

Application for Pilot Recognition for Operational Up-skilling and Development (PROUD) Endorsement



This form can be filled in on screen (preferred method) then printed, signed and submitted as instructed. Alternatively, print, then complete 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.

1. APPLICANT TYPE

Individual	Complete Section 2(a)	Charity	Complete Section 2(c)
Partnership	Complete Section 2(a)	Ministry of Defence	Complete Section 2(c)
Private Clubs	Complete Section 2(c) unless a Limited Liability Partnership or Limited Company	Trust	Complete Section 2(c)
Limited Liability Partnership	Complete Section 2(b)	Public Educational Establishment	Complete Section 2(c)
Limited Company	Complete Section 2(b)	(University/College)	

2. APPLICANT DETAILS

This application will be considered in respect of and, if appropriate, granted or issued to, the applicant(s) named below.

a. Individual (including sole traders and partnerships)

Title: Forename: Surname:

Address:

Country Postcode:

Telephone: Fax:

This application will be considered in respect of and, if appropriate, granted to, the Company Name as registered under the Company Number provided on this form.

b) A Company

Registered Company Name (in full):

Registered Company Number:

Country of Company Registration:

Registered Office Address:

..... Postcode:

Telephone: Fax:

E-mail:

Trading Name: (if applicable)

Trading Address (primary site):

Country Postcode:

Website address:

Authorised Representative of Company

This application is to be signed by either a Director or Company Secretary or a person authorised by the Board to act on behalf of the Company.

Title: Forename: Surname:

Position in Company:

Telephone No: E-mail:

If you are not a Director or Company Secretary and have been authorised to sign the application form on behalf of the Company, proof of that authority must be provided with the completed application form.

This application will be considered in respect of and, if appropriate, granted or issued to, the applicant(s) named below.

c) An Unincorporated Association or other body

Name of Unincorporated Association or other body:

Address:

Country: Postcode:

Telephone: Fax:

E-mail: Mobile Telephone:

Website address:

Authorised Representative.....

This application is to be signed by a person or persons authorised by the body named above to act on behalf of it. This should normally be a member or members of the managing committee of the association or other body. Evidence of the authorisation to act on behalf of the association or body should be provided with the application.

Title: Forename: Surname:

Position:

Charity Number (if applicable):

3. ADDRESS FOR CORRESPONDENCE (if different from above)

Postal Address (if different from above):

..... Postcode:

4. CAA REFERENCE NUMBER

CAA Personal Reference/Training Organisation/ AOC No:

5. SCHEME

Scheme Name				
Tier Name	Minimum Hour Requirement	Minimum Flying Experience	Minimum Activities completed	Minimum Ratings/ Qualifications achieved

5. SCHEME

Extra Detail

6. SUBMISSION INSTRUCTIONS

When you have completed this Form, please send it, with any attachments and/or evidence to support your application to ga@caa.co.uk

or

General Aviation Unit
CAA, Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

GUIDANCE NOTES

Please read these guidance notes before you complete the form.



Schemes should have a logical hierarchical progression through clearly defined steps, which if completed, would lead to a formal recognition within the scheme of the achievement at that level. The scheme should include a minimum of three levels. Within each level of the scheme, there should be requirements to fulfil targets in each of the following areas.

Flying experience is essential. So the number of hours required for qualification at each level, should be set at levels appropriate for the award, taking into account minimum total flight time, and hours acting as aircraft commander.

Just flying more hours doesn't necessarily mean you have a greater depth of knowledge or breadth of experience. So, the scheme should require **additional training** or **achievements** leading to the addition of ratings or certificates.

To qualify for each level of award there could be a requirement to add a further two flying achievements. The list below is not exhaustive but gives examples of the scope for pilots to select a combination of achievements that suit their personal choices.

- IMC rating
- Night rating
- Instrument rating
- Flight instructor rating
- Multi engine rating
- Seaplane rating

Training that doesn't lead to a specific rating should also be considered. This could include **differences training** such as:

- Tailwheel conversion
- Variable pitch propeller
- Glass cockpit training.

There are also many organised flying activities that encourage pilots to challenge themselves, such as:

- Compete in a Royal Institute of Navigation challenge
- Compete in a Royal Aero Club air race
- Complete a British Aerobatics Association competition

At least one seminar should be attended to qualify at the lower entry level, two attendances at an intermediate level, and three or more for the advanced level. Available safety events include:

- GASCo safety evening
- Military civil air safety days
- Aircraft maintenance engineering course
- Flight instructor seminars
- PPL master classes

Many pilots never venture out of their local area, which is both limiting in terms of enjoyment and fulfilment, but also stifles development and confidence. The schemes should therefore include an element of longer navigational flights, which would be increasingly more demanding.

Creation of **classroom-based learning** can also be very supportive in the development of knowledge and skills. Such class-room based training could include lessons/ revision on

- Keeping up to date with regulatory changes
- Infringements and best practice to avoid them
- Air Law
- Aircraft technical appreciation
- Navigation
- Radiotelephony and ATC
- Threat and Error Management
- Using a Moving Map and how to set it up correctly
- Advanced Meteorology

An example basic profile is:

To gain an award at a lower level, pilots would have to complete a cross country flight more challenging in terms of distance or navigation skills required than the navigational exercise undertaken for the initial issue of the pilot licence. Flights should include landings and take-offs from at least two airfields enroute. The route could also include a sea crossing of more than 20nm.

For a higher level, a more challenging cross-country flight should be accomplished, with at least three intermediate landings and take offs. If desired, elements of the route may include a sea crossing of more than 20nm

For the highest award, the participant should have completed the flights for the lower awards, and subsequently completed a much more demanding cross country with at least four intermediate landings. If desired, elements of the route may comprise of a sea crossing of more than 20nm.

EXAMPLE SCHEME

Tier Name	Minimum Hour Requirement	Minimum Flying Experience	Minimum Activities completed	Minimum Ratings/ Qualifications achieved
<i>BRONZE</i>	<i>75</i>	<ul style="list-style-type: none"> ▪ <i>150NM cross country flight</i> ▪ <i>2 different types flown</i> 	<ul style="list-style-type: none"> ▪ <i>GASCO Safety Evening</i> ▪ <i>Training organisation Classes</i> ▪ <i>Class room training on infringements</i> 	<ul style="list-style-type: none"> ▪ <i>Night Rating</i> ▪ <i>SEP</i>
<i>SILVER</i>	<i>150</i>	<ul style="list-style-type: none"> ▪ <i>Different Aircraft Type</i> ▪ <i>200NM Cross Country</i> ▪ <i>Cross Channel Flight</i> ▪ <i>Mountain Flying</i> ▪ <i>5 different types flown</i> ▪ <i>10 Different Airfields</i> 	<ul style="list-style-type: none"> ▪ <i>Compete in a Royal Institute of Navigation challenge</i> ▪ <i>PPL Master Class</i> ▪ <i>Class room training on aircraft technical</i> 	<ul style="list-style-type: none"> ▪ <i>Tailwheel</i> ▪ <i>IMC/IR(R)</i> ▪ <i>Seaplane Rating</i> ▪ <i>SET</i> ▪ <i>TMG</i> ▪ <i>SLMG</i> <p><i>Must have at least 2 in this category</i></p>
<i>GOLD</i>	<i>300</i>	<ul style="list-style-type: none"> ▪ <i>Aerobatics Training</i> ▪ <i>500NM Cross Country</i> ▪ <i>International Flight</i> ▪ <i>Strip Flying</i> ▪ <i>10 Different types flown</i> ▪ <i>20 different airfields</i> 	<ul style="list-style-type: none"> ▪ <i>Complete a British Aerobatics Association competition</i> ▪ <i>Compete in a Royal Aero Club air race</i> ▪ <i>Safety Day</i> ▪ <i>Airworthiness appreciation</i> 	<ul style="list-style-type: none"> ▪ <i>Glass cockpit</i> ▪ <i>Variable Pitch Propeller</i> ▪ <i>Multi Engine Rating</i> ▪ <i>Instrument Rating</i> ▪ <i>Microlight</i> ▪ <i>Instructor Rating</i> <p><i>Must have at least 3 in this category</i></p>