



**Safety Regulation Group
Personnel Licensing Department**

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

Standards Document 06(H), Version 05

Please note that this document is for guidance purposes only. The latest version of this document can be viewed on the Personnel Licensing Department website.

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Glossary of Terms

| | |
|--------------------|--|
| <i>"Applicant"</i> | Used to indicate a person who is seeking the issue or renewal of a pilot's licence or rating |
| ATPL | Airline Transport Pilot's Licence |
| CAA | Civil Aviation Authority |
| CFE | Chief Flight Examiner |
| CFI | Chief Flying Instructor |
| CPL | Commercial Pilot Licence |
| <i>"Expect"</i> | Used to indicate strong obligation |
| <i>"Examiner"</i> | Used to indicate a person who is authorised by the CAA to conduct the appropriate Skill Test. |
| FEH | Flight Examiner's Handbook |
| FE (CPL) | Flight Examiner Commercial Pilot Licence |
| FE (PPL) | Flight Examiner Private Pilot Licence |
| FI | Flight Instructor |
| FIE | Flight Instructor Examiner |
| FTO | Flight Training Organisation |
| <i>"He/She"</i> | The pronoun 'he' is used throughout for ease of reading |
| HT | Head of Training |
| 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 |
| <i>"May"</i> | Used to indicate discretion |
| ME | Multi Engine |
| MET | Multi-Engine Turbine |
| MP | Multi Pilot Helicopter |
| <i>"Must"</i> | Used to indicate a mandatory requirement |
| PLD | Personnel Licensing Department |
| 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 |
| <i>"Shall"</i> | Used to indicate a mandatory requirement |
| <i>"Should"</i> | Used to indicate strong obligation |
| Skill Test | Demonstration of Skill for initial licence, licence renewal, rating issue or rating renewal. Such tests include oral examination and flight tests as appropriate |
| SP-H | Single Pilot Helicopter |
| TRE | Type Rating Examiner |
| VFR | Visual Flight Rules |

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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. This document includes guidance in the duties required of the Form 170A signatory and how 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. CAA Standards Documents are available at www.caa.co.uk/fclstandards web site and can be downloaded to users without charge.

If, after reading this document, you still have queries about the Form 170A signatory requirements please contact Personnel Licensing Department or one of the Regional Flight Test Centres:

Civil Aviation Authority
Personnel Licensing Department
Approvals Support
Aviation House
Gatwick Airport South
West Sussex RH6 0YR

Tel no 01293 573700

Fax no 01293 573996

Email: fclweb@srg.caa.co.uk

Regional Flight Test Centres

| | | | |
|-------------|--------------|-----------|-----------------------|
| Bournemouth | 01202 576621 | Cranfield | 01234 750111 Ext 5586 |
| Bristol | 01275 475226 | Oxford | 01865 841199 |
| Leeds | 0113 2506625 | | |

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Part 1 Duties of the F170A Signatory

1.1 Function of the F170A Check

1.1.1 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. The occasions when a F170A is required are shown in Appendix 4. 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. When completing the F170A the signatory will be attesting the following declaration:

| 4. AUTHORISED SIGNATORY - CERTIFICATE OF SATISFACTORY COMPLETION OF TRAINING | | | | | | | | | |
|--|--|---|--|--|--|--|--|--|--|
| <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 FRTTO licence and has passed an appropriate course of theoretical knowledge and examinations for the licence or rating.</p> | | | | | | | | | |
| <p>b) The applicant has received further theoretical and practical training from this FTO in and has demonstrated satisfactory knowledge of the items marked ✓ (select at least 2) to me, prior to the issue of this certificate</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> UK Rules of the Air <input type="checkbox"/> Aircraft Operations <input type="checkbox"/> Licence Privileges </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Classification and Use of Airspace <input type="checkbox"/> ATC Procedures <input type="checkbox"/> Other (specify) </td> </tr> </table> | | <input type="checkbox"/> UK Rules of the Air <input type="checkbox"/> Aircraft Operations <input type="checkbox"/> Licence Privileges | <input type="checkbox"/> Classification and Use of Airspace <input type="checkbox"/> ATC Procedures <input type="checkbox"/> Other (specify) | | | | | | |
| <input type="checkbox"/> UK Rules of the Air <input type="checkbox"/> Aircraft Operations <input type="checkbox"/> Licence Privileges | <input type="checkbox"/> Classification and Use of Airspace <input type="checkbox"/> ATC Procedures <input type="checkbox"/> Other (specify) | | | | | | | | |
| <p>c) (Delete if not applicable) I flew with this applicant on (date) when he/she* demonstrated to my satisfaction that he/she* is competent to pass the Skill Test indicated in section 2 above.</p> | | | | | | | | | |
| CAA Ref. No. | <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> </tr> </table> | | | | | | | | |
| | | | | | | | | | |
| <p>Signature Name (block capitals).....</p> | | | | | | | | | |
| <p>Date</p> | | | | | | | | | |

1.1.2 The duties of the 170A signatory should be aligned to meet the requirements of the declaration:

- Check the training records against the syllabus requirements
- Check log book(s)
- Check requirements to hold/hold FRTTO licence
- Passed ALL theoretical knowledge examinations
- Check practical application of theoretical knowledge (item b of the declaration)
- Conduct an airborne assessment

1.2 Applicants Preparation

Applicants' preparation should be completed with reference to Standards Document 01(H) for the IR Skill Test and/or Standards Document 03(H) 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 Conduct of the F170A Check

1.3.1 The F170A flight and oral questioning should be incorporated as part of the students syllabus of training and need not be in addition to the syllabus hours.

1.3.2 The briefing, flight and debriefing should replicate as closely as possible the environment and format of the relevant Skill Test. This does not mean that the check flight needs to be assessed using the same criteria as the relevant Skill Test or indeed that the flight should result in a Pass/Partial Pass/Fail assessment. However, attention is drawn to item c of the declaration.

1.3.3 The following F170A exercises are mandatory items and the candidates shall not be submitted for a Skill Test until they have been satisfactorily completed: CPL – autorotative landing, IR – autorotation under simulated IMC and flight with reference to standby instruments.

1.4 Recording of the Result

Successful completion of the check should be recorded on the Form 170A and retained by the student for presentation to the Examiner. If a student fails to demonstrate the required standard, the Form 170A signatory should debrief the student accordingly and the result entered in the students records. The signatory should then discuss with the training provider and the student, any recommended re-training and re-testing requirements for the failed elements of the flight and oral questioning as applicable.

1.5 Form 170A Approval

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 one-off cases.

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 below criteria.

For 170A CPL Skill Test to have:

- An unrestricted FI rating
- 2,000 hrs PIC, to include 1,500 hrs FI at an FTO or Registered Facility training for JAR or a National approved or registered training course
- 50 hrs student instruction on an approved course for the CPL Skill Test and forwarded 3 successful candidates for that test
- A current rating on the Type to be flown

For 170A IR Skill Test to have:

- An unrestricted FI or an IRI rating
- 2,000 hrs PIC, to include 1,500 hrs FI at an FTO or Registered Facility training for JAR or a National approved or registered training course
- 50 hrs 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 helicopter to be flown

Easements from the above minimum requirements may be granted by the CFE to HT, 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 HT of the FTO requiring an authorised signatory. The application form is shown at Appendix 1.

2.3 Authorisation assessment

A CAA Staff FE or other Examiner authorised by the CFE for the purpose will conduct the assessment of the suitability of the signatory. 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 TRE 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.

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.

2.4.1 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 in the FEH.

2.4.2 Conduct

- a. 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.
- b. The Form 170A signatory is to satisfy himself that the 'student' has the appropriate theoretical knowledge using oral questioning based on the subjects shown in Appendix 3.

2.4.3 Debrief

The signatory shall assess the flight, the theoretical knowledge, 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:

- a. How an Examiner must conduct the student's Skill Test.¹
- b. The content of the Skill Test
- c. The appropriate theoretical knowledge
- d. The principles of Skill Testing and assessment used by the Examiner.¹

The signatory is to:

- a. Be questioned by the Examiner to ascertain his understanding of the Skill Test schedule.²
- b. Deliver an adequate briefing for the Skill Test profile.³

The signatory is to understand the compilation and administrative processes required in the use of Form 170A⁴. 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 FTO 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 assessment is maintained by PLD, Standards Support. 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 PLD Flight Test database 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 Form 170A 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.

¹ Reference FEH, Section 3

² Reference Standards Documents

³ Example briefings are shown in the FEH

⁴ See Appendix 2

Appendix 1 Application for Authorisation (page 1 of 3)



FORM 170A SIGNATORY AUTHORISATION HELICOPTER – APPLICATION

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

| 1. PERSONAL DETAILS (see Guidance Notes) | |
|---|--|
| Licence number | <input style="width: 100px; height: 20px; border: 1px solid black;" 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 |
| Fax Number | E mail |
| Day time contact telephone number (for publication unless specified otherwise at Section 8) | |
| 2. UK/JAR–FCL RATINGS/AUTHORISATIONS HELD (see Guidance Notes) | |
| (please tick appropriate box(s)) | |
| Type Ratings | SE <input type="checkbox"/> ME <input type="checkbox"/> Other (please specify)..... |
| Instrument Rating held | MPH <input type="checkbox"/> |
| Instructor Rating held | FI <input type="checkbox"/> TRI <input type="checkbox"/> IRI <input type="checkbox"/> |
| Flight Instructor Rating Restrictions (delete those not applicable) | |
| No Night Flying Instruction/No Instrument Instruction | |
| Authorisations held | FE PPL <input type="checkbox"/> FE CPL <input type="checkbox"/> FIE <input type="checkbox"/> TRE <input type="checkbox"/> TRE/IRR <input type="checkbox"/> |
| 3. AUTHORISATION REQUIRED | |
| F170A examining privileges required on: (tick appropriate box(s)) | |
| SP(H) <input type="checkbox"/> | MP(H) <input type="checkbox"/> Other (please specify)..... |
| Type <input type="checkbox"/> | Type <input type="checkbox"/> Other (please specify)..... |
| 4. CAA USE ONLY | |
| Date | Enclosures |
| Receipt No. | |
| Cheque/PO/Cash Access/Visa/Switch | |
| £ | |
| Meets requirements | Yes <input type="checkbox"/> No <input type="checkbox"/> Comments |
| | |
| | |

Appendix 1 Application for Authorisation (page 2 of 3)

| 5. FLYING EXPERIENCE (see Guidance Notes) | | | | | | | |
|--|-------------------|---------------|-------|--------------|-----------|-------------------|-------|
| Application for Initial Authorisation only | | | | | | | |
| | | HELICOPTERS | | | | | |
| | | Single Engine | | Multi Engine | | Instrument Flight | |
| | | Day | Night | Day | Night | Day | Night |
| A – Flight Hours | SHE | | | | | | |
| | MEH | | | | | | |
| | Instrument Flight | | | | | | |
| B – Relevant Instructional Hours | PPL | | | | | | |
| | CPL | | | | | | |
| | IR | | | | | | |
| Date of Initial IR(H) Issue | | UK | | | JAR | | |

| 6. SPONSOR ORGANISATION/COMPANY PARTICULARS (see Guidance Notes) | |
|---|-------------|
| Company Name | |
| Manager Name | Title |
| Course Approvals currently held | |
| | |
| Number of F170A Signatories for TR/IRR LPC | |
| IR(H) Skill Test | |
| 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. | |
| F170A Signatory for the IR(H) Skill Test <input type="checkbox"/> TR/IRR LPC <input type="checkbox"/> Type | |
| Reason for requiring F170A Authorisation | |
| | |
| Signature | |
| Date | |

| 7. PAYMENT METHODS | |
|--|--|
| All fees must be paid in advance, failure to do so will delay your application. | |
| The fees for licences, associated ratings and assessment are contained in the latest Scheme of Charges. This is available on our website - www.caa.co.uk - under Personnel Licensing. | |
| I am paying by (Please tick appropriate box). | |
| MASTERCARD <input type="checkbox"/> SWITCH <input type="checkbox"/> VISA <input type="checkbox"/> CHEQUE <input type="checkbox"/> OTHER <input type="checkbox"/> | |
| Cheques MUST be made payable to CIVIL AVIATION AUTHORITY | |
| If paying by credit or debit card please complete the following. (block capitals) | |
| Card holder's name (in full) | |
| Amount | £ |
| Card Number and Security Code | <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"/> <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"/> <input type="text"/> <input type="text"/> <input type="text"/> |
| Expiry date | <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> Card issue number (switch only) <input type="text"/> <input type="text"/> |
| Address of Card Holder if different from Applicant | |
| | |

Appendix 1 Application for Authorisation (page 3 of 3)

| | |
|---|------------|
| 8. DECLARATION (see Guidance Notes) | |
| I declare that the information provided on this form is correct. | |
| 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*. | |
| *delete as appropriate | |
| 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. | |
| Together with your Actual Flying Logbook(s). | |

UK Civil Aviation Authority
Member of the Joint Aviation Authorities

**FORM 170A SIGNATORY AUTHORISATION HELICOPTER – APPLICATION****GUIDANCE****General Guidance****Section 1 Personal Details**

In all cases enter complete licence number and name. 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 2 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.

Section 5 Flying Experience

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

Section 6 Sponsor Organisation/Company Particulars

To be completed in full by the Manager of the sponsoring organisation.

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.

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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

Surname Forename(s)

CAA Ref. No. 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 Instrument Rating Skill Test Aeroplane Helicopter

Test Series No. Single-engine Multi-engine

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

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 FRT0 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.

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.

UK Rules of the Air Classification and Use of Airspace

Aircraft Operations/Flight Operating Manual ATC Procedures

Licence Privileges Other (specify)

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).

CAA Ref. No.

Signature Name (block capitals).....

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.

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Appendix 3 Form 170A – 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. Form 170A 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

- If the QNH today is 993 mb, what would be an appropriate flight level for a heading of 140°, if safety altitude were 2,100 ft?
- Why are there 2 altimeters in the aircraft?
- We are transiting an area below CAS where the base of the controlled airspace is 4,500 ft. The heading is 060°, the QNH is 1020 mb and the safety altitude is 2,100 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?

ATC and Navigation Services

- What are the differences between a FIS, RIS and RAS and when would you each service?
- What are the implications when you are told you are under Radar Control by ATC?
- What is the frequency and the call sign for the D and D service?

A/C limitations

- What are the V_{NE}/V_{NO} speeds for the aircraft?
- What is the max AUM of the aircraft?
- What is the significance of the blue line on the ASI?
- What are the sloping ground limitations?
- What are the power 'on' and 'off' Nr limits?

Aircraft loading

- Show a practical working of the C of G position on take off and its movement through a flight.
- What effect will moving the aircraft C of G forward/rearward have on the handling of the aircraft?

Aircraft Systems

- How are the aircraft compass systems powered?
- What powers the attitude indicator?
- What powers the turn coordinator/needle?
- How does the engine governor system operate?
- What anti-icing/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.)?
If you take-off within CAS you continue with flight-planned route, if you have not yet entered CAS then you remain clear. [You must be in two-way communications with ATC before entering CAS AIP ENR 1-3-1 3.2.1]
- How does the Quadrantal Rule vary when beneath a TMA?
Below a TMA you should fly on the local QNH therefore you cannot fly Quadrantal Flight Levels. [AIP ENR 1-7-1 3.10 & 4.1]
- You are flying over Bromsgrove 12 NM SW Birmingham, what Regional Pressure Setting should be set?
Airspace below CTAs/TMAs does not form part of the ASR/RPS system – you should fly on a local QNH. [AIP ENR 1-7-1 3.9]
- 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?
Look up SID and STAR and join them up.
- 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?
10 minutes before ETA [AIP GEN 3-3-3 5.1]
- What airspace in the UK is designated Class F and what are the differences in VFR with Class G?
All Advisory Routes are Class F but the VFR is the same as Class G.
- Where in the UK will you encounter Class E airspace? How do the ATC rules for Class E differ from Class D?
Belfast TCA, Scottish TCA and Teesside CZ. Class D ATC rules apply in all weather conditions, Class E ATC rules apply only if IFR, if VFR rules are as per Class G.
- In Class G airspace, how do the VMC criteria for operating under VFR vary with aircraft speed?
At or below 3,000 ft visibility requirement is 1,500 m at or less than 140 kt, 5 km above 140 kt.

Licence Privileges

- UK CPL LICENCE HOLDER – where are the privileges of your licence described fully? ⁵
- 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? ⁵
- 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 CPL holder with? ⁶
 - 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? ⁷
- 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 MP helicopter Type Rating course?
- Where are the requirements for certificates of test and experience stated? ⁵
- For public transport operations, where are the duties of the aircraft commander listed? ⁸
- Where can you find the list of documents required to be carried in flight (Public Transport)? ⁹

⁵ Refer to CAP 393, Schedule 8

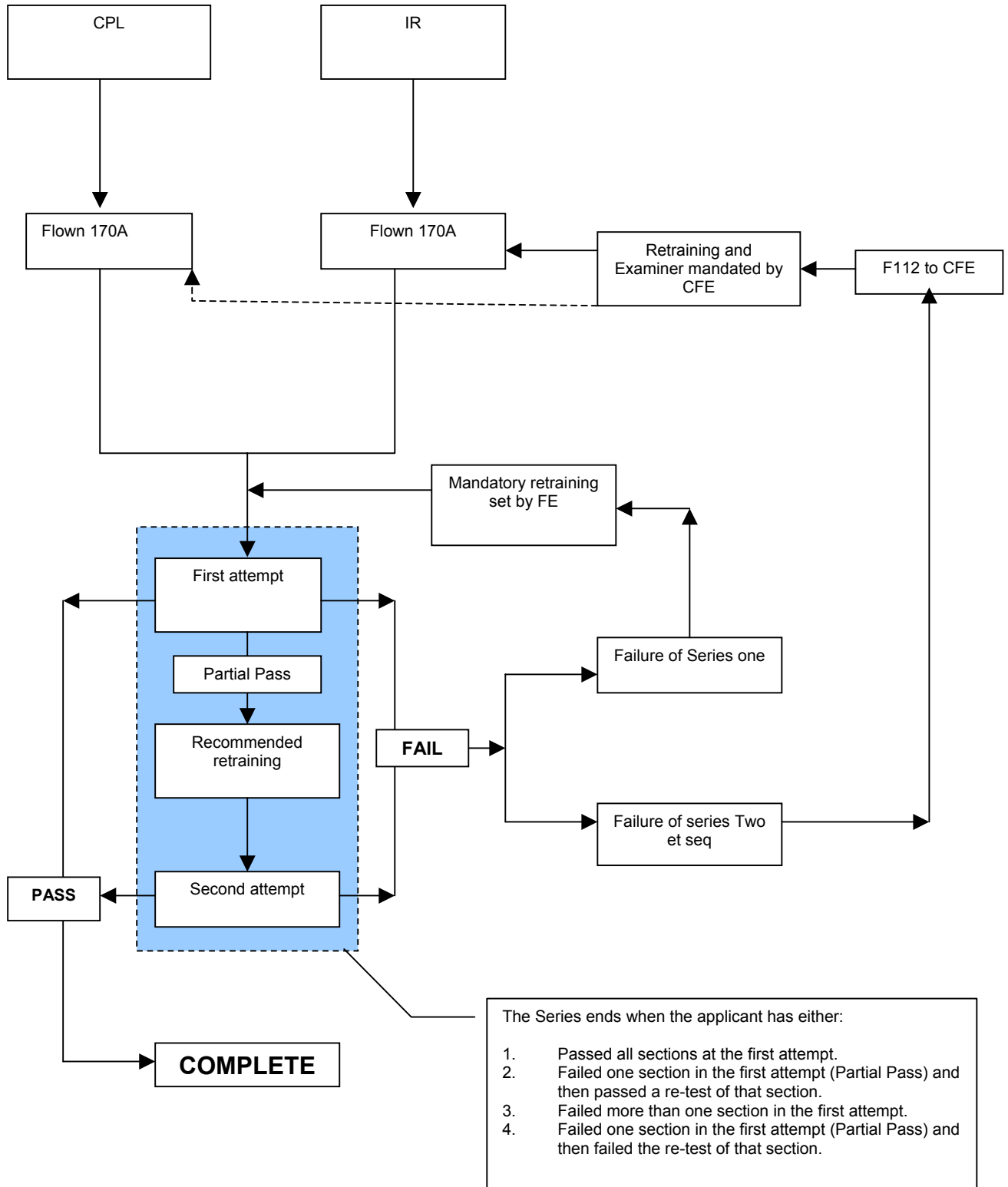
⁶ See LASORS and AIP AD2

⁷ See LASORS F/5

⁸ Refer to CAP 393, Schedule 10

⁹ Refer to CAP 393, Schedule 11

Appendix 4 Occasions when a F170A is required



A Flown F170A is required for:

1. First series CPL and 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