



**Safety Regulation Group
Personnel Licensing Department**

**Approval of Helicopters for use on CPL and IR Skill Tests
Conducted by CAA Staff and Authorised Flight Examiners**

Standards Document 07(H), Version 01

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

AIC	Aeronautical Information Circular
ANO	Air Navigation Order 2000
“Applicant”	Used to indicate a person who is seeking the issue or renewal of a pilot’s licence or rating
CAA	Civil Aviation Authority
CofA	Certificate of Airworthiness
CPL	Commercial Pilot Licence
DI	Direction Indicator
EFIS	Electronic Flight Information System
“Expect”	Used to indicate strong obligation
“Examiner”	Used to indicate a person who is authorised by the CAA to conduct the appropriate Skill Test.
FCL	Flight Crew Licensing
FE	Flight Examiner
FTO	Flight Training Organisation
“He/She”	The pronoun 'he' is used throughout for ease of reading
HSI	Horizontal Situation Indicator
IR	Instrument Rating
IRT	Instrument Rating Test
JAA	Joint Aviation Authority
JAR-FCL	Joint Aviation Requirements - Flight Crew Licensing
“May”	Used to indicate discretion
“Must”	Used to indicate a mandatory requirement
PLD	Personnel Licensing Department
“Shall”	Used to indicate a mandatory requirement
“Should”	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
SRG	Safety Regulation Group
“Test”	Used in this document to describe flights for the issue of UK or CPL (H) or Instrument Rating (H)
TI	Flight Ops Training Instructor

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Foreword

This document sets out the requirements for the approval of a helicopter for use on the CPL and IR Skill Tests.

Nothing in this 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 information in this document is correct, the CAA reserves the right to amend this document as required to reflect changes in practice required for the approval.

This document is available for all those engaged in providing helicopters for flight tests for the initial issue of the CPL and IR. 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 helicopter approval, please either contact the 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

The regional test centres for initial IR(H) Skill Tests are Aberdeen and Norwich

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

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Part 1 General Information

1.1 Requirement for Approval

An applicant for a UK or JAA CPL (H) or Instrument Rating (H) Skill Test must provide a helicopter that is suitably equipped and approved for the purpose and in accordance with this document. A flight test booking will not be accepted unless the helicopter to be used has a valid certificate of approval (FCL Form 176 - Application / Certificate of Approval of a helicopter for use on CPL and IR Skill Tests conducted by the Civil Aviation Authority). An example of FCL Form 176 is shown at Appendix 1.

1.2 Charges

Both the Initial Approval and any required renewal (where the period of validity of the approval has expired by more than 3 months) will be charged at the rate set in the CAA Scheme of Charges; see CAA Website: http://www.caa.co.uk/docs/175/srq_fcl_Scharges_prof_05.pdf

The charge for revalidation of a current approval or renewal, where the approval has expired by not more than 3 months is currently waived.

1.3 Procedure for Approval

1.3.1 To obtain initial approval or to renew an approval which has expired, the owner or operator must:

- Ensure that the helicopter meets the appropriate requirements (see Part 2 and 3)
- Complete Sections 1 to 4 of the form FCL 176
- Sign the declaration at Section 6 of FCL 176

1.3.2 Owners/operators should contact Approvals Support at the address given in the Foreword and arrange for the helicopter to be inspected. The Approval/ Renewal fee should be paid to the CAA in advance. Arrangements for inspection by a CAA Staff FE/TI will then be made by Flight Test Bookings in Approvals Support. Initial Certification of Approval shall be carried out by a Staff FE/TI.

1.3.3 In certain circumstances it may be necessary for the helicopter to undergo an air test as a check of the suitability and serviceability of the equipment before it is used on the Skill Test. This air test will take approximately half an hour.

1.3.4 If the helicopter is found satisfactory, the Certificate of Approval on the FCL Form 176 will be completed by the examiner. The original certificate must then be retained with the other helicopter documents. A copy of the certificate will be retained by the inspecting examiner and forwarded to Approvals Support.

1.3.5 The original certificate must be produced to the Flight Examiner on every occasion that the helicopter is to be used for a Skill Test.

1.4 Validity

Initial and revalidated approvals will, subject to paragraph 1.6, remain valid for 12 months.

1.5 Revalidation & Renewal

1.5.1 Revalidation of a current (unexpired) approval may be done up to three calendar months before its expiry and will extend the validity of the current approval by a further 12 months.

1.5.2 Revalidation may be conducted by any Authorised FE CPL without any fee to the CAA.

1.5.3 An expired approval requires renewal. An approval that has expired by not more than 3 months may be renewed in accordance with the process for revalidation detailed in paragraph 1.5.2. For an approval that has expired by more than 3 months, the process and cost of renewal is the same as an initial approval and must be done by a Staff FE/TI.

1.6 Withdrawal of Approval

- 1.6.1 Any Staff FE, FE CPL or Inspector of the Authority may withdraw the approval of a particular helicopter at any time if he considers that the helicopter no longer meets the requirements for approval.
- 1.6.2 When used for a flight test, a helicopter and its equipment must not be below the standard required for its original approval. A FE or TI finding a defect in the helicopter or its equipment, including IF screening, are required to withdraw the approval. The defects will be recorded in the space provided on the back of FCL Form 176 and, if appropriate, in the Technical Log. In such circumstances the approval may be reinstated on production of the FCL Form 176 to an FE, as authorised by paragraph 1.5.2 above, together with any certification necessary in the Technical Log, showing that all the defects have been rectified.
- 1.6.3 Approval will be withdrawn automatically and re-application for approval will be required in any of the following circumstances:
- a) Change of helicopter operator.
 - b) After the expiry date shown on the FCL Form 176.
 - c) Following the removal or modification of any equipment installed in the helicopter which is required to be carried by Part 3 of this document.

An Approval / Renewal fee may be required in any of the above cases.

Part 2 Helicopters for Approval

2.1 General Requirements - All Helicopters

- 2.1.1 Helicopters for approval for repeated use must have an EASA Certificate of Airworthiness (CofA) in accordance with Part 21 Sub-part H, or a UK Standard CofA.
- 2.1.2 Helicopters shall be equipped and maintained to at least the standard required for public transport operations within the UK, in accordance with The Air Navigation Order 2000 or JAR OPS 3 as applicable. The Flight Training Organisation must provide written evidence to the Examiner to demonstrate compliance with this requirement at the time of the test.
- 2.1.3. It is recommended that the maintenance organisation provide written certification, in the tech log or on the maintenance statement, that the maintenance standard continues to meet the requirements for public transport operations, at the time and date of the proposed test.
- 2.1.4 Private Helicopters (those not equipped and maintained for public transport operations) may be approved for one off approvals (the testing of a single applicant) and are subject to the process described in paragraph 2.2 below.
- 2.1.5 The owner/operator is to identify the requirement for repeated or single test use (Section 2 of FCL Form 176).
- 2.1.6 Helicopters certified in the Special Category (e.g. permit to fly) will not be approved for tests.
- 2.1.7 All helicopters must be maintained in accordance with their approved maintenance schedule and all checks required by that schedule must have been completed and certified by a Licensed Aircraft Engineer prior to presentation for approval and for each skill test.
- 2.1.8 If the maintenance schedule is not a Light Aircraft Maintenance Schedule (LAMS) then a document detailing the frequency of inspections required by the individual Approved Maintenance Schedule, must be provided.
- 2.1.9 Any helicopter provided for test must be capable of those manoeuvres necessary for the recovery from extreme attitudes of flight and be able to carry sufficient fuel for 3 hours flight for the CPL and 2 hours plus IFR reserves for the IRT.

2.2 Private Helicopters

- 2.2.1 If the helicopter is not equipped and maintained for public transport operations in accordance with para 2.1, the applicant shall comply with current ANO and AIC provisions exempting the helicopter for flight test functions. An approval in Section 2 of FCL Form 176 will then only be valid for the testing of a single, named applicant.
- 2.2.2 A valid Certificate of Aircraft Serviceability (Form 176A) must be prepared by an appropriately licensed engineer and presented with the aircraft documents each time the helicopter is presented for test. At the time of the test, there shall have been no pilot maintenance carried out since the issue of the Form 176A. An example of FCL Form 176A is shown at Appendix 2 and may be photocopied.
- 2.2.3 Private Helicopters must still comply with the relevant requirements of paragraphs 2.1.

Part 3 Helicopter Equipment Required

3.1 General

- 3.1.1 Applicants and operators are advised that nothing in this document shall absolve them from any statutory requirement or contradict any other regulatory guidance for the carriage of equipment on the intended flight.
- 3.1.2 The helicopter must always be provided with the equipment required to be carried on the intended flight in accordance with the ANO and the scales specified in Schedules 4 and 5 to the ANO, or in accordance with JAR OPS 3 – Subpart K as applicable.
- 3.1.3 The inspecting Staff FE/TL may, subject to current legislation, accept a reduced level of equipment for a “one off” approval if in his opinion the aircraft is suitably equipped for the purposes of the intended flight test.

3.2 Equipment Items

The following ‘Sections’ relate numerically to those listed on FCL Form 176 and give guidance on the specific requirements for the approval of helicopters for test only.

FCL 176 Section 3

3.2.1. Icing Clearance

Helicopters not certified for flight into icing conditions may be refused for test if icing conditions prevail or are forecast at or below the altitudes that may be used. Strike through all options on the form if the helicopter is not cleared for entry into icing conditions.

3.2.2. Maximum demonstrated crosswind

The maximum shall not exceed that published as the demonstrated crosswind by the manufacturer, unless written approval of a higher limit has been obtained from the CAA.

3.2.3. Compass Type(s)

Record the type or model of each compass system.

3.2.4. Life Jackets

For any flight over water, when more than 30 minutes flying time from the nearest aerodrome at which an emergency landing can be made in a multi-engine helicopter; for each person on board, a life jacket equipped with a whistle, a dingy and a waterproof torch.

3.2.5. I/F screens - Simulation of Instrument Flight

Where screens that meet the requirements of this paragraph are not available, head worn visors or similar devices (obscuring the pilots view to at least 60° either side of straight ahead) are acceptable for CPL Skill Tests.

For IR Skill Tests, screening must fulfil the following requirements:

- a. Preclude the use by the candidate of any external references within an arc 60° to the left and right of the applicant's straight ahead view, with the seat in any position.
- b. Allow both the applicant and the examiner an unimpeded access to all controls, an unrestricted view of the instrument panel, OAT gauge (if separate) and the standby magnetic compass. Altimeter sub-scale settings must be clearly visible to the examiner.
- c. Be angled to ensure minimum interference to the all-round look-out from any seating position for the examiner.
- d. Removable screens should be simple to erect and remove in flight, be constructed of a frangible material and, except for the one-off approval, be durable.
- e. Removable screens should be numbered and give a clear indication of ‘TOP’ for fitting purposes. They must also be marked with the Helicopter registration.
- f. Limited panel instrument screens or covers must be provided for the applicant's Attitude Indicator, all heading gyros and repeaters including HSI / RMI.

- g. For helicopters fitted with any EFIS or electronic instrument display, a method of restricting the view of the flight instruments from the Applicant's seat must be available to limit the flight instruments display, for short periods in flight, to the following indications only:
- Indicated airspeed
 - Altitude / flight level
 - Vertical speed
 - A slip indicator
 - Direct reading compass
- A method of concealing any standby attitude indication from the applicants view must also be available to the Examiner, during flight.
- h. Screen fittings which involve modification to the aircraft structure must be approved and certified by a licensed helicopter engineer. The CAA approved aircraft modification number must be indicated on FCL Form 176, Section 3.
- i. Where approval is only required for a single applicant, unnecessary expense to the applicant may be avoided by the use of temporary screens and fixings.

FCL 176 Section 4

3.2.6. Radio Equipment

- a. All radio equipment which is required to be carried on any flight test, must be installed properly in the helicopter and be in a serviceable condition. Other equipment including GPS, may be installed in addition to, but not as substitute for, any of the equipment listed below.
- b. All radio apparatus must be operable from either pilot's station. The examiner and applicant must have separate transmit facilities. Arrangements which require microphone switching between RT transmit and intercom, will not be approved for the purposes of this document.
- c. Intercom, radio transmission/ reception and idents must be audible to both examiner and applicant by means of headsets. Intercom is to be available irrespective of which communications box is selected. Suitable and compatible headsets must be provided for the examiner and the applicant.
- d. Guidance on the use of navigation equipment in the CPL Skill Test is contained in Standards Document 3, and for the IR Test in Standards Document 1.

3.2.7. Specific Radio Equipment Requirements for the CPL Skill Test

For CPL Skill Tests at least one multi-channel VHF radio is required. Radio navigation aids are to comprise at least one ADF or VOR receiver adequate for the tracking and fixing requirements of the test.

3.2.8. Specific Radio Equipment Requirements for the IR Skill Test

- a. For all tests for the initial issue of the IR, the minimum radio equipment must include the following:
- 2 x VHF Comms. Radios
 - 1 x VOR / ILS Receiver with Glideslope
 - 1 x 75 Mhz Marker Beacon Receiver (except where an exemption has been granted)
 - 1 x DME
 - 1 x ADF
 - 1 x Transponder with Mode C
- b. Helicopters being flown for non public transport purposes (including IR flight tests) under IFR within controlled airspace are required to have at least 1 VOR/ILS receiver which is "FM Immune" and therefore LA Category - Class 1. Duplications of navigation equipment that is not certified as FM immune are to be placarded as Class 3, for the pilot's reference. Therefore, a helicopter may be approved where only one VOR/ILS receiver is 'Class 1' and the other is Class 3'. For detailed guidance on FM immunity, see [Airworthiness Notice 84, Issue 4, 20 March 2000.](#)
- d. The signals from the 75Mhz marker beacon receiver must be aural as well as visual. (Unless the helicopter is exempted from carriage of marker equipment).

FCL 176 Section 5

3.2.9. General Requirements

For approval in accordance with this document, helicopters must have:

- a. No equipment or mechanism that would delay ease of entry or exit from the aircraft.
- b. Dual controls (helicopters fitted with a swing-over control column, transferable from one pilot's station to the other, will not be accepted). The examiner and applicant must each be able to operate the engine controls (including fire), fuel and de-icing controls. Some single-engine helicopters with fuel controls fitted on the port side and not readily accessible to the examiner may be accepted.

- c. Dual brakes are normally required. Exceptionally, some helicopters with a centrally operated hand braking system, readily accessible to both pilots, may be accepted for one-off flight test approval only.
- d. Sufficient instrumentation to enable sustained operations in IMC which in any event shall include an airspeed indicator, altimeter, vertical speed indicator, attitude gyro/indicator, turn rate gyro and slip indicator. In helicopters approved for the IR test, a heading gyro/indicator and a second altimeter shall also be provided. This second altimeter shall be so positioned that it is clearly visible to both applicant and FE and adjustable by the applicant, in accordance with JAR-OPS 3.630(d) and (e).
- e. For helicopters equipped with an EFIS or electronic flight instrument display – see also Section 3, I/F screens sub-paragraph g.
- f. A fuel dipstick (calibrated in units relevant to the Aircraft Flight Manual or Pilots Operating Handbook) for helicopters where applicable. The dipstick shall also be identifiable as belonging to a specific helicopter or specific model.
- g. A fire extinguisher, suitable for the types of fire that might occur, accessible from either pilot's seat.
- h. A first aid kit.
- i. A 4/5-point seat harness for pilot and examiner.

3.2.10 Documents

The documents listed below must be produced to the examiner for inspection before initial approval may be granted, and prior to any flight test. All documents must be valid at the time of inspection for approval and test. All aircraft certificates must be originals. Photocopies, other than of fleet insurance certificates, are not acceptable. The examiner may refuse to allow the helicopter to be used for a test if any of the required documents listed below are not available for inspection at the time of the test, or if there is any concern about their validity.

- a. Certificate of Airworthiness (CofA)
- b. Certificate of Registration (CofR)
The aircraft owner(s) must be identifiable.
- c. Certificate of Insurance
This certificate may be a photocopy of a fleet insurance. The insurance must include CAA Staff and other approved FEs and have liability cover of at least one million pounds. The following is a specimen of suggested wording for insurance cover:

"It is hereby noted and agreed that, notwithstanding anything contained herewith to the contrary, this policy is extended to indemnify the assured in respect of liability in connection with flying training and testing for pilots licences and ratings by employees of the Civil Aviation Authority (CAA) Flight Examiners and other approved Flight Examiners. The passenger legal liability insurance is extended to cover CAA employees whilst acting as crew members."
- d. Insurance Certificate for regular use of Ministry of Defence (MOD) airfields
Where regularly required to aid flight training/testing this certificate should be included and may be a photocopy of the MOD certificate.
- e. Authorised Check Lists
Check Lists, the contents of which are specified in the table below, must be provided in duplicate at the time of presentation of the helicopter for approval and prior to any flight test to be conducted by an FE. On Initial Approval an extra copy of the Check List will be required for retention at the Regional Test Centre. Any changes made to the Check Lists after the initial approval must be notified to that Test Centre. The Check List must contain an amendment status number and date which will be recorded in Section 5 of FCL Form 176.

a. Pre-external checks	i. After take-off checks
b. External checks	j. Cruise checks
c. Internal checks before starting	k. Top of descent and/or approach checks
d. Starting checks	l. Landing checks
e. After start checks	m. Missed approach checks
f. Static and functional checks of equipment	n. After landing checks
g. Taxying checks	o. Closing down checks
h. Pre take off checks	p. All Emergency checks applicable to the helicopter

NOTES:

- Check List printing is to be in black ink. Pages showing Emergency Checks are to be of a different colour, or highlighted, for ease of identification. The use of red ink should be avoided to preserve visibility at night.
 - Expanded checklists, giving full details of the actions required for each check item, may be provided as part of the aircraft approval, (but will not be used during any flight test). A condensed Check List, or Flight Reference Card, must be available during the flight test.
 - Information in respect of altimeter checking tolerance, setting procedures and helicopter operating and limiting speeds must be incorporated in the Check List.
 - All emergency procedures must follow the guidance of the Aircraft's Flight Manual or (Pilots Operating Handbook) for initial actions. Follow up or supplementary checks may include additional items, providing these do not affect the safety of the aircraft or compromise the Manual (or Handbook) recommendations.
- f. Aircraft Flight Manual
As provided by the manufacturer, including any authorised supplements and approved as forming part of the aircraft's C of A.
- g. Weight Schedule
A weight schedule and a weight and balance planning document for the helicopter must be provided.
- h. Noise Certificate
This certificate is not required for aircraft first registered before 31 December 1979.
- i. Aircraft Radio Licence
The current Aircraft Radio Licence including a valid Radio Equipment Installation Approval.
- j. (Certificate of Release to Service (CRS) and Maintenance Statement)
The CRS will indicate that scheduled servicing has been carried out in accordance with the approved schedules and may be incorporated into the Maintenance Statement. See also paragraph 2.1.3.

The Maintenance Statement must indicate the date and type of the last scheduled maintenance inspection, date and type of the next scheduled inspection and the maximum hours to run before it is due.
- k. Certificate of Maintenance Review (CMR)
Must be provided unless exempted under an AOC. CMR is not required if the aircraft is operated under an AOC exemption in accordance with JAR-OPS.
- l. Technical log
The log is required to show the commander, route and times flown. Space is to be available to indicate the aircraft serviceability status after a flight. The log should also show FUEL/OIL states pre-flight.
- m. (Record of Acceptable Deferred Defects (ADD))
To include all items that do not affect aircraft operation and are deferred for later rectification. Pages are to be serialised and entries numbered.
- n. FCL Form 176 (as required by Part 1 of this document).
- o. FCL Form 176A (only required at time of test for Private Helicopters- see paragraph 2.2.2).

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Appendix 1

FCL Form 176**Application & Certificate of Approval of an Aircraft for use on CPL & IR Skill Tests conducted by the CAA**

Complete All White Sections Prior to FE Inspection (. = Delete as Necessary)

SECTION 1					SECTION 2			
Registration					Approval for:*	Repeated Use	CPL / IR*	
Helicopter Type						Single Applicant	CPL / IR*	
Name & Address of FTO (Applicant)					Applicant's Name (Single Applicant Approval only)			
					SECTION 5			
					OFFICIAL USE ONLY			(✓or N/A)
					Examiner's Access			
					Dual Controls			
					Dual Brakes			
					Instrumentation			
					Radio Equipment			
					Fuel Dipstick			
					Fire Extinguisher			
					First Aid Kit			
					Seat Belts / Safety Harness			
					Life Jackets			
					If Screen Attachment			
					FE's view through Screens			
					Candidates view with Screens			
Icing Clearance*					None	Light	Moderate	Known
Max Demonstrated Crosswind					Knots			
Compass Type(s)					Main			
					Standby			
If Screens					Material			
					No. of Parts			
					Numbering & Identification (✓)			
					Limited Panel Covers (✓ or delete)			
					AI	Hdg	RMI	
					CAA Mod. Approval No (if required)			
SECTION 4					SECTION 4			
Radio Equipment		Make & Model		Class	Loc	G/S		Documents
COM 1								C of A - Publ. Tx operations:
NAV 1								Yes / No
NAV / COM 1								C of R
COM 2								Reg. Owner:
NAV 2								
NAV / COM 2								Insurance: *MOD Waiver Y/N *CAA Inclusion Y/N
ADF 1								Check List: Amendment:
ADF 2								Date
DME								Flight Manual & POH
R/NAV								Weight Schedule
GPS								Noise Certificate
75 Mhz MARKER								Aircraft Radio Licence
TRANSPONDER				Modes:				CRS & Maint. Statement
INTERCOMM *				Independent	Com 1	Com 2		Cert Maint. Review
								Technical or Journey Log
								Record of ADDs

SECTION 6

Applicant's Declaration - I certify that the details given above are correct

Name (BLOCK CAPITAL.....) Signature Date

Certificate of Approval

FE Name	UK/FE Auth No.	Signature	Date	Fee Paid	Expiry Date

Appendix 2

FCL Form 176A Certificate of Aircraft Serviceability

Part 1 ENGINEERS' CERTIFICATE (To be completed by qualified licensed aircraft maintenance engineer prior to the aircraft's departure for the aerodrome from which the test is to be conducted)

This is to certify that since the date of last Annual Inspection or renewal of the C of A issued in respect of

Aircraft type: Registration:

the aircraft has flown hours

The checks which have been carried out are as follows:

NOTE: Where no checks or defects have been recorded a NIL statement must be made

Description of check	Date of check
1.	
2.	
3.	
4.	
5.	

And since the last maintenance check was carried out the following defects have been recorded:

Defect	Date rectified
1.	
2.	
3.	
4.	
5.	

All the above defects have been rectified except items numbered..... I certify that in my opinion the aircraft is fit for flight for the purpose of a flight test despite these defects, subject to there being no further 'Pilot Maintenance' being carried out before the flight for which this certificate is required.

Certificates of compliance relating to the defects which have been rectified, issued by appropriately licensed aircraft maintenance engineers or persons approved for the purpose of issuing such certificates, are held by me and are available for inspection if required. It is further certified that at the time and date certified below the above mentioned aircraft had _____ hours _____ minutes remaining before its next check which will be a _____ (type of check) which in any event is due on _____ (Date)

Signed	Time (GMT)
Name (BLOCK CAPITALS)	Date
Maintenance Organisation	Authority

PART 2 APPLICANT'S CERTIFICATE - to be completed by the applicant immediately before test

This is to certify that since the time and date in the Certificate at Part 1 above the aircraft described therein has flownhrs minutes, and that to the best of my knowledge no work has been carried out by a person qualified only as Pilot for the purposes of aircraft maintenance, the serviceability of the aircraft has not been impaired since the issue of the above Certificate and that I am not aware of any defects other than those stated in that Certificate.

Signature Name (BLOCK CAPITALS)

Date Time

FCL Form 176A - Certificate of Aircraft Serviceability