

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



**FALSE REPRESENTATION STATEMENT**  
 It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine and on conviction on indictment with an unlimited fine or imprisonment or both.

**Civil Aviation Authority Regulation 6**  
 Regulation 6(5) of the Civil Aviation Authority Regulations 1991 as follows: Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed you will have to satisfy the Authority that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.

<b>1. APPLICANT DETAILS</b>	<b>To be completed by applicant</b>
CAA Personal reference number (if known):	Date of Birth: ..... (dd/mm/yyyy)
Forename(s): .....	Surname: .....
Initial Issue                      Revalidation                      Renewal	Expiry of previous or current rating: ..... (dd/mm/yyyy)
I confirm I have requested the Flight/Skill or Proficiency Check Test as detailed above:	
Applicant's Signature: ..... Date: .....	

<b>2. EXAMINER'S REPORT OF FLIGHT/SKILL TEST OR PROFICIENCY CHECK</b>	<b>To be completed by examiner</b>
Applicant's Name: .....	CAA Reference Number: .....
Date of Flight/Skill or Proficiency Test: .....	Location: .....
Start time: ..... Finish time: .....	Total duration: ..... (hrs:mins)
Aircraft Class or Type and variants used: .....	Aircraft Registration: .....
Result of Flight/Skill or Proficiency Test:    Pass                      Fail *                      Incomplete	(*if fail complete SRG 2129 in addition)
I have                      I have not*                      endorsed the Certificate of Revalidation in the applicants licence (*if not signed also complete SRG1125)	
New rating valid until: ..... (dd/mm/yyyy)	

ICAO English Language Proficiency assessed at level 6 (please refer to guidance)	Yes	No
I have found the applicant's instruction and experience to comply with CAP 804.		
I confirm that all the required manoeuvres and exercises have been completed.		
Examiner's Name: .....	Examiner's Number: .....	
Authorising Competent Authority: .....	Date of briefing (if applicable): .....	
Examiner's Signature.....	Date: .....	
Declaration of applicant - I declare that the information provided on this form is correct and I have been informed of the result of the Flight/Skill Test or Proficiency Check of the IMC Rating/IR((R) rating.		
Applicant's Signature ..... Date: .....		

**PLEASE REFER TO FALSE REPRESENTATION STATEMENT**

Use of checklist, threat and error management, anti-icing and de-icing procedures, etc apply in all sections

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

# Guidance

(1) The following legend is used

- (I) Initial IMC Flight Test or IR(R) Skill Test
- (R) Revalidation or Renewal IMC Flight Test or IR(R) Proficiency Check
- (O) Optional

(2) **Sections 1 to 4 can be assessed during the other sections of the test rather than as stand alone sections.**

(3) Flight/Skill Tests and Proficiency check flown in an aeroplane without a turn co-ordinator or turn indicator will require a further test or check in an Aeroplane so equipped in order to assess the limited panel section.

(4) Decision Height/Altitude, Minimum Descent Height/Altitude and Missed Approach Point for each procedure should be determined by the applicant.

(5) Holding is an Optional section for both initial Flight/Skill Test or, revalidation and renewal Proficiency Check. However, if the applicant is required to hold by ATC then the hold should be assessed.

(6) A second approach is required on a Revalidation or Renewal Proficiency Check, unless an approach has been completed satisfactorily during the current rating validity under the supervision of an Instructor qualified to teach either the Instrument Rating or IMC Rating. The Instructor must sign the applicant's flying log accordingly. This approach must have been of a different type to that tested at section 4.1.

(7) Section 6 is required on the Initial IMC Rating Flight Test or IR(R) Rating Skill Test, if flown in a multi-engine aeroplane or on a revalidation or renewal flight test or proficiency check that is a first multi-engine test.

(8) On successful completion of the Revalidation or Renewal of an IMC or IR(R) Rating the Examiner is entitled to sign the Certificate of Revalidation, stating IMC or IR(R), test date and valid for 25 months to the end of the calendar month.

(9) If the IR(R) Rating is on the 'ratings previously held', portion of the Part-FCL licence, then the Examiner cannot sign the Certificate of Revalidation but submit the Flight/Skill Test form with the application form indicating renewal of the IR(R) Rating.

(10) The Examiner must retain a copy of this Flight/Skill Test report for at least 3 years. They must also give a copy to the applicant, which for the initial application for the IR(R) Rating must accompany the application form (SRG 1125). For Revalidation and Renewal the Examiner must submit a copy to the CAA at the following address;

Licensing, Shared Service Centre,  
CAA Aviation House  
Gatwick Airport South  
West Sussex  
RH6 0YR

or emailed to [licenceapplications@caa.co.uk](mailto:licenceapplications@caa.co.uk)