

Examiner Report for En Route Instrument Rating (A) Skill Test and Proficiency Check (Initial/Revalidation & Renewal)



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

1. APPLICANT DETAILS							
Surname:			Forename(s):				
CAA Personal reference number		<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Licence Type:	
Series:	Attempt:	Date:	Place of Test:				
SPA	<input type="checkbox"/>	SE	<input type="checkbox"/>	ME	<input type="checkbox"/>	Tick as required	
<p>FALSE REPRESENTATION STATEMENT It is an offence under Article 256 of the Air Navigation Order 2016 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 up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.</p>							
I declare that the information provided is correct.			Applicant's Signature:				
2. DETAILS OF THE FLIGHT							
To be completed by the Examiner							
Route							
Aircraft Type and Reg:		Block Times:	Depart:	Arrive:	Total:		
Test Sections:		1	2	3	4	5	
Sections to be taken:						6	
Result:							
(a)					Intentionally left blank		
(b)							
(c)							N/A
(d)							N/A
(e)							N/A
(f)			N/A				N/A
(g)			N/A				N/A
(h)		N/A	N/A				N/A
(i)		N/A	N/A	N/A			N/A
(j)		N/A	N/A	N/A			N/A
(k)		N/A	N/A	N/A			N/A
(l)		N/A	N/A	N/A			N/A
Re-test Sections:							
Items not completed:							
Section(s)/Item(s) incomplete due:							
For CB-EIR only							
I have assessed the applicant's level of IR Theoretical Knowledge and found it to be: Adequate <input type="checkbox"/> Inadequate <input type="checkbox"/>							
Re-training required/recommended:		Theory:		Aircraft:			
I confirm the applicant's instruction and experience complies with Part-FCL, and I confirm that all the required manoeuvres and exercises have been completed <input type="checkbox"/>							
UK Examiners Only							
I have assessed the ICAO English Language Proficiency of the Applicant at Level 6: Yes <input type="checkbox"/> No* <input type="checkbox"/> Not Assessed <input type="checkbox"/>							
(*I have advised the Applicant to complete Form SRG 1199 and be assessed by an appropriate organisation, see CAP 804, Section 4, Part M.) Assessment is not required if Applicant holds Level 6.							
Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA contained in version of the Examiner Differences Document. <input type="checkbox"/>							
Examiner's Name:			Examiner's No.:				
Examiner's Signature:			Date:				
Authorising Competent Authority:							
Received (Applicant) Signature:			Date:				
3. APPROVED TRAINING ORGANISATION							
ATO:			Date Training Completed:				
Recommended for test by (name):							

Civil Aviation Authority Regulation 6

Regulation 6(5) of the Civil Aviation Authority Regulations 1991 provides 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.

Use of checklist, airmanship, anti-icing/de-icing procedures, etc. apply in all sections.

SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE		SECTION 4.	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance	Intentionally left blank	
b	Use of Air Traffic Services document, weather document		
c	Preparation of ATC flight plan, IFR flight plan/log		
d	Pre-flight inspection		
e	Weather Minima		
f	Taxiing		
g	Pre-take-off briefing, Take-off		
h	ATC liaison - compliance, R/T procedures		
SECTION 2. GENERAL HANDLING		SECTION 5.	
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim	a	Setting and checking of navigational aids, identification of facilities
b	Climbing and descending turns with sustained Rate 1 turn	b	Arrival procedures, altimeter settings
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns	c	Approach and landing briefing, including descent/approach/landing checks
d	Recovery from approach to stall in level flight, climbing / descending turns and in landing configuration - Aeroplanes only)	d	Visual landing
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes - Aeroplanes only	e	ATC liaison - compliance, R/T procedures
SECTION 3. EN-ROUTE IFR PROCEDURES		SECTION 6. FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only)	
a	Transition to instrument flight	a	Simulated engine failure during en route phase of flight.
b	Tracking, including interception, e.g. NDB, VOR, RNAV	b	ATC liaison: compliance, R/T procedures
c	Use of radio aids		
d	Level flight, control of heading, altitude and airspeed, power setting, trim technique		
e	Altimeter settings		
f	Timing and revision of ETAs (en-route hold, if required)		
g	Monitoring of flight progress, flight log, fuel usage, systems' management		
h	Simulated emergency situation(s)		
i	Ice protection procedures, simulated if necessary		
j	Simulated diversion to alternate aerodrome		
k	Transition to visual flight		
l	ATC liaison - compliance, R/T procedures		