

**Safety Regulation Group**

Licensing & Training Standards



# **Standards Document 7 (A/H) Version 1**

**Aeroplanes and Helicopters for use on CPL and IR Skill Tests**

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## Foreword

This document sets out the requirements for aeroplanes and helicopters for use on CPL and IR Skill Tests.

The Civil Aviation Authority (CAA) is the competent authority of the UK for the issue of pilot licences, ratings and certificates in accordance with the Aircrew Regulation (Regulation (EU) 1178/2011 as amended by Regulation (EU) 290/2012 and for the oversight of their implementation and use. In fulfilling this role, the CAA is required to provide oversight documentation, including standards documents, guidance material and acceptable means of compliance that may be used by relevant personnel and organisations to allow them to perform their tasks, discharge their responsibilities and establish compliance with the Basic Regulation.

Nothing in this document is intended to conflict with the EASA Aircrew Regulation or UK statute law where applicable. Whilst every effort is made to ensure that all information is correct at the time of publication, the CAA reserves the right to amend this document as required to accommodate changes to the primary authority documents, to correct errors and omissions or to reflect changes in national policy and best practice.

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[www.caa.co.uk/standardsdocuments](http://www.caa.co.uk/standardsdocuments)

These may be downloaded without charge. The CAA Scheme of Charges and application and report forms are also available from the website at [www.caa.co.uk/standardsdocuments](http://www.caa.co.uk/standardsdocuments)

If, after reading this document, there are any queries or comment, please contact CAA Flight Crew Standards (FCS) in Licensing & Training Standards (L&TS), CAA Safety Regulation Group.

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

Tel no 01293 573700 Fax no 01293 573996

Email: [flightcrewstandards@caa.co.uk](mailto:flightcrewstandards@caa.co.uk)

CAA Flight Examiner Contact Details:

### AEROPLANES:

Senior Flight Examiner:	Captain Adam Whitehead:	07795 221700 / adam.whitehead@caa.co.uk
	Captain Graham Clifford:	07795 061251 / graham.clifford@caa.co.uk
	Captain Chris Gowers:	07538 584334 / chris.gowers@caa.co.uk
	Captain Bill Macleod:	07876 580733 / bill.macleod@caa.co.uk
	Captain Iain McClelland:	07768 845812 / iain.mcclelland@caa.co.uk
	Captain David Riley:	07795 221688 / david.riley@caa.co.uk
	Captain Mark Young:	07986 809295 / mark.young@caa.co.uk

### HELICOPTERS:

Senior Flight Examiner:	Captain Fred Cross:	07760 347055 / fred.cross@caa.co.uk
	Captain Richard Craske:	07795 060845 / richard.craske@caa.co.uk

## Glossary of Abbreviations and Terms

AI or ADI	Attitude Indicator or Attitude Direction Indicator
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AMC	Acceptable Means of Compliance
ANO	Air Navigation Order
APV	(Instrument) Approach with Vertical Guidance
ATC	Air Traffic Control
ATO	Approved Training Organisation
ATPL	Airline Transport Pilots Licence
CDFA	Continuous Descent Final Approach
CPL	Commercial Pilot Licence
CRE	Class Rating Examiner
CRE/IRR	Class Rating Examiner with Instrument Rating Revalidation/Renewal Privileges
CRI	Class Rating Instructor
CRM	Crew Resource Management
CRMI	Crew Resource Management Instructor
DA/H	Decision Altitude/Height
EASA	European Aviation Safety Agency
EFATO	Engine Failure After Take-off
EU-OPS	European Union Requirements - Commercial Air Transport
FCS	CAA Flight Crew standards
FEH	Flight Examiners Handbook
FE (CPL)	Flight Examiner Commercial Pilot Licence
FE (PPL)	Flight Examiner Private Pilot Licence
EFIS	Electronic Flight Instrument System
FI	Flight Instructor
FIE	Flight Instructor Examiner
FNPT or FNPT II	Flight Navigation Procedures Trainer
FS or FFS	Flight Simulator or Full Flight Simulator
FSTD	Flight Simulation Training Device
FTO	Flight Training Organisation
GE	Ground Examiner
GPS	Global Positioning System
GM	Guidance Material
GNSS	Global Navigation Satellite System
HPA	High Performance Aeroplane
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
IRE	Instrument Rating Examiner
IRI	Instrument Rating Instructor
L&TS	CAA Licensing & Training Standards
LNAV	Lateral Navigation
LTS	Licensing and Training Standards
MDA/H	Minimum Descent Altitude/Height

ME	Multi-Engine
MEP	Multi-Engine Piston Aeroplane
MP or MPA	Multi-Pilot or Multi-Pilot Aeroplane
MTOM	Maximum Take-off Mass
OAT	Outside Air Temperature
OPC	Operator Proficiency Check
Part FCL	EASA Aircrew Regulation - Annex 1 – Part-FCL
Proficiency Check (PC)	Demonstration of skill for the revalidation or renewal of a licence or rating, including such oral examinations as may be required.
RF	Registered Facility
RNAV	Area Navigation
RT or RTF	Radiotelephony
RTO	Rejected Take-off
SE	Single-Engine
SEP	Single-Engine Piston
SET	Single-Engine Turboprop
Skill Test (ST)	Demonstration of skill for the issue of a licence or rating
SP	Single-Pilot
SPA	Single-Pilot Aeroplane
SPH	Single-Pilot Helicopter
SP HPCA	Single-pilot high performance complex aeroplane
TMG	Touring Motor Glider
TRE	Type Rating Examiner
UTC	Coordinated Universal Time (Universal Time Constant)
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation

## Editorial Convention

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 to conduct the appropriate skill test or proficiency check, either by the UK CAA or by the competent authority of another EASA member state, and who has received a briefing from the CAA in accordance with FCL.1015.
- "Applicant" is used to indicate a person who is seeking the issue, revalidation or renewal of a pilot licence, rating or certificate.
- A Skill Test is a demonstration of knowledge and skill for licence or rating issue, including such oral examination as may be required.
- "He/She". The pronoun 'he' is used throughout for ease of reading.
- "Test" is used in this document to describe skill tests

## Part 1 - General Information

### 1.1 Requirement for suitably equipped aircraft

An applicant for a EASA CPL or IR Skill Test must provide an aircraft that is suitably equipped for the purpose and in accordance with this document or to a standard approved by the Authority specifically for the ATO that provided the training aircraft

### 1.2 Responsibility for the provision Aircraft

The approved training organisation or person responsible for the training of the applicant shall be responsible for ensuring that the aircraft used for test meets the appropriate standard. On the day of the test, should the examiner determine that the aircraft fails to meet any of the requirements as set out in this document or as approved by the Authority, the examiner, acting in his absolute discretion, may cancel the test. In these circumstances all test fees may be forfeited and, when necessary, a new booking for test will be required and will be subject to appropriate fee(s).

## Part 2 - Aircraft for Approval

### 2.1 General Requirements - All Aircraft

- 2.1.1 Aircraft 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 Aircraft with non-expiring EASA CofA must also have an Airworthiness Review Certificate (ARC) valid at the time and the date of any flight test.
- 2.1.3 Aircraft shall be equipped and maintained to at least the standard required for commercial air transport operations within the UK, in accordance with Section 1 Part 3 of The Air Navigation Order 2009 or EU OPS as applicable. ATO must provide written evidence to the examiner to demonstrate compliance with this requirement at the time of the test.
- 2.1.4. 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 commercial air transport operations, on the date of the proposed test.
- 2.1.5 Private Aircraft (those not equipped and maintained for commercial air transport operations) may be used for the testing of a single applicant and are subject to the process described in paragraph 2.2 below.
- 2.1.6 Aircraft certified in the Special Category will not be approved for tests.
- 2.1.7 All aircraft 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.
- 2.1.8 If the maintenance schedule is not a Light Aircraft Maintenance Programme (LAMP) then a document detailing the frequency of inspections required by the individual Approved Maintenance Schedule, must be provided.
- 2.1.9 Any aircraft 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 the flight for the CPL and 2 hours plus IFR reserves for the IRT.
- 2.1.10 Any aeroplane provided for a CPL Skill Test shall be a complex type, (i.e. certified for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear).
- 2.1.11. Any SE helicopter provided for a CPL Skill Test must be approved and insured for autorotative landings (simulated engine off landings).

### 2.2 Private Aircraft

- 2.2.1 If the aircraft is not equipped and maintained for commercial air transport operations in accordance with paragraph 2.1, the aircraft may be used for the testing of a single, named applicant. This would normally be the aircraft owner or a person authorised by the owner to use the aircraft free of valuable consideration. In all cases, the applicant shall comply with all current provisions and exemptions permitting the aircraft to be used for flight test functions.
- 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 aircraft 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 1 and may be photocopied.
- 2.2.3 Private Aircraft must also comply with all other relevant requirements of paragraphs 2.1.

## Part 3 - Aircraft 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 aircraft 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 EU-OPS. – Subpart K or EASA Part-Ops as applicable.
- Notwithstanding that CPL & IR skill tests are not normally considered commercial air transport operations, for the purposes of applying the ANO Schedules 4 & 5, aircraft to be used on CPL and IR skill tests must meet the standards required of aircraft flying for the purpose of commercial air transport. For the purposes of applying ANO Schedule 5 Scale H, the VHF omni-range equipment need not be duplicated.
- 3.1.3 The examiner may, subject to current legislation and in his absolute discretion, accept a reduced level of equipment for a single flight test if in his opinion the aircraft is suitably equipped for the purposes of the intended flight test.

### 3.2 Equipment Items

- 3.2.1 The following is provided as guidance on the specific requirements for aircraft for use on CPL and IR skill tests. It remains the responsibility of the applicant and his sponsoring ATO to ensure that aircraft meet the appropriate standard for use on the test.

#### 3.2.2 Icing Clearance

Aircraft 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.

#### 3.2.3 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 applicant 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 examiner 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) Be simple to erect and remove in flight, be erected in such a way as to prevent injury to the occupants and, except for the one-off approval, be durable.
- e) In certain aircraft with extensive window or canopy areas the use of a hood, attached to the pilot's head, in combination with screens attached to the aircraft, may be approved in meeting the requirements of this paragraph. Any hood to be used must be marked with the aircraft registration.
- f) Screens should be numbered from left to right and give a clear indication of 'TOP' for fitting purposes. They must also be marked with the aircraft registration.
- g) Limited panel instrument screens or covers must be provided for the applicant's Attitude Indicator, all heading gyros and repeaters including HSI / RMI. These screens must be angled to provide the examiner with an uninterrupted view of at least the main attitude and heading indicators and must also be marked with the aircraft registration.
- h) Subject to sub-paragraph i: for aircraft 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:
  - i. Indicated airspeed
  - ii. Altitude / flight level
  - iii. Vertical speed
  - iv. Subject to paragraph i, a rate gyro (turn indicator or turn co-ordinator) –



- v. A slip indicator
  - vi. Direct reading compass
  - vii. A method of concealing any standby attitude indication from the applicants view must also be available to the examiner, during flight.
- i) For EFIS equipped aircraft where it is not possible to display a rate gyro without an attitude indicator in view, approval may be granted, subject to paragraph 3.2.4. Any such approval will be exclusive to that particular ATO.
  - j) Screen fittings that involve modification to the aircraft structure must be approved and certified by a licensed aircraft engineer. The CAA approved aircraft modification number must be indicated on FCL Form 176, Section 3.
  - k) 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.
  - l) On an IR Skill Test, screens should permit a visual take-off by being of such a design as to enable the front screen to be put in place after take-off and this is the preferred design option. Exceptionally, a hinged flap or sliding shutter(s) design may be used where it is not possible to adopt the preferred design option.

### 3.2.4 Training and Testing in EFIS Equipped Aircraft

ATO providing training for the IR in EFIS equipped aircraft where it is not possible to display a rate gyro without an attitude indicator in view, will need to ensure that the necessary skills required to control an aircraft by interpretation of attitude from the pressure instruments, turn rate gyro, and slip indicator only, have been demonstrated to the satisfaction of an examiner qualified as an IRE, a CRE with IR revalidation and renewal privileges or, for helicopters, a TRE(H) with IR revalidation and renewal privileges. For CPL skill tests only; the aforementioned skills may be assessed and certified by an FE CPL. Further advice on this exemption is available from the Senior Flight Examiner.

Prior to flight test, this ability must be endorsed by the examiner in the logbook of the applicant with the following statement:

*Name:..... has demonstrated to me the ability to control an aircraft by interpretation of attitude from pressure instruments, turn rate gyro, and slip indicator only.*

*Signature:..... Date:.....*

### 3.2.5 Radio Equipment

- a) All radio equipment which is required to be carried on any flight test, must be installed as part of the aircraft equipment 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 at paragraph 3.2.6.
- b) All radio equipment 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 accepted for the flight test.
- c) Intercom, radio transmission and reception 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) Hand held microphones shall not be used during the flight test, except in an emergency.
- e) Guidance on the use of navigation equipment in the CPL Skill Test is contained in Standards Document 3, and for the IR Skill Test in Standards Document 1.

### 3.2.6 Specific Radio Equipment Requirements for the CPL Skill Test

- a) 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.
- b) Where, during a flight test, an aircraft may have to enter airspace where the carriage of RNAV equipment is mandatory then the appropriate level of approved RNAV equipment must be fitted.
- c) Where, during a flight test, an aircraft may have to enter airspace where the carriage of secondary surveillance radar (SSR) equipment is mandatory then the appropriate level of approved SSR equipment must be fitted.

### 3.2.7 Specific Radio Equipment Requirements for the IR Skill Test

- a) For all skill 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 Glide-slope
  - 1 x 75 Mhz Marker Beacon Receiver
  - 1 x DME
  - 1 x ADF
  - 1 x Transponder with elementary Mode S
  - 1 x RNAV equipment certified to RNAV 5 (BRNAV) – see (e) below
- b) Aircraft being flown for non commercial air 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, an aircraft may be accepted 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.*
- c) The signals from the 75Mhz marker beacon receiver must be aural as well as visual.
- d) A Mode S transponder must be fitted that meets the requirements of ANO Schedule 5.
- e) Area Navigation (RNAV) equipment that meets the requirements of RNAV 5 (previously ‘BRNAV’) must be installed in the aeroplane (not required for helicopters except when entering Class A airspace) and approved in the Aircraft Flight Manual (AFM), Pilot Operating Handbook (POH) or equivalent document for use in en-route navigation in RNAV airspace. Where, during a flight test, an aircraft may have to enter airspace or carry out procedures where the carriage of RNAV equipment to a higher standard is mandatory then the appropriate level of approved RNAV equipment must be installed in the aircraft and approved in the AFM/POH.

### 3.2.8 General Requirements

Prior to acceptance for CPL and IR skill tests, aircraft must have:

- a) No equipment or mechanism that would delay ease of entry or exit from the aircraft.
- b) Dual controls (aircraft fitted with a swing-over control column, transferable from one pilot’s station to the other, will not be accepted). In aeroplanes the examiner and applicant must each be able to operate the trimmers, flap, undercarriage, engine controls (including feather and fire), fuel and de-icing controls. Some single-engine aircraft with fuel controls fitted on one side only and not readily accessible to the examiner may be accepted.
- c) Dual brakes are normally required. Exceptionally, some single-engine aircraft 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, turn rate gyro and slip indicator. In aircraft approved for the IR skill test, a heading gyro and a second altimeter shall also be provided. This second altimeter shall be so positioned that it is clearly visible to both applicant and examiner and adjustable by the applicant.
- e) A fuel dipstick (calibrated in units relevant to the AFM or POH) for all aircraft where it is impossible to determine the quantity of fuel in the tanks by visual reference, particularly high wing aircraft. The dipstick shall also be identifiable as belonging to a specific aircraft or specific model.
- f) A fire extinguisher, suitable for the types of fire that might occur, accessible from either pilot’s seat. FTO are advised that the installation of dry powder extinguishers for use in the cabin of light aircraft is not recommended.
- g) A first aid kit.
- h) 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 aircraft; for each person on board, a life jacket equipped with a whistle and a waterproof torch.
- i) Seat belts with shoulder straps (or safety harness) for pilot and examiner.

## 3.3 Documents

3.3.1 The documents listed below must be produced to the examiner prior to any flight test. All documents must be valid at the time of test. All aircraft certificates must be originals. Photocopies of documents are not acceptable except for copies of fleet insurance certificates or copies of documents where the original document is carried in the aircraft. The examiner may cancel a test if original copies of any of the required documents listed below are not available for inspection at the time of the test, if the documents presented are invalid or if the documents indicate that the aircraft is un-airworthy or uninsured.

- a) Certificate of Airworthiness (CofA) and Airworthiness Review Certificate where applicable

- 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 cover CAA Staff and other authorised examiners as pilots. Aircraft under 2700kg MTOM must have liability cover of at least 2.5 million pounds (for aircraft of 2700kg MTOM or more, this is increased to 5 million pounds) and the passenger legal liability of the policy must be extended to cover CAA employees whilst acting as members of the flight crew. However, In any event the Certificate of Insurance must confirm compliance with the insurance requirements of Regulation EC 785 /2004. For further information on this requirement see [www.caa.co.uk](http://www.caa.co.uk)
- 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 minimum contents of which are specified in the table below, must be provided in duplicate at the time of presentation of the aircraft for approval and prior to any flight test to be conducted by an examiner. The Check List must contain an amendment status/version number and date detailed on each page. This amendment status/version number and date must be entered in the Operations Manual and all changes must be notified to L&TS at Gatwick as an Operations Manual amendment.

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

NOTES FOR CHECK LISTS:

- i. 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.
  - ii. 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 accepted for use during any flight test. A condensed Check List, or Flight Reference Card, must be available during the flight test.
  - iii. Information in respect of altimeter checking tolerance, setting procedures and aircraft operating and limiting speeds must be incorporated in the Check List.
  - iv. All emergency procedures must follow precisely the guidance and sequence of the AFM or POH 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 AFM or POH recommendations.
- f) Pilots' Operating Handbook or Aircraft Flight Manual  
As provided by the manufacturer, including any authorised supplements and approved as forming part of the aircraft C of A.
- g) Weight Schedule  
A weight schedule and a weight and balance planning document for the aircraft 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 where required).
- 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 and 2.1.4.  
  
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) 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.
- l) 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.

- m) FCL Form 176A (only required at time of test for Private Aircraft- see paragraph 2.2).

## Appendix 1 - FCL Form 176A (9<sup>th</sup> Issue) Certificate of Aircraft Serviceability (Private Aircraft)

### Part 1 - Engineer's 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 the 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 (UTC): .....
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 flown ..... hrs ..... 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: .....

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