What are the weather minima for take-off at this FTO?
- What are the weather minima for destination and alternate at this FTO?

A/C limitations

- What are the limiting speeds for operation of the aircraft services?
- What is the significance of the yellow arc on the ASI?
- What is the significance of the blue line on the ASI?
- What is the significance of the white arc on the ASI?

Operation and performance of Turn/Needle vs. Turn/Co-coordinator relating to UP recovery techniques

- What does a turn coordinator measure?
- Are there any precautions to be observed when using a turn coordinator for recovery from unusual attitudes?
- What does a turn needle measure?

AIRCRAFT LOADING

- If we had an extra passenger today how would that affect your mass and balance calculations?
- What effect will moving the aircraft C of G rearwards have on the handling of the aircraft?

Aircraft Systems

- What powers the aircraft compass system?
- What powers the attitude indicator?
- What powers the turn coordinator/needle?
- How should the engines be 'leaned' in flight?
- What anti-icing systems does the aircraft have?
- What de-icing systems does the aircraft have?
- Are any systems affected by the loss of one engine?
- How do you check the serviceability of the aircraft navigation equipment on the ground?
- If one of the engines runs rough on one magneto how might you fix the problem?

Use of Aircraft Flight Manual / POH

- Use the Flight Manual / POH to confirm the answers to questions in the Systems, Loading, Performance and Limitations sections.

Aircraft Documents

- What is a Certificate of Maintenance Review?
- What is the maintenance cycle for your aircraft?
- Where is the MEL for your aircraft?
- If one of the aircraft altimeters is U/S what restrictions are placed on the use of the aircraft?
- How do record a deferred defect?
- Who can carry out an A' Check on your aircraft?
- For how long is an 'A' Check valid?
- How are out-of-phase servicing events shown in the tech log?
- If the aircraft has 2 hours remaining before a maintenance check, can it be taken on a flight estimated to last 2 hours? If so, what happens if circumstances extend the flight to 2½ hours?

Use/misuse of GPS

- Can any GPS fitted to an aircraft be used for en-route IFR navigation?
- If the DME at your destination is U/S can a BRNAV approved GPS be used for range information during a procedural approach?
- Your school has a reporting point used for its departures that is programmed as a user-waypoint on your aircraft's GPS. What precautions should you observe before using the GPS during the departure?

Company / General SOP

- Questions as required from Ops Manual and Flying Order Book.

Classification and Use of Airspace and ATC Procedures

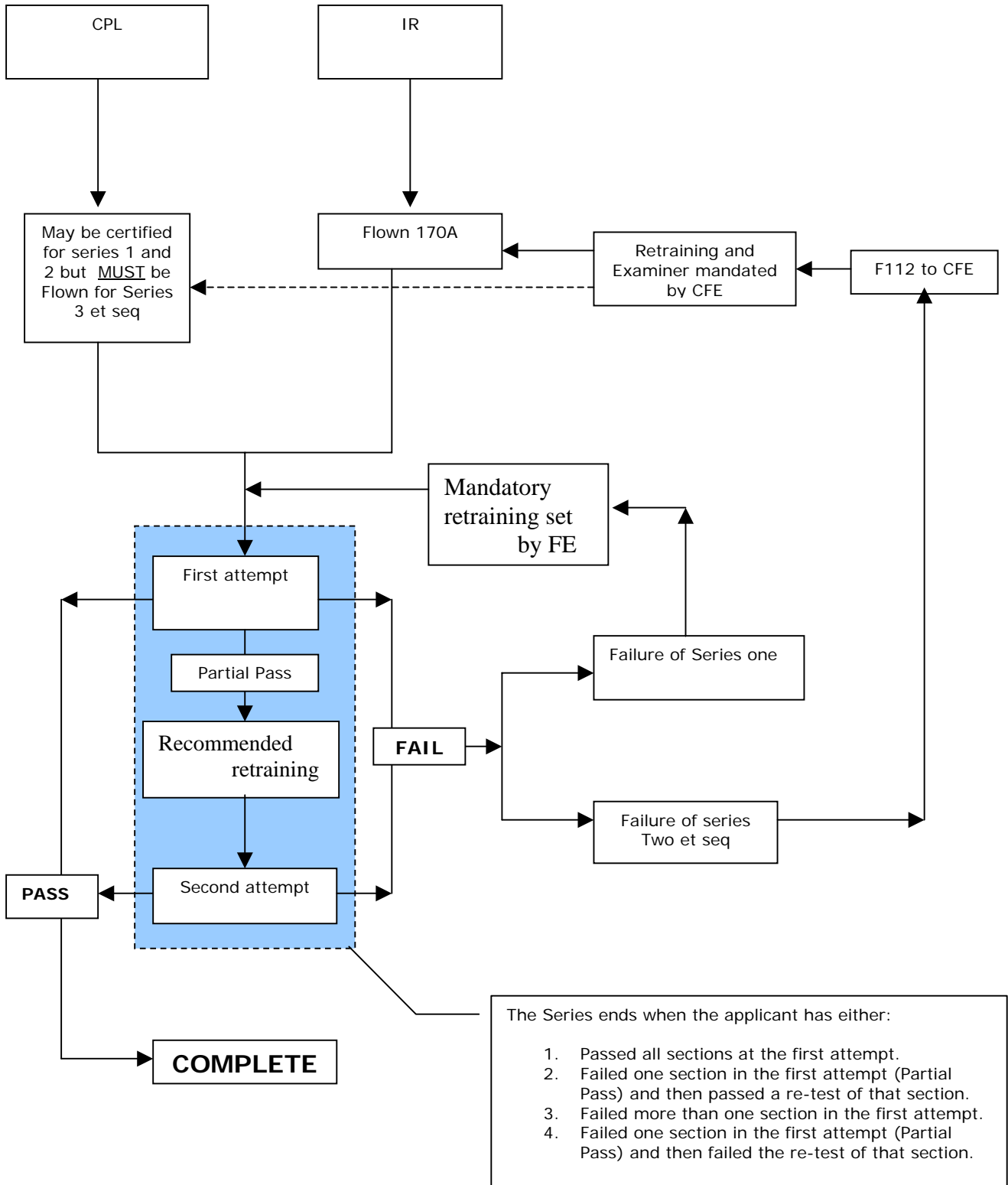
- You are given a full airways clearance before take-off. In the event of a total R/T failure just after you are airborne what difference would it make if you took off from Luton (or Leeds or Bristol or Bournemouth) as opposed to Cranfield (or Oxford or Coventry etc.)?
- How does the Quadrantal Rule vary when beneath a TMA?
- You are flying over Bromsgrove 12 nm SW Birmingham, what Regional Pressure Setting should be set?
- You are tasked to fly on airways from an unfamiliar airport to another that you have never been to before. How will you set about planning the route?
- You are flying outside CAS in IMC, inbound to an airfield; what is the latest stage you should make the first call to Approach Control?
- What airspace in the UK is designated Class F and what are the differences in VFR with Class G?
- Where in the UK will you encounter Class E airspace? How do the ATC rules for Class E differ from Class D?
- In Class G airspace how do the VMC criteria for operating under VFR vary with aircraft speed?

QUESTIONS – LICENCE PRIVILEGES

- UK CPL LICENCE HOLDER – where are the privileges of your licence described fully?
- What is the minimum age to hold a UK or JAA CPL?
- For how long is your JAA Licence valid from date of issue?
- Can you still fly if your JAA Class1 medical has expired?
- Where are your JAA CPL licence privileges written down?
- Where can you find the privileges of a UK/JAA ATPL?
- What are the privileges of a JAA instrument rating?
- What SVFR limits apply in Class D airspace to a JAA CPL holder with:
 - a. No instrument rating/IMC?
 - b. With IMC?
 - c. With IR?
- Can a PPL holder ever fly outside sight of the surface?
- What are the privileges of a Night Qualification?
- When are you allowed to carry a passenger?
- Where is the basic authority to act as a flight crewmember stated?

- For how long is your IR valid?
- Having had your CPL/IR issued, what else do you have to achieve before entering a Multi-pilot aeroplane type-rating course?
- Having gained your IR on a MEP (A), are you allowed to exercise IR privileges under IFR on SEP (A) aeroplanes?
- Where are the requirements for certificates of test and experience stated?
- For public transport operations, where are the duties of the aircraft commander listed?
- Where can you find the list of documents required to be carried in flight (Public Transport)?

Appendix 4 Occasions when a F170A is required



The Series ends when the applicant has either:

1. Passed all sections at the first attempt.
2. Failed one section in the first attempt (Partial Pass) and then passed a re-test of that section.
3. Failed more than one section in the first attempt.
4. Failed one section in the first attempt (Partial Pass) and then failed the re-test of that section.

A Flown F170A is required for: -

1. First series IR, this will be valid for series 1 and 2
2. Third series et seq for IR and CPL
3. If required by the Authority

A certified F170A will be required for: -

1. First Series CPL ST, this will be valid for series 1 and 2.