Safety & Airspace Regulation Group
Flight Operations: Training Standards & Policy Group

Standards Document 14, Version 9

Class, Type and Instrument Rating Skill Tests and Proficiency Checks (Excluding single-pilot high-performance complex aeroplanes) - Policy and Guidance for Examiners and Pilots of Single Pilot Aeroplanes

This Standards Document defines UK policy and means of compliance with (UK) Part FCL, Subparts G and H and the associated Appendices, Guidance Material and Acceptable Means of Compliance

CAA "examiners" is required to maintain a database of examiners' names and personal e-mail addresses. If you change your e-mail address, please ensure that you use the email address below to inform us of any changes. Simply enter your **CAA reference number** in the message field and then send to **examiners@caa.co.uk**.
Examiners are strongly advised to sign up to the SkyWise notification service to be advised of updates to CAA CAPs, CAA Standards Documents, TrainingComm, and application forms etc.

All amendments to this document will be notified via SkyWise.
The latest version of this document can be viewed on the CAA website.

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Foreword

This document provides guidance on the requirements for the issue, revalidation and renewal of class and type ratings for single pilot aeroplanes. For type ratings on aeroplanes classified as a single pilot high performance complex aeroplanes (SP HPCA) refer to CAA Standards Document 24(A). Additionally, this document provides guidance on the revalidation and renewal of single pilot Instrument Ratings (IR) and En-route Instrument Rating (EIR). Standards document 14 is intended as a reference document for pilots, instructors and examiners and offers guidance on the administrative procedures to obtain and maintain piloting privileges in single pilot aeroplanes following licence issue, and to ensure the manner in which skills tests and proficiency checks are conducted is standardised across the aviation community.

Tests and checks conducted in aeroplanes certificated for single-pilot operation but as a multi-pilot operation and subject to operator proficiency checks (OPC) are required by UK Air Operations Regulation (Air-Ops) (EC) 965/2012) as amended for Air Operations and covered in this document (except for SP HPCA).

The Civil Aviation Authority is the competent authority of the UK for the issue of pilot licences, ratings and certificates in accordance with the UK Aircrew Regulation EC 1178/2011 (as amended) 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 information notices that may be used by relevant personnel and organisations to allow them to perform their tasks, discharge their responsibilities and establish compliance with the UK Basic Regulation (EC) (2018/1139) as amended.

Nothing in this document is intended to conflict with the UK Aircrew Regulation or other 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 good practice.

This document and other Civil Aviation Authority (CAA) Standards and Guidance Documents are available on the CAA web site at: 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.
If, after reading this document, there are any queries or comment, please contact Flight Operations (ATO & FCL).

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Changes to V9

The major change to Standards Document 14 V9 is administrative and reflects the fact that the UK is no longer a member of EASA. Information on RNP approaches has also been updated to comply with CAP 2138 and guidance on RNAV Substitution from CAP 1926 has been added. Brief guidance on e-Licensing and IR requirements for pilots flying MEP in MP operations have been amended. The LAPL(A) Recency Requirements have also been amended following the implimentation of the 'Simplification of Licences' in October 2025.

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Glossary of Abbreviations and Terms

AFM	Aircraft Flight Manual
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
DA/H	Decision Altitude/Height
DDA/H	Derived Decision Altitude/Height
DTO	Declared Training Organisation
EASA	European Aviation Safety Agency
EFATO	Engine Failure After Take-Off
EIR	En-route Instrument Rating
FEH	Flight Examiners Handbook
FE (CPL)	Flight Examiner Commercial Pilot Licence (Aeroplanes)
FE (PPL)	Flight Examiner Private Pilot Licence (Aeroplanes)
FI	Flight Instructor
FIE	Flight Instructor Examiner
FNPT or FNPT II	Flight Navigation Procedures Trainer
FOTI	Flight Operations Training Inspector (formerly Staff Examiner)
FS or FFS	Flight Simulator or Full Flight Simulator
FSTD	Flight Simulation Training Device
GRE	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
LNAV	Lateral Navigation
LPV	Localiser Performance with Vertical guidance
PC	Proficiency Check
ST	Skill Test
MMD	Moving Map Display
MDA/H	Minimum Descent Altitude/Height
ME	Multi-Engine
MEP	Multi-Engine Piston Aeroplane
MP or MPA	Multi-Pilot or Multi-Pilot Aeroplane
OPC	Operator Proficiency Check
(UK) Part-ARA	UK Authority Requirements for Aircrew (EC) – Annex VI – Part-ARA
(UK) Part-FCL	UK Aircrew Regulation (EC) – Annex 1 – Part-FCL
(UK)Part-NCO	UK Air Operations Regulation (EC) – Annex VII – Part-NCO
PBN	Performance Based Navigation
POH	Pilot's Operating Handbook
Proficiency Check	Demonstration of skill for the revalidation or renewal of a licence or rating, including oral examinations as may be required.
RAIM	Receiver Autonomous Integrity Monitoring
RNAV	Area Navigation
RNP	Required Navigation Performance
RT	Radiotelephony
RTO	Rejected Take-off
SE	Single-Engine
(UK) SERA	UK Standardised European Rules of the Air.
SEP	Single-Engine Piston Aeroplane
SET	Single-Engine Turboprop Aeroplane
Skill Test	Demonstration of skill for the issue of a licence or rating
SP or SPA	Single-Pilot or Single-Pilot Aeroplane
SP HPCA	Single-pilot high-performance complex aeroplane
SSC	Shared Service Centre
TEM	Threat and Error Management
TMG	Touring Motor Glider
TRE	Type Rating Examiner
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 holds a valid examiner authorisation certificate issued by the UK CAA.
- "Applicant" is used to indicate a person who is seeking the issue or renewal of a pilot's licence or rating.
- "He/She". The pronoun 'he' is used throughout for ease of reading.
- "Test" is used in this document to describe licensing skill tests and proficiency checks.

Part 1 – General Information

1.1 The purpose of this document is to expand upon and clarify CAA interpretation of the requirements of (UK) Part-FCL and to give guidance on the procedures to be followed in order to gain, retain and continue to exercise piloting privileges in (UK) Part-21 aircraft and non-Part-21 aircraft (otherwise known as Annex I aircraft) under the privileges of a UK pilot licence. Information for pilots seeking to operate non-Part-21 aircraft under the privileges of UK National pilot licences will be promulgated elsewhere.

Part 2 – Definitions

2.1 A **Skill Test** is a demonstration of knowledge and skill for licence or rating issue, including such oral examination as may be required.

2.2 A **Proficiency Check** is a demonstration of knowledge and skill to revalidate or renew ratings and include such oral examination as may be required.

2.3 A **Revalidation** is the administrative action taken within the period of validity of a rating or certificate which allows the holder to continue to exercise the privileges of a rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.

2.4 A **Renewal** is the administrative action taken after a rating or certificate has lapsed for the purpose of renewing privileges of the rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.

Part 3 – Examiner Requirements and Certification to Conduct Tests and Checks

3.1 The UK Civil Aviation Authority (CAA) grants flight crew licences, ratings and certificates in accordance with ICAO and the UK Aircrew Regulation. The CAA must ensure that the applicant has qualified by reason of knowledge, experience, competence and skill, and is physically and mentally fit to act in the capacity to which the licence, rating or certificate relates. The CAA will issue examiner certificates to suitably experienced, qualified and trained persons of integrity to conduct, on its behalf, skill tests and proficiency checks.

3.2 An examiner's authority is derived from the UK Aircrew Regulation and the Air Navigation Order (ANO), and examiners when conducting tests and checks, are administering UK statute law in the interest of the safety of civil aviation.

3.3 For the Skill Tests for the issue of a Class, Type or Instrument Rating, examiners will be designated in accordance with (UK) Part-ARA.FCL.205 and current CAA procedures.

3.4 Examiners must:

- Hold an equivalent licence, rating or certificate to the one(s) for which they are authorised to conduct skill tests, proficiency checks or assessments of competence.
- Hold the privilege to instruct for that licence, rating or certificate.
- Be qualified to act as pilot in command on the aircraft during a skill test, proficiency check or assessment of competence when conducted on the aircraft.
- Have met the flying experience and instructional experience requirements for examiner certification as specified in (UK) Part-FCL Subpart K.
- Have completed an approved course of examiner training and standardisation and passed an assessment of competence with an inspector of the authority or a senior examiner appointed by the authority for that purpose.
- In the case of MEP aeroplanes, in addition to holding a valid class rating, examiners must be in current flying practice on the type being used on any flight test or must have received differences training or a proficiency check on that type within the previous 2 years.
- In the case of SEP aeroplanes, in addition to holding a valid class rating, examiners must have completed familiarisation training if testing on a different variant within the class.

- Hold a valid medical certificate.

Examiners should be prepared to present evidence of their credentials (licence, ratings and examiner certificate) to applicants upon request.

3.5 There are numerous test and check scenarios, each requiring the examiner to hold certain privileges. It is the examiner's responsibility to ensure that he is suitably qualified and certified to conduct each test or check or sign, where appropriate, certificates for revalidation and renewal. If in doubt examiners must refer to their Examiner Authorisation Certificate issued by the CAA. Further guidance for certified examiners is available in the CAA Flight Examiners' Handbook (FEH).

3.6 UK certified examiners should note that they are responsible for adhering to and notifying the CAA of any changes to their circumstances (licence, ratings, certificates, medicals etc.) that may affect the validity of their examiner certificate, and the privileges attached.

3.7 UK certified Examiners are reminded that they may not conduct skill tests, proficiency checks or assessments of competence for an applicant who does not hold a UK CAA issued licence.

Part 4 – Revalidation and Renewal Requirements and Refresher Training

4.1 (UK) Part-FCL.740 and (UK) Part-FCL.625 define the periods of validity within which UK aircraft class and type ratings and instrument ratings may be revalidated. Beyond that period, ratings are to be renewed. Generally, single-pilot SE class ratings are valid for 2 years. All other class and type ratings and instrument ratings are valid for one year.

4.2 The normal period (or "window") for revalidation of a rating by proficiency check is 3 months preceding the expiry date of the rating. An applicant may elect to take a proficiency check early i.e. before the 3-month revalidation period. It must be understood however, that this will result in the forfeit of the remaining validity period.

4.3 UK authority requirements ((UK) Part-ARA.FCL.215) permit the CAA, or an examiner specifically authorised by the CAA, to extend the validity period of a rating or certificate to the end of the relevant month. The UK CAA will extend the validity of all new ratings and most certificates to the end of the relevant month.

4.4 **Class and Type Ratings.**
Where a class or type rating has expired, and the applicant is seeking to renew the rating, (UK) Part-FCL.740 states that the applicant shall undertake refresher training when necessary to reach the level of proficiency to operate the relevant class or type of aircraft safely; and pass a proficiency check. This does not imply that refresher training is always required when a class or type rating has expired. The amount and nature of the refresher training depends upon a number of factors including the applicant's experience, the complexity of the aircraft and the time elapsed since the rating expired. For example, an experienced and competent pilot who has been in regular flying practice but due to an oversight failed to revalidate the rating within its validity period, should be capable of undertaking a proficiency check to renew the rating without requiring refresher training. Alternatively, an inexperienced pilot who has not operated the type or variant for several months or more should expect to undertake a number of training sessions. If the type or variant is particularly complex or presents some challenging handling characteristics or has not been operated for three years or more, the refresher training might reflect the training provided for initial issue of the rating. UK guidance is published in AMC 1 FCL.740(b).

4.5 If a class or type rating is still valid and is included in Section XII on page 4 of a pilot's licence, it may be revalidated by experience or proficiency check as applicable. An examiner may sign the certificate of revalidation included in the licence. No fee is due to the CAA.

If a class or type rating has expired but is still included in Section XII on page 4 of a pilot's licence, it may be renewed by proficiency check. An examiner may sign the certificate of revalidation included in the licence. No fee is due to the CAA.

If a class or type rating has expired and has been removed from Section XII on page 4 of a pilot's licence and appears on the reverse page of the licence as a rating previously held; the

rating may still be renewed by proficiency check. In this instance however, an examiner may not sign the certificate of revalidation included in the licence but may issue a Temporary Certificate of Licence Privileges (SRG 1100). An application must be submitted to the CAA using form SRG3108 and the applicant's licence will be re-issued with the rating restored to Section XII on page 4 and an entry made in the certificate of revalidation indicating the new validity date. A fee will apply in accordance with the current scheme of charges.

4.6 **Class and Type rating renewal requirements for pilots who hold a valid rating for the same class or type on a 3rd country licence.**

The UK CAA has issued an alternative means of compliance such that where a pilot holds a valid aircraft rating in a 3rd country licence of the same class or type that is to be renewed in the UK licence, the pilot must pass the proficiency check but is not required to undergo training at an ATO. Refer to FCL.740(b)(3) for further information.

4.7 **Instrument Ratings (and EIR).**

If an instrument rating has expired and an applicant is seeking to renew the rating, (UK) Part-FCL.625.IR states that the applicant shall undergo refresher training at an ATO to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 of (UK) Part-FCL. Further guidance is in AMC 1 FCL.625(c) IR.

If an EIR has expired, the applicant is required to complete refresher training provided by an instructor qualified to instruct for the IR(A) or EIR to reach the level of proficiency needed and pass a proficiency check.

4.8 If an instrument rating (or EIR) is still valid and is included in Section XII on page 4 of a pilot's licence, it may be revalidated by proficiency check (or, for the EIR, by experience and a training flight with an instructor). An examiner may sign the certificate of revalidation included in the licence. No fee is due to the CAA.

If an IR (or EIR) has expired but is still included in Section XII on page 4 of a pilot's licence, it may be renewed by proficiency check. An examiner may sign the certificate of revalidation included in the licence. No fee is due to the CAA.

If an instrument rating (or EIR) has expired and has been removed from Section XII on page 4 of a pilot's licence and appears on the reverse page of the licence as a rating previously held; the rating may still be renewed by proficiency check. In this instance however, an examiner may not sign the certificate of revalidation included in the licence but may issue a Temporary Certificate of Licence Privileges (SRG 1100). An application using form SRG3108 form must be submitted to the CAA and the applicant's licence will be re-issued with the rating restored to Section XII on page 4 and an entry made in the certificate of revalidation indicating the new validity date. A fee will apply in accordance with the current scheme of charges.

4.9 Where an instrument rating (or EIR) has not been revalidated or renewed within the preceding 7 years, irrespective of whether the rating is included in Section XII on page 4 of a pilot's licence, the holder will be required to pass again the IR (or EIR) theoretical knowledge examination and IR skill test (or EIR proficiency check as applicable). The 7-year period commences from the date the IR (or EIR) has expired. The applicant's licence must be returned to the CAA for administrative action. A fee will apply in accordance with the current scheme of charges.

4.10 **IR Renewal requirement for pilots who hold or have held an IR on another licence or a UK Military Green Rating.**

For pilots who hold a valid Instrument Rating issued by a 3rd country in accordance with Annex I to the Chicago Convention, Part-FCL.625 IR(e) exempts them from the requirements of FCL.625 IR(c)(1), (c)(2) and (d). The effect of this clause is that, when renewing the IR on a UK licence:

(i) No assessment or refresher training is required.
(ii) There is no requirement to re-take the theoretical knowledge examinations.

Where a pilot has held an Instrument Rating issued by a 3rd country and that rating was compliant with Annex I to the Chicago Convention, the applicability of (UK) Part-FCL.625 IR(c) and (d) may be based on the validity dates of the Instrument Rating of that other country. The effect of this derogation is that to renew the IR on a UK licence. A pilot shall comply with the

renewal requirements of (UK) Part-FCL.625 IR(c) but is not required to re-take the theoretical knowledge examinations.

The UK CAA applies equivalent terms for those who hold or have held a United Kingdom Military Unrestricted Green Instrument Rating.

4.11 With the exception of paragraphs 4.6 and 4.10 above, in all cases where a class, type or instrument rating has expired, irrespective of whether or not refresher training is required or deemed necessary, the application to renew the rating shall be accompanied by a certificate specifying the training provided. Where no refresher training was deemed necessary or undertaken, the certificate may state, "no training required." Form SRG 1107 is being used for this purpose. Training must normally be carried out at an ATO. However, training for the renewal of a non-high-performance SEP or TMG class rating may be carried out at an ATO or DTO, or with an instructor where the rating has not expired for more than 3 years.

Part 5 – Checking an Applicant's Licence

5.1 Before agreeing to undertake any test or check or make any entry in an applicant's licence, examiners should check that licence. Guidance on the format and content of UK licences is in (UK) Part-FCL and the FEM.

5.2 Typical discrepancies include:

- The applicant's address has permanently changed;
- The applicant has not signed the licence or medical certificate;
- The rating or certificate for which revalidation/renewal action is being sought is not listed in the ratings section XII on page 4 of the licence;
- The rating or certificate has certain limitations associated with it (e.g. an IR restricted to SE aeroplanes, or a single pilot type rating restricted to multi-pilot operations) but the applicant is requesting to revalidate the rating or certificate without restriction.
- The applicant is seeking to revalidate a rating or certificate that has lapsed, and which therefore needs renewing. This might also require refresher training before renewal may take place.
- The applicant has a language proficiency endorsement in the licence with a validity date that has expired. In this case, the applicant will require a re-evaluation of language proficiency before being able to exercise the privileges of the licence ((UK) Part-FCL.055 refers)

5.3 If the validity of an applicant's licence, or the rating(s) and certificate(s) attached to that licence is in doubt, the examiner must refer the matter to the CAA.

Part 6 – Revalidation by Experience

6.1 The following (UK) Part-21 aeroplane class ratings may be revalidated by experience: Single Engine Piston (SEP) class rating and Touring Motor Glider (TMG) class rating. This is an administrative exercise where the examiner or instructor checks the applicant's experience in accordance with (UK) Part-FCL.740 A and, if satisfied that the applicant meets the requirements, completes the administrative procedures at paragraph 6.7. There is no fee due to the CAA when an examiner or instructor certifies revalidation by experience. Whether or not examiners and instructors elect to charge a personal fee for this service is discretionary.

6.2 Note that all UK certified examiners may certify revalidation of SEP and TMG ratings by experience. In addition, FI and CRI may also certify revalidation for SEP and TMG class ratings by experience upon completion of the refresher training (but only if they personally completed at least some of the training with the pilot) and provided the remarks column in Section XII of their own licence has been annotated with (UK) Part-FCL.945 privileges.

6.2 In order to revalidate SEP and TMG class ratings by experience an applicant shall:

- Within the 12 months preceding the expiry of the rating, complete 12 hours flight time in the relevant class (a single engine piston aeroplane if SEP rating held, a touring motor glider if TMG rating held or either if both ratings are held), including:
- 6 hours as pilot in command;
- 12 take-offs and 12 landings; and,
- refresher training of at least one hour flight time to the satisfaction of the Flight Instructor (FI) or Class Rating Instructor (CRI) holding a valid UK instructor certificate. Applicants shall be exempted from this refresher training if they have passed a class or type rating proficiency check, or skill test, or assessment of competence in any other class or type of aeroplane in relation to a UK-issued rating or certificate. (NB: (Not IMC or IR proficiency check or skill test).

6.3 The refresher training may be included in the requirement for 12 hours flight time. The refresher training is NOT a skill test or proficiency check and there is no set schedule or profile. The intention is to encourage pilots to undertake periodic recurrent or refresher training with an instructor; to revise existing skills and knowledge and further develop their competence, confidence and qualifications. It should be seen as an opportunity for pilots to:

- Brush up on existing skills and knowledge, including pre-flight planning and preparation.
- Revise infrequently flown exercises, including the handling and management of abnormal or emergency procedures.
- Learn something new, both in the air and on the ground.
- Refresh their knowledge and understanding of the rules and regulations applicable and relevant to their normal operations.

For some, it might be appropriate to revise exercises such as stall avoidance and the recognition and recovery from stalls in various configurations and stages of flight; or steep turns, circuits and forced landings, particularly if the pilot has not practised these for some time. For others, it may be more beneficial to revise navigation, instrument flight, aerobatics or emergency procedures, or learn how to use onboard equipment such as GPS more effectively. Basically, the instructor should discuss the content of the flight with the pilot beforehand and tailor it to suit the pilot's needs. Further guidance is contained in AMC1 (UK) FCL.740.A (b)(1)(ii). Following the refresher training the instructor will be expected to sign the pilot's logbook. This is a (UK) Part-FCL requirement to indicate that the refresher training was completed safely and that it meets the requirements for revalidation of a SE class rating by experience. If the standard demonstrated by the pilot concerned is below standard (i.e.: that expected during a PPL/LAPL LST) the instructor should raise their concerns with the pilot and must not sign the ratings page of the pilot's licence or the pilot's logbook. The instructor should also contact the CAA FOTI (ATO & FCL).

6.4 As indicated in paragraph 6.2 above, the refresher training may be replaced by any other class or type rating proficiency check or skill test or an assessment of competence in any other class or type of aeroplane in relation to a UK-issued rating or certificate. (NB: Not IMC or IR proficiency check or skill test).

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6.5 All revalidation requirements must be completed within the period of validity of the rating, otherwise the rating will have lapsed, and renewal action will be required. Examiners and instructors are not permitted to back-date licence entries after a rating has lapsed. It is the licence holder's responsibility to ensure that revalidation requirements are met.

6.6 Where valid SEP and TMG ratings are both held, these may be revalidated in either class of aeroplane. Instructors with (UK) Part-FCL.945 privileges may revalidate both ratings even if they only hold one of them, as long as the refresher training was carried out in the class of aeroplane on which they are rated. Note: that flight time in aircraft classified as Sailplanes does not count towards the revalidation of an SEP or TMG class ratings. However, 3-Axis Microlight flight time may be counted towards SEP class ratings, but the hour training with an instructor must be

completed in a SEP or TMG aeroplane. Use of a non-Part-21 SEP or TMG for the hour training with an instructor must be authorised in accordance with (UK) ORA.ATO.135 or (UK) DTO.GEN.240. Time accrued in self-launching motor gliders (SLMG) that are not also classified as a TMG (i.e. aircraft with retractable engines or propellers) may not be used to revalidate SEP and TMG ratings.

6.7 Examiners (and instructors with the (UK) Part-FCL.945 endorsement) are required to:

- Identify that the refresher training was conducted within the appropriate period.
- Ascertain that the required experience has been met.
- Complete and sign the certificate of revalidation in the applicant's licence.
- Check the applicant's details and complete a Notification of Revalidation (SRG 1107). If no licensing action is required by the CAA, no further forms are required. If licensing action is required by the CAA or a fee is due to the CAA, the applicant should also complete and submit the application Form SRG 3108.

Part 6A – LAPL Recency Requirements

6.A1 All LAPL(A) holders are required to comply with FCL.740.A by the 1st October 2026. LAPL(A) holders can transition their rating at any point before the October 2026 by following the requirements listed below and submitting the relevant paperwork.

6.A.2 LAPL holders wishing to comply with FCL.740.A (b) (1) (ii) shall provide evidence to an Examiner or Flight Instructor authorised in accordance with FCL.945 that they have met the following requirements in the 24 months preceding 1 October 2026:

Complete 12 hours of flight time in the relevant class, including:

- 6 hours during the 12 months preceding the expiry date of the rating,
- 6 hours as PIC,
- 12 take-offs and 12 landings, and
- refresher training of at least 1 hour of total flight time with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this refresher training if they have passed a class or type rating proficiency check, skill test or assessment of competence in any other class or type of aeroplane.

In the case of a Flight Instructor acting in accordance with FCL.945, they must have conducted the applicable refresher training with the licence holder.

6.A.3 LAPL(A) holders who do not have the required experience listed above shall comply with FCL.740.A(b)(1)(i), pass a proficiency check with an approved Examiner in the relevant class.

In both cases, the Instructor or Examiner will be required to make an entry on the certificate of revalidation page on the licence. The validity of the certificate is for 24 months (to the end of the calendar month) from the date of endorsement. LAPL(A) ratings will no longer be endorsed in a pilot's logbook.

6A.4 Where a proficiency check has been conducted, the Examiner should endorse a test date on the revalidation page of the licence. Where a pilot has met the revalidation by experience requirements, the instructor should endorse the test date as N/A as no test was conducted. You must ensure that your Instructor or Examiner emails form SRG1157 or SRG1107 to licenceapplications@caa.co.uk, so this can be stored on your file. A note should be written on the SRG1157 or SRG1107 to indicate this is a LAPL rating transition.

6A.5 If the instructor or examiner has not endorsed your licence, you will be required to submit the application form SRG3108 to the CAA along with the relevant fee and supporting document/s.

Part 7 – Skill Test and Proficiency Check Schedules

7.1 Skill test and proficiency check schedules for the issue, revalidation and renewal of single pilot class ratings and type ratings and the revalidation and renewal of single pilot instrument ratings, are listed at Appendix 9 to (UK) Part-FCL. The schedules for single pilot aeroplanes (except single-pilot high-performance complex aeroplanes) are reproduced on CAA Form SRG 1157. Skill test and proficiency check schedules use a similar sequence of sections and items, and the examiner will determine, using the guidance below and at Appendix 1 to this document, the particular sections and items to include in each test or check.

Section 1	Departure
Section 2	Airwork (VMC)
Section 3A	En-route Procedures VFR
Section 3B	Instrument Flight
Section 4	Arrival and landings
Section 5	Abnormal and Emergency Procedures
Section 6	Simulated Asymmetric Flight

7.2 There is provision in (UK) Part-FCL for tests and checks in single-pilot aeroplanes to be performed in a multi-pilot operation. Generally, this is only applicable where the aircraft is being operated in a formally regulated multi-pilot environment in accordance with (UK) Part-CAT (Commission Regulation EC 965/2012 for Air Operations as amended). Further guidance is at Part 15 of this document and CAA Standards Document 24 for SP HPCA.

The Skill Test

7.3 In this context, a skill test is a demonstration of knowledge and skill for the inclusion of a new class or type rating in the pilot's licence. The schedule for all class rating skill tests and skill tests for single-pilot aeroplane type ratings (except those classified as high-performance complex aeroplanes) includes sections 1, 2, 3 (A or B), 4 and 5, plus section 6 if the test is conducted in a ME aeroplane. The starred items (*) of section 3B and, for ME aeroplanes, section 6, shall be flown solely by reference to instruments if revalidation or renewal of an IR is included in the skill test. If the starred items (*) are not flown solely by reference to instruments, and when there is no cross-crediting of instrument rating privileges in accordance with Appendix 8 to (UK) Part-FCL (see also Part 9 and Appendix 3 to this document).

7.4 The applicant for a class or type rating skill test shall pass a theoretical knowledge examination. For SE aircraft the theoretical knowledge examination shall be conducted verbally by the examiner to determine whether or not a satisfactory level of knowledge has been achieved by the applicant. For ME aeroplanes and high-performance aeroplanes, a written theoretical knowledge examination is required upon completion of the training at the ATO. However, this does not preclude the examiner from conducting a verbal examination during the skill test to check understanding and ascertain the level of knowledge of the applicant.

7.5 Further notes and guidance on the skill test schedule and standards are at Appendix 1. The recommended test tolerances are at Appendix 2.

7.6 The following table is included as a guide to the likely duration (flight time) of skill tests, but does not take into account factors such as the relative complexity of the aircraft, local airfield and airspace procedures, ATC delays or specific examiner requirements:

Skill test for class or type rating	1 hour
Class or Type rating skill test combined with IR revalidation or renewal	1.7 hours

The Proficiency Check

7.7 In this context a proficiency check is a demonstration of knowledge and skill to revalidate or renew a rating (class, type, instrument and EIR) that is already held by the pilot. There are various proficiency check schedules depending on whether the applicant wishes to revalidate or renew an IR or EIR only, a class or type rating only, or a class or type rating combined with an IR or EIR.

7.8 **IR only:**
The applicant shall complete section 3B, those parts of section 1 relevant to the intended flight and, for ME aeroplanes, section 6. The starred (*) items shall be flown solely by reference to instruments. An oral examination is not mandatory, but the examiner may wish to check knowledge and understanding and clarify some points by oral questioning. This confers no credit for the sections and items required for a class or type rating proficiency check flown on a separate occasion.

7.9 **EIR only**:
The applicant shall complete the proficiency check schedule in accordance with AMC1 (UK) FCL.825 (e);(g) and detailed in paragraph 8.5.

7.9 **Class or type rating only:**
The applicant shall complete sections 1, 2, 3A, 4 and 5, plus section 6 if the check is conducted on a ME aeroplane. An oral examination is not mandatory, but the examiner may wish to check knowledge and understanding and clarify some points by oral questioning. For type or ME class ratings, section 3A may be omitted if the applicant demonstrates logbook evidence of 10 route sectors as pilot of the relevant type or class of aeroplane, or one route sector as pilot of the relevant type or class of aeroplane or flight simulator flown with an examiner during the period of validity of the rating. A route sector is considered to be a take-off, departure, cruise of not less than fifteen minutes, arrival, approach and landing.

7.10 **Class or type rating plus IR or EIR:**
Where the class or type rating proficiency check is combined with an IR proficiency check, the applicant shall complete sections 1, 2, 3B, 4 and 5, plus section 6 if the check is conducted on a ME aeroplane. The proficiency check should be accomplished under IFR. The starred (*) items of section 3B and, if applicable, section 6 shall be flown solely by reference to instruments. An oral examination is not mandatory, but the examiner may wish to check knowledge and understanding and clarify some points by oral questioning. Where the class or type rating proficiency check is combined with an EIR proficiency check, the applicant shall complete sections 1, 2, 4 and 5, plus section 6 if the check is conducted in a ME aeroplane, and the EIR proficiency check schedule at AMC1 (UK) FCL.825(e);(g) and paragraph 8.5.

7.11 Further notes and guidance on the proficiency check schedule and standards are at Appendix 1. The recommended test and check tolerances are at Appendix 2.

7.12 The following table is included as a guide to the likely duration (flight time) of proficiency checks, but does not take into account factors such as the relative complexity of the aircraft, local airfield and airspace procedures, ATC delays or specific examiner requirements:

Proficiency check for class or type rating	1 hour
IR or EIR revalidation or renewal (as a stand-alone event)	1.2 hours
Class or type rating proficiency check combined with IR or EIR revalidation or renewal	1.7 hours

Part 8a – Instrument Rating Revalidation and Renewal

8.1 The IR is valid for one year and may be revalidated by proficiency check in the three months preceding the expiry date. If an IR has expired, the applicant is required to undertake refresher training at an ATO to reach the level of proficiency required to pass a proficiency check. There are no mandatory requirements for the nature, duration or content of this refresher training as every pilot will present with different levels of experience and competence (see also Part 4 above). Guidance on refresher training is in AMC 1 FCL.625(c) IR. In all cases where an IR has expired, irrespective of whether or not refresher training is required or deemed necessary, the application to renew the rating shall be accompanied by a certificate from the ATO specifying the training provided. Where no refresher training was deemed necessary or undertaken, the certificate may state, “no training required”. Form SRG 1107 is used for this purpose.

8.2 If the IR has not been renewed or revalidated in the preceding 7 years, notwithstanding that it may still be listed in Section XII on Page 4 on the front of the licence, the applicant is required to pass again the IR theoretical knowledge examinations and the IR skill test. The 7-year period commences from the date the IR has expired. In these circumstances, an Instrument Rating Examiner (IRE) is required to conduct the skill test. Exemptions to this requirement are explained in Part 4 of this document.

8.3 An FNPT II or full flight simulator representing the relevant class or type of aeroplane may be used to ***revalidate*** an IR as a stand-alone event, i.e. when not combined with a class or type rating, but at least each alternate proficiency check shall be performed in an aeroplane. An IR may be revalidated or renewed as part of a combined type rating skill test or proficiency check in an appropriately qualified full flight simulator. Variation of an examiner’s certificate may be required in order to conduct IR revalidation or renewal in flight simulation training devices. The CAA Flight Examiners Handbook contains further guidance.

8.4 Examiners and applicants are to be aware of the following restrictions on IR revalidation and renewal and IR privileges in general:

- At the time of undertaking the IR proficiency check, the pilot must either hold a class/type rating for the class/type of aeroplane/FSTD being used in the test or be renewing that class/type rating on the same flight as the IR renewal/revalidation.
- An IR valid for use in single-pilot aeroplanes (IR-SPA) must be revalidated or renewed in a single-pilot aeroplane.
- An IR with a limitation restricting privileges to SE aeroplanes (IR-SPA-SE) must be revalidated or renewed in a SE aeroplane. In order to remove the limitation, the applicant must complete an approved course of training at an ATO and pass an IR skill test with an IRE allocated by the authority in a ME aeroplane.
- An IR valid for ME aeroplanes must be revalidated in a ME aeroplane to retain ME IR privileges (IR-SPA-ME). If revalidated or renewed in a SE aeroplane the rating will be restricted to SE aeroplanes only (IR-SPA-SE).
- A multi-pilot IR is type specific and does not confer IR privileges in other multi-pilot aeroplanes or single-pilot aeroplanes. However, credit may be available towards the IR section of a proficiency check in a single-pilot aeroplane (See Part 9 below).
- A single-pilot IR is not valid on multi-pilot aeroplanes.
- An IR associated with a single pilot high performance complex aeroplane is type specific and does not automatically confer IR privileges in other single-pilot aeroplanes. However, credit may be available towards the IR section of a proficiency check in another type or class of single-pilot aeroplane (See Part 9 below).

Part 8b – En-route Instrument Rating Revalidation and Renewal

8.5 The EIR is valid for one year. For EIR revalidation and renewal, the applicant shall pass the proficiency check in accordance with the schedule at AMC1 (UK) FCL.825(e);(g) within a period of three months immediately preceding the expiry of the rating. Alternatively, the EIR

may be revalidated by experience provided that, within 12 months preceding the expiry of the rating, the holder completes 6 hours as PIC under IFR, and a training flight of at least 1 hour with an instructor holding privileges to provide training for the IR(A) or EIR. Guidance on the content of the training flight with an instructor is at AMC1 (UK) FCL.825(g)(2). For each alternate subsequent revalidation of the EIR the holder shall pass a proficiency check.

8.6 If an EIR has expired, the applicant is required to complete refresher training provided by an instructor qualified to instruct for the IR(A) or EIR to reach the level of proficiency needed and pass a proficiency check. There are no mandatory requirements for the nature, duration or content of this refresher training as every pilot will present with different levels of experience and competence (see also Part 4 above).

8.7 If the EIR has not been revalidated or renewed within 7 years from the last validity date, the holder will also be required to pass again the EIR theoretical knowledge examinations in accordance with (UK) Part-FCL.615(b).

Part 9 – IR Cross-Crediting

9.1 IR cross-crediting can be used for the revalidation or renewal of SP SE and ME instrument ratings in accordance with Appendix 8 to UK Part-FCL. The following amplifications of Appendix 8 are given to avoid doubt:

- **Cross-credited rating expiry dates.**
  a. SP SE instrument ratings gained by flying 3 approaches will expire on the same date as the instrument rating from which they were cross-credited.

  b. For example:

  A320/IR expires on 31 August 2024. On 31 March 2024 the pilot presents evidence of 3 instrument approaches (including at least one RNP approach) flown in an SP SE aeroplane in the previous 12 months (i.e. between 1 April 2023 and 31 March 2024). SP SE Instrument rating revalidated or renewed with an expiry date of 31 August 2024.

  NB: Licensing action must be carried out by a CRE/IRR or IRE, not a TRE.

  c. SP ME instrument ratings gained by undergoing a proficiency check covering Section 6 of the rating test schedule will expire 12 months after that proficiency check, taken to the end of that month (or, if revalidating within the last 3 months of validity, 12 months after the current expiry date). For example:

  A320/IR expires on 31 August 2024. On 20 March 2024 the pilot successfully flies Section 6 of the rating profile (by sole reference to instruments) with a CRE/IRR or IRE. SP ME Instrument rating renewed with an expiry date of 31 March 2025.

  NB: If the pilot also holds an SP SE class rating, then the SE IR is also automatically renewed or revalidated by cross-crediting to the same expiry date as the SP ME IR.

- **Use of FNPT2.**

For SP ME IR revalidation (not renewal) by cross-credit, on alternate years Section 6 may be tested in an FNPT2. When carried out in an FNPT2 for this purpose, Section 6 may not be counted towards an MEP class rating proficiency check, which must always be completed in an aeroplane.

9.2 Cross-crediting assumes that the applicant has a valid IR and more than one type or class rating in the licence. The purpose of cross-crediting is to reduce the number of IR proficiency checks required for a pilot who operates both multi-pilot and single-pilot aeroplanes or more than one single-pilot type or class of aeroplane.

9.3 Where a proficiency check including IR is performed in one type or class of aeroplane, credit may be claimed towards the IR part (Section 3B) and, in certain circumstances, the Asymmetric part (Section 6) of a proficiency check for another single-pilot type or class. Cross-crediting is available for the purposes of both renewing and revalidating an IR-SPA.

9.4 The cross-crediting of IR privileges only include Section 6 of the proficiency check schedule when crediting an IR-SPA from one class or type of single-pilot ME aeroplane to another where neither is a high-performance complex aeroplane (HPCA). To gain an IR-SPA cross-credit for ME aeroplane classes and types in any other circumstance, the applicant is required to complete the starred items of Section 6 (6.1*, 6.2* and 6.3*) by sole reference to instruments in order to retain IR privileges in that ME class or type.

9.5 Interpretation of the cross-crediting table in (UK) Part-FCL Appendix 8 can be difficult. Therefore, a flow diagram has been attached to this Standards Document at Appendix 3.

9.6 In some cases of cross-crediting for SE aeroplanes there is a requirement for the applicant to demonstrate currency in single pilot IFR operations. This is signified by an asterisk in the cross-crediting table. The requirement states, “Provided that within the preceding 12 months the applicant has flown at least 3 IFR departures and approaches exercising PBN privileges, including at least one RNP approach on a SP class or type of aeroplane in single pilot operations.”

If an RNP approach has not been flown, then RNP approach privileges are lost. Because it is possible to operate in accordance with the instrument flight rules, but all the time controlling the aeroplane and its flight path by visual reference in VMC, the CAA interpret “IFR departures and approaches” as departures and approaches where the aircraft attitude and flight path is controlled by reference to flight instruments and flight navigation displays. Where the applicant holds current SP instrument flying privileges, these departures and approaches may be self-certified. Where an applicant does not currently hold SP instrument flying privileges, the approaches must be flown with a suitable qualified FI or IRI, who should sign the applicant’s logbook.

9.7 In all cases an application Form SRG 1157 must be completed and certified by an examiner with privileges for the revalidation and renewal of single pilot instrument ratings (IRE or CRE with IR revalidation and renewal privileges) indicating that the IR has been revalidated by cross-crediting. This must be returned to the CAA. An appropriate entry must also be made by the examiner in the certificate of revalidation in the applicant’s licence indicating revalidation or renewal of the IR-SPA and the new validity date.

9.8 (UK) Part-FCL.625.IR states that an instrument rating shall be valid for 1 year; it shall be revalidated within the 3 months immediately preceding the expiry date of the rating and that applicants who fail to pass the relevant section of an IR proficiency check before the expiry date of the IR shall not exercise IR privileges until they have passed the proficiency check.

9.9 (UK) Part-FCL.625.A specifies the requirements for revalidation of an IR (A) when either combined with a class or type rating or as a standalone rating. (UK) Part-FCL.625.A (b) indicates that cross-credits shall be given in accordance with Appendix 8 to Part-FCL.

9.10 Overall, the intention is that the holder of an IR undertakes an IR proficiency check annually, either combined with a class or type rating or as a standalone event and that, following an IR proficiency check, credit may be given to reduce the requirements to demonstrate IR proficiency in another type or class of aeroplane.

9.11 If, however, IR proficiency has not been demonstrated in any of the types or classes operated by the pilot within the preceding 12-month period, IR privileges are no longer valid.

Part 10 – IMC IR Rating Revalidation and Renewal

10.1 The IMC rating is endorsed in (UK) Part-FCL licences as an IR (Restricted). Requirements for the revalidation and renewal of IMC ratings in UK National licences and the IR(R) in Part-FCL licences refer to in Standards Document 25. In a recent change to the result acheiveable a 'Partial Pass' has been added in addition to the other results that may be awarded to allow the examiner to recommend further training as with many other skills test or proficiency checks.

(**NB:** Until the CAA Form SRG1176 is amended to include the 'Partial Pass' result. Examiners are asked to add a 'box' in the appropraite part of the form and write 'Partial Pass' and then tick the that box. In the case of a 'Partial Pass' SRG2129 will also need to be completed).

Part 11a – Paper Forms

11.1 Examiners and applicants should use copies of forms recently downloaded from the CAA website (www.caa.co.uk). All CAA documents and forms are subject to regular review and occasional amendment, so it is inadvisable to retain a large stock of forms.

11.2 The Examiners Report form SRG 1157 (and 1157S for seaplanes) is to be used for all non-high-performance complex SPA class and type rating skill tests and proficiency checks and instrument rating proficiency checks. Pages 1 and 2 of form SRG 1157 are to be completed by the applicant and examiner and returned to the CAA. The examiner should retain a copy of SRG1157 as a personal record.

Form SRG 1157 may also be used to notify the CAA of a SEP/TMG class rating revalidation by experience, but form SRG 1107 is preferred. Examiners are required under (UK) FCL.1030 to keep a record of their tests and checks, subject also to data protection law, for 5 years; thereafter the form(s) should be destroyed. The CAA may ask for access to these records at any time.

11.3 For the initial issue of a class or type rating or renewal where CAA licensing action is required, form SRG 3108 is to be completed by the applicant and completed on-line with the appropriate fee; a scanned copy of the original of the SRG 1157 and SRG 1107 will be required. For revalidation or renewal of an EIR, Form SRG 3106 is to be used.

11.4 In the event of failing a skill test or proficiency check for the issue, revalidation or renewal of a class, type or instrument rating, the applicant is to be issued with a notice of failure, form SRG 2129, Examiner Report - Failure of Test, Check or Assessment of Competence. When completing the notice of failure, the examiner should detail the failed item(s) or section(s), the reason for failure and any further training requirement. A copy of the completed form should be given to the applicant, and the original must be forwarded to the CAA. The applicant must also be informed that he may not exercise the privileges of that particular rating until all items of the test or check have been passed. He should also be informed of his right of appeal (Regulation 6(5) of the CAA Regulations) against the conduct of the test or check. Information regarding the appeal procedure is printed on the form.

11.5 Examiner report forms must be signed, the original retained and a copy sent to the CAA to licenceapplications@caa.co.uk

Part 11b – e-Licensing

11.6 Currently ratings on professional licences can be maintained using the CAA e-Licensing system. Pilots who have registered for e-Licensing may use the system to:

- Apply for a new rating.
- Apply for the renewal of a rating where licensing action is required.
- Inform the CAA that rating revalidation or renewal has taken place where no CAA action is required.

11.7 For all e-Licensing rating issues, revalidations and renewals it will not be necessary to complete or submit an SRG3108. For rating revalidation and renewal, a form SRG 1107 must be completed, scanned and emailed to licenceapplications@caa.co.uk

11.8 Pilots will also be required to enter details of their skill test or proficiency check and upload a scanned, completed copy of the SRG 1157. When revalidating an SEP or TMG rating by experience, SRG1107 should be completed appropriately and follow the instructions at the top of the form.

Part 12 – Skill Tests and Proficiency Checks - Conduct, Assessment and Administration

Pass and Fail Criteria

12.1 A skill test consists of a group of up to two attempts. All sections of the skill test schedule must be passed in the two attempts within a period of 6 months after commencement of the class or type rating training course and within a period of 6 months preceding the application for the issue of the class or type rating. Although a theoretical knowledge test or oral examination is a requirement for the issue of a class or type rating, it is not considered as an item for assessment in this section.

12.2 A proficiency check consists of a group of up to two attempts. All sections of the proficiency check must be passed in the two attempts and completed within the period of rating validity in order to revalidate the rating. Where an applicant fails an item or items of a class, type or instrument rating proficiency check, the privileges of that rating are suspended pending successful completion of the check.

12.3 Where the skill test or proficiency check for a class or type rating is combined with the revalidation or renewal of an IR or EIR, some items in the schedule are common to both the class/type rating and the IR/EIR. Nevertheless, the two ratings are to be assessed independently. Thus, if an aircraft handling error occurs whilst flying by reference to instruments and this results in failure of one of the IR or EIR items, wherever possible the examiner should reassess the item which is now flown as a visual exercise. This will enable assessment of the applicant's competence to exercise the privileges of the class or type rating in VMC and in accordance with VFR. For example, whilst operating by sole reference to instruments, the applicant's poor directional control might result in failure of item 6.1 (simulated engine failure during take-off). This same item should then be repeated as a visual flying exercise.
If successful, the class or type rating may be revalidated or renewed but without IR privileges, i.e. VFR only. If the item cannot be reassessed as a visual exercise, for example due to poor weather, the test or check should be assessed as incomplete with regard to the class or type rating (see also Repeat Manoeuvres at paragraph 12.7).

12.4 For the class or type rating, the applicant shall pass all required sections of the skill test or proficiency check. If any item in a section is failed, that section is failed. Failure of more than one section (from sections 1, 2, 3A, 4, 5 and 6) will require the applicant to take the entire test or check again. An applicant failing only one section (referred to as a "partial pass") shall take all items in the failed section again. Failure in any section of the re-test including those items that have been passed at a previous attempt will require the applicant to take the entire test again. There is no limit to the number of tests or checks that may be attempted.

12.5 For IR revalidation or renewal, the applicant shall pass all relevant items in section 1, all items in section 3B and, for ME aeroplanes, the starred items of section 6. If any item is failed, the IR is failed. The failed item(s) only shall be retested at the second attempt. Should that second attempt be unsatisfactory then the whole of Section 1, 3B and, for ME aeroplanes, the starred items of section 6, must be re-tested. There is no limit to the number of tests or checks that may be attempted.

For EIR revalidation and renewal, the applicant shall pass all the relevant sections of the check profile at AMC1 (UK) FCL.825(e). If any item in a section is failed, that section is failed. Failure of more than one section will require the applicant to take the entire check again. An applicant failing only one section should only repeat that failed section. Failure in any section of the recheck, including those sections passed at a previous attempt, requires the applicant to take the entire check again.

12.6 Note that, for a combined class or type rating and IR test or check, section 3B does not count as a section when assessing whether the result of the class or type rating is a Pass, Partial Pass or Fail.

Repeat Manoeuvres

12.7 At the discretion of the examiner, the applicant may repeat any manoeuvre or procedure of the test or check once. Generally, for skill tests, the examiner should only exercise this option when some external influence or distraction, or perhaps misunderstanding of the brief, unduly affected the applicant's ability to demonstrate the manoeuvre to a satisfactory standard or prevented the examiner from making a fair assessment of the applicant's ability. For proficiency checks, the examiner has more leeway and may broaden the application of repeat manoeuvres. The intention of the proficiency check is to determine the applicant's ongoing proficiency in those skills previously demonstrated for initial issue of the rating but perhaps not recently exercised. Therefore, it may be more appropriate to re-brief in the air and ask the applicant to repeat an item. Should the repeat be unsatisfactory the item must be assessed as failed and re-tested on another occasion as a second attempt. Notwithstanding the examiner's discretion to allow repeats, any unsatisfactory item that warrants further training with an instructor must be assessed as failed and retested on another occasion following retraining.

Further Training

12.8 Following a failure of the first attempt the examiner may recommend further training. Though not mandatory, applicants are strongly advised to follow the examiner's recommendation. Failure to achieve a pass in all sections of a test or check in two attempts will require further practical training. Further training should address the weaknesses shown by the applicant. The examiner should use his experience as an instructor to identify underlying errors of technique or gaps in the applicant's skills and knowledge and direct the training accordingly to resolve these. Therefore, it is usually more appropriate to indicate the skills to be retrained rather than prescribe a set number of hours. Training mandated or recommended by the examiner is to be entered on the SRG 2129 (Examiners Report – Failure of Test, Check or Assessment of Competence). The applicant may elect to undertake more training than recommended or mandated by the examiner.

Administration

12.9 After the flight and debrief the examiner shall complete an examiner's report, and:

- For a Pass – give the completed form to the applicant to send to the CAA. The examiner should also complete page 3 and retain a copy of form SRG 1157 for future reference. Where a rating that appears on the front of the applicant's licence is being revalidated or renewed, the examiner shall also complete the certificate of revalidation in the applicant's licence.

  Important note:

  If a type or class rating, IR or EIR is not listed at Section XII on page 4 of a pilot's licence as a rating to be revalidated or is listed on the back of the licence as a rating previously held, the examiner may not sign the certificate of revalidation included in the licence. In this instance, an application form (SRG 3108) must be submitted to the CAA along with all of the relevant forms and documents for renewal of the rating. The CAA will reinstate the rating in Section XII of the licence and endorse the pilot's certificate of revalidation. A fee will apply in accordance with the current scheme of charges.

- For a Partial Pass – if there is any possibility that a different examiner will be conducting the re-test, give a copy of the test/check schedule (page 3 of form SRG 1157) to the applicant to present to the next examiner for the second attempt. All items passed at the first attempt should be clearly marked with "PASS" or a 'tick'. The unsatisfactory item(s) must be clearly marked with "FAIL". The examiner should retain the original test/check schedule for future reference. In all cases, Pages 1 and 2 of form SRG 1157 should be returned to the CAA indicating a Partial Pass. The examiner must also complete SRG 2129 Examiner Report - Failure of Test, Check or Assessment of Competence in

accordance with paragraph 11.4 above. A new form SRG 1157 will be required for any re-test.

- For a Fail – the examiner shall complete pages 1 and 2 of form SRG 1157 indicating a Fail and return it to the CAA. The examiner should complete and retain the original test/check schedule (page 3) for future reference. The examiner must also complete a Form SRG 2129 (Examiner Report - Failure of Test, Check or Assessment of Competence) in accordance with paragraph 11.4 above.

12.10 Examiners are additionally required to inform applicants who have not passed a skill test or proficiency check that they may not exercise the privileges of that rating until the test or check has been successfully completed. This is particularly important if the applicant is losing existing privileges.

12.11 Should the test or check be incomplete, for example due to poor weather or aircraft technical faults, the applicant must be assessed on another occasion, but only on those sections or items outstanding and required to complete the test. This should be done at the earliest practicable opportunity and preferably with the same examiner. Where a second examiner becomes involved with completion of a test or check, a copy of the original test/check schedule (page 3 of SRG 1157) will be required. If all check items are not completed within the remaining validity period of the rating, the rating will lapse, and renewal action will be required.

12.12 During a test or check, the examiner may be requested to assess ICAO language proficiency. Unless specifically trained and accredited as a language proficiency assessor, UK certified examiners are **only permitted to assess level 6** – expert - Examiners should refer to the CAA website for further guidance on their roles and privileges for the assessment of language proficiency.

Part 13 – Performance Based Navigation (PBN)

13.1 Whilst Article 4a of (UK) Part-FCL requires that an RNP approach is flown on every instrument rating test or check, the UK has currently derogated from this requirement (see CAP 2138) and is retaining the option of revalidating or renewing an IR without RNP APCH privileges. However, the IR proficiency check should normally be planned with the expectation of being able to fly an RNP approach during the test and every effort should be made to achieve this. If, on the day, circumstances mean that an RNP approach is not available, the check may go ahead, and 2 approaches using terrestrial aids (NDB, VOR, ILS) should be flown. The Section 3 of the SRG 1157 must be annotated accordingly.

13.2 RNP APCH privileges may subsequently be regained following a successful test in a SP aeroplane, FFS or FNPT2 with an IRE or a CRE/IRR during which an RNP approach is flown to either go around or land. In this case a second form SRG1157 should be completed and submitted to the Authority indicating successful completion of an RNP approach. The expiry date of the original IR remains unchanged.

13.3 **Aeroplane equipment.**

To carry out an RNP approach, the aeroplane must carry equipment certified to RNP APCH (0.3nm accuracy), allowing 2D RNP approaches to be flown. All Garmin G430W/G530W and G1000 equipped aeroplanes meet or exceed this requirement. For aircraft equipped with a G430/530 or similar, the installation must be certified in the POH or AFM for RNP APCH. The GNSS database must be current. Examiners must ensure that the aeroplane is suitable for conduct of the test.

13.4 **Administration.**

Any check for the initial award of PBN privileges must comply with the requirements of CAP 2138.

Part 14 – RNAV Substitution

14.1 CAP1926 includes the procedures for the use of RNAV Substitution in UK airspace: RNAV Substitution may be used in all phases of flight in UK airspace, except to provide lateral guidance in the final approach segment of an Instrument Approach Procedure (IAP).

14.2 CAP 1926 requires operators/pilots to establish and document:

- A policy for the use of RNAV Substitution.
- Standard operating procedures to be used by the flight crew when utilizing, the FMS/Area navigation system for substitution, complying with any procedures and/or limitations developed by the aircraft manufacturer in its documentation.
- Training for the use of RNAV substitution. The training programme shall, as a minimum, include limitations, operational criteria, and operating procedures.

Operators and ATOs will therefore need to amend their Operations and Training Manuals before they can introduce the use of RNAV Substitution into their operations.

14.3 The following guidance explains how RNAV Substitution may be used by the applicant when undertaking a proficiency check for the revalidation or renewal of an Instrument Rating. Throughout this guidance, 'conventional' indicates a ground-based navigation aid such as NDB, DME, VOR and ILS.

14.4 CAP 1926 introduces RNAV Substitution for the departure, en-route and arrival phases. Substitution is also allowed for the initial and intermediate approach segments and the missed approach. Consequently, during the IR proficiency check, RNAV Substitution may be used in accordance with CAP 1926 where the aircraft equipment meets the required specifications, but with the following caveats:

- When holding, either manual heading control or FMS guidance may be used in order to achieve and maintain the published holding pattern.
- During the final segment of an NDB or VOR approach, overlay steering information may be displayed to assist situational awareness, but continuous reference must be made to raw ADF or VOR data in order to confirm the lateral accuracy of the approach.
- Use of RNAV Substitution during an approach based on conventional aids does not satisfy the requirement that one approach during the IR PC must be an RNP approach.

Part 15 – Flight Simulation Training Devices (FSTD)

15.1 In certain circumstances (UK) Part-FCL permits the use of flight simulation training devices (FSTD) for practical training, skill tests and proficiency checks. All FSTD are subject to authority approval in accordance with (UK) CS-FSTD and the evaluation report and approval certificate will state the extent to which the device may be used. Certain full flight simulators have been approved for use for type rating skill tests and proficiency checks and for the revalidation and renewal of instrument ratings. At the time of publication of this document a number of other flight training devices (e.g. FNPT II) have been approved for the revalidation of instrument ratings, but none have been approved for class rating tests or checks; these must be conducted in an aeroplane. If uncertain, examiners should contact the CAA to ascertain the status of a particular device for use for tests and checks.

15.2 Class Rating Examiners (CRE/IRR) must be additionally certified to conduct tests and checks in FSTD. Further examiner guidance on the conduct of tests or checks in FSTD may be found in the CAA FEH.

Part 16 – Multi-Pilot Operations in Aeroplanes Certified for Single Pilot Operation

16.1 Where an aeroplane is certified as a single-pilot type but is operated for commercial air transport in a formally regulated multi-pilot environment in accordance with UK Requirements for Air Operations Part-CAT, the skill test or proficiency check may be conducted as a multi-crew event. Where the class or type of aeroplane is not additionally classified as a single pilot high-performance complex aeroplane, the test or check is to be conducted in accordance with SPA test/check schedule at Appendix 9 to (UK) Part-FCL (page 3 of SRG 1157) and this Standards Document. Where the type is additionally classified as a single-pilot high-performance complex aeroplane, the test or check is to be conducted by a Type Rating Examiner in accordance with the multi-pilot/SP HPCA test/check schedule in Appendix 9 to (UK) Part-FCL and Standards Document 24.

16.2 The examiner conducting such a test or check is to be suitably trained, qualified and certified for the conduct of tests and checks in accordance with multi-pilot operations.

16.3 If the rating is to be for SPA operation only, the applicant is to take the test or check in accordance with Parts 7 and 8 above, operated throughout as single pilot. Two entries will be required in the applicant's licence – one for the class or type rating and one for the IR (refer also the guidance in the CAA FEM). Thus, for example:

D228IR-SP-ME/SE

16.4 If the rating is for multi-pilot operations of a type certified as SPA (excluding SP HPCA), the test or check shall still follow the relevant SPA test or check schedule in accordance with paragraphs 7 and 8 above but will be conducted throughout as a MP operation. This is to be annotated as such on the application and report forms and, for revalidation, on the applicant's Certificate of Revalidation as a rating valid only for multi-pilot operations. Thus, for example:

D228/MP

And where the IR is revalidated or renewed at the same time:

D228/IR/MP

The applicant(s) must be reminded that they may not exercise single-pilot privileges on that particular type.

16.5 If both single-pilot and multi-pilot operational privileges are required, for example two-pilot operation for commercial air transport and single-pilot operation for positioning flights, the test or check shall be conducted as at paragraph 15.4 above but with additional items. The full test or check must first be completed in the multi-pilot role with a constituted crew.

IR-SPA privileges can be renewed or revalidated by complying with the requirements of Part-FCL Appendix 8 – completing Section 6 of the test schedule single-pilot by sole reference to instruments. To renew or revalidate the single-pilot class/type rating it is suggested that item 5.4 of the test schedule (simulated emergencies) is carried out, in VMC, as a single pilot.

The SPA element is to be recorded on the form and, for revalidation, on the applicant's Certificate of Revalidation as a full SPA rating in accordance with paragraph 14.3 above.

16.6 Because of the generic nature of MEP class ratings, pilots operating a specific MEP type (e.g. a PA31) in a multi-pilot operation in accordance with (UK) Part-CAT will be required to maintain a single-pilot ME instrument rating (IR-SP-ME). Multi-pilot operating privileges may be gained and maintained by passing the OPC specified in the (UK) Part-CAT organisation's Operations Manual.

16.7 Aeroplanes certified as MPA may not be used to test or check for single-pilot ratings.

Part 17 – CRM and Single Pilot Resource Management

17.1 Crew Resource Management (CRM) applies to all areas of flying operations, from commercial air transport to corporate and private operations. (UK) Part FCL Subpart J requires that all instructors are assessed for their competence to integrate Threat and Error Management (TEM) and CRM into all aspects of training for pilot licences, ratings and certificates. For commercial operations, (UK) Part-CAT mandates a requirement for formal initial and recurrent CRM training and ongoing assessment of crews conducting commercial air transport.

17.2 The privilege to conduct OPC is normally achieved during the examiner standardisation training course by completing an additional module. This module includes training in the requirements of (UK) Part-CAT, familiarisation with the company Operations Manual, particularly Parts B and D, and training in the principles of assessing and debriefing crew co-operation and CRM. Examiners seeking privileges to conduct OPC should also be guided by the contents of Standards Document 29 (Guidance on the requirements for the training and testing of Human Factors for Flight-crew under (UK) Part ORO and (UK) Part FCL), and CAP 737 (Flight-crew human factors handbook).

17.3 Certification/re-certification of examiners engaged in OPC is normally conducted by a CAA FO(T)I (CAA Staff Flight Examiner). Examining privileges for OPC will be specified on the examiner's certificate.

Appendix 1 - Test and Check Schedule and Assessment Criteria

A-1 Examiners are advised to use the CAA Flight Examiners Handbook in conjunction with the skill test/proficiency check schedule in Appendix 9 to (UK) Part-FCL, and this Standards Document when assessing an applicant's performance.

A-2 Examiners are required to be fully familiar with the UK test and check criteria and apply them with sound judgement and prudence, in accordance with their experience, training and certification as examiners. Instructors and applicants are welcome to acquaint themselves with these criteria but are reminded that they are published for the examiner's guidance. Therefore, applicants are advised not to dwell upon the criteria or attempt to assess their own performance during tests and checks.

A-3 Where the letter "M" appears on the test or check schedule this indicates a mandatory exercise or a choice where more than one exercise appears. These items are the ***minimum*** requirement of the test or check schedule. All other items remain optional for inclusion and assessment at the examiner's discretion. For example, examiners should include appropriate systems malfunctions relevant to the type or class at Section 5 Item 5.4(ii). This is of particular importance for more complex aircraft. Similarly, applicants will be expected to understand the principles of operation of all systems and equipment in the aircraft and be able to operate them in accordance with all normal, abnormal and emergency procedures. For example, in aircraft equipped with an autopilot, flight director or flight management systems, the applicant will be required to demonstrate the testing and correct use of the equipment.

Section 1 - Departure

Pre-flight
Check aeroplane serviceability record and technical log
Check that all documents required for the flight are carried and correct
Obtain and assess all elements of the prevailing and forecast weather conditions
Complete mass and balance schedule and establish performance criteria
Check NOTAM for factors likely to affect conduct of flight
Check RAIM for any planned RNP approaches
Complete an appropriate flight navigation log, chart and flight plan
Complete fuel plan and determine that the aeroplane is correctly fuelled for the flight

Pre-Start Checks
Complete all elements of the aeroplane and equipment pre-flight inspections as detailed in checklist, operating handbook or flight manual
Complete an appropriate passenger emergency procedure briefing

Engine Starting
Complete engine starting procedures in accordance with the approved checklist, operating handbook or flight manual

Taxying
Complete all recommended taxying checks and procedures
Comply with ATC instructions, airport markings and signals
Maintain control and proper spacing from other aircraft and obstacles

Pre-Departure Checks
Ensure all systems are operating normally or, if not, that the aircraft is fit for departure in accordance with a minimum equipment list or an equivalent
Ensure the aircraft is correctly configured for departure
Complete all departure checks and drills including engine operation
Obtain and comply with ATC departure clearance

Take-off Procedure
Confirm any aeroplane performance criteria including crosswind condition
Position the aeroplane correctly for take-off and advance the throttle(s)/thrust lever(s) to take off power with appropriate checks

Use the correct take-off technique using the recommended speeds for rotation/lift-off and initial climb
Ensure a safe climb and departure adjusting power and aeroplane configuration as appropriate
Complete all necessary after take-off checks
Execute a safe departure in accordance with clearance and with due regard for other air traffic

Climbing
Achieve target speeds and headings
Comply with ATC instructions
Use correct and effective lookout techniques
Complete all necessary climb checks

ATC Liaison - compliance RTF procedures, Airmanship
Demonstrate standard RTF procedures and phraseology
Demonstrate compliance with ATC instructions
Operate on the ground and in the air with particular regard for passenger safety and comfort

Section 2 – Airwork (VMC)

Straight and level flight
Demonstrate control by visual attitude whilst maintaining a correct and effective lookout technique
Demonstrate correct techniques for visual flight manoeuvring within the specified limits
Maintain balance and trim

Slow Flight
Consider all safety checks before the manoeuvres where necessary
Select and stabilise the aeroplane at a nominated low airspeed above the stall speed whilst maintaining balance, trim and lookout. Maintain specified altitude/level, heading and speed as specified by the examiner
Maintain safe bank angles, balance, speed, and altitude (if required) during turning and complete turns onto specified headings

Steep Turns (360° left and right - 45 °AOB)
Ensure a thorough lookout to clear the airspace, before, during and after the turns
Roll into a co-ordinated turn with a bank angle of not less than 45°; maintain a stable, balanced turn through at least 360°
Establish and maintain bank angle, speed and height by using smooth, co-ordinated control inputs
Roll out of the turn and stabilise straight and level flight on a specified heading

Stalls and Recovery
Conduct appropriate safety checks before stalling
Establish the required aeroplane configuration and stall entry as appropriate from straight & level or manoeuvring flight
Maintain heading (or bank angle 10°-30° as required) to stall entry
Recognise the stalled condition and the approach to the stall and initiate prompt and correct recovery action
Recover, using the correct techniques and with minimum height loss to return to a clean configuration, best rate climb, or straight and level flight, or as otherwise directed by the examiner
Complete all necessary checks and drills
Maintain effective lookout throughout

Handling using Autopilot & Flight Director (if applicable. May be conducted in Section 3.)
Demonstrate correct procedure for pre-flight functional check of autopilot and/or flight director
Demonstrate correct operating procedure for autopilot and/or flight director in all modes

ATC Liaison
Obtain and maintain suitable level of service from ATC
Maintain listening watch and respond appropriately to messages/instructions/clearances from ATC

Section 3A - En-Route (VFR)

The exact content and duration of section 3A is at the discretion of the examiner and depends on the recent experience of the applicant and the performance and complexity of the aircraft used for test. As a minimum, it should comprise one route sector or navigation leg, sufficient for the applicant to demonstrate proficiency in en-route VFR procedures. For example, the applicant might be briefed to take the aircraft to a defined destination, away from the point of departure, where it is suitable to conduct the Airwork exercises. For less experienced applicants, perhaps those who fly infrequently or those who have not flown VFR in the UK for some time, it might be appropriate to plan and manage a slightly longer, more involved en-route section. Note however, that this is not intended to replicate the en-route section of an initial PPL or CPL skill test, thus a flight time in the cruise of approximately 15 minutes but not more than 30 minutes is envisaged for this section.

Flight Plan
If submitted, the flight plan and clearance is to be completed correctly, and clearances complied with.

Maintenance of altitude, heading and speed
Control aeroplane using visual attitude flying techniques
Configure airframe and engine(s) for cruise or endurance performance in accordance with approved checklist and/or Flight or Operations Manual
Maintain the heading, height and speed as computed in navigation log or advised to the examiner within the prescribed limits
Adjust and monitor fuel consumption for range or endurance as appropriate

Orientation and timing, revision of ETAs
Identify position visually by reference to ground features and map
Navigate by means of calculated headings, ground speed and time
Achieve destinations or turning points within 3 minutes of estimated time of arrival (ETA)
Calculate heading, ground speed, ETA and fuel required during any unscheduled diversion. Amend the plan to avoid deteriorating weather and maintain VMC, or consider discontinuing navigation route if unable to maintain VMC

Use of radio aids and/or GPS
Select, identify and interpret position/navigation information from appropriate ground-based radio and navigation aids or from GPS information as nominated by the examiner.

Flight Management
Complete all elements of VFR planning for the route prescribed with particular reference to planned tracks, altitudes and safe levels of operation
Maintain a navigation log and radio log by recording sufficient information such that the route may be reconstructed, if necessary, after flight
Monitor the engine and aircraft systems throughout the flight
Monitor fuel consumption versus fuel available and fuel required throughput the flight

ATC liaison/ compliance, RTF procedures, Airmanship
Set and cross check altimeters to most appropriate pressure setting in accordance with national regulations or as required by checklist, operations manual or ATC
Use correct and standard RTF phraseology throughout
Where appropriate, obtain ATC clearances and appropriate level of service
Where required, comply with ATC clearances and instructions
Display sound airmanship, flight management and decision-making
Complete all necessary checks and drills

Section 3B - Instrument Flight

Section 3B will always require the applicant's submission of an IFR Flight Plan and where practical should enter Class A airspace. As a minimum, it must include some flight in controlled airspace such that ATC liaison and compliance with ATC clearance and control may be assessed.

The applicant remains responsible for the accurate and safe conduct of the flight irrespective of whether the aircraft is being manually flown or operated via autopilot, flight director and/or flight management system.

The autopilot may be used in any appropriate mode for items 3B.1, 2, 3, and 5. For the 3-D approach (3B.4) the autopilot should be disconnected before intercepting the localiser/final approach track and before final configuration for the approach so that the applicant's handling of any trim change during final configuration may be assessed. The limited panel / standby instrument exercises (3B.6) are to be hand flown.

Where an applicant elects to use a flight director, he is to follow those directions. Should he elect not to follow directions the applicant is to clearly indicate his reasons at that time.

The starred items of section 3B (and where applicable section 6) must be flown solely by reference to instruments. The examiner must ensure therefore, that any method used to simulate instrument meteorological conditions (screens, 'foggles' or hood) is effective at denying the applicant external visual reference to the front and 60° either side. In all cases, the pilot's view ahead shall not be restricted until the aircraft is safely airborne. The examiner's ability to lookout and clear the airspace must not be adversely restricted.

Where failure of instruments is required in an aeroplane, this should be simulated by covering the instruments. Testing of unusual attitudes with simulated failure of main instruments is to be conducted in VMC. In a FSTD the failure should be initiated from the console and preferably should be insidious (i.e. unannounced and with progressive toppling of the AI and/or wandering of the DI/HSI).

Departure IFR
In addition to pre-flight planning as described at Section 1 above, IFR planning is required for the route to be flown. Additionally:

Perform take-off in accordance with the performance calculations using the correct techniques.
Establish the climb, complete a smooth transition to instrument flight and complete after take-off checks and drills
For a PBN departure:

- check that the correct procedure has been loaded in the navigation system; and
- cross-check between the navigation system display and the departure chart

Complete the Standard Instrument Departure procedure (SID) or follow the ATC departure instructions Use of correct altimeter setting procedure
Maintain aeroplane control, speed, heading, level and balance
Apply appropriate drift corrections to maintain published departure track or as instructed by ATC
Identify any navigation aids used
Comply with any noise routing or departure procedures and ATC clearances
Complete all necessary climb checks including altimeter setting procedures and ice precautions

En-route IFR
Follow the flight-planned route or any other ATC route requirements within the operating limits specified
Identify and use navigation systems correctly
Use the correct altimeter setting procedures and show awareness of MSA
For a PBN arrival:
check that the correct procedure has been loaded in the navigation system; and
cross-check between the navigation system display and the departure chart
Maintain a flight log for navigation, RTF, and fuel use, sufficient to give position reports and to confirm acceptable minimum fuel states

Conduct en-route holding procedures if required by ATC
Monitor OAT and the aeroplane surfaces for ice and take the appropriate actions if necessary. (This may be simulated if there is no actual icing)
Use correct RTF procedures and phraseology (Refer to CAP413)

Holding procedure
Complete any holding procedure with appropriate corrections for tracking and timing to achieve the published holding pattern.

3D operations (ILS or 3D RNP approach to DA/H)
Complete the checks and drills for landing and configure the aircraft correctly
Set and identify relevant navigation aids
For an RNP approach:
  check that the correct procedure has been loaded in the navigation system; and
  cross-check between the navigation system display and the approach chart
Set and cross check the appropriate altimeter settings
Use correct RTF procedures and terminology and comply with all ATC instructions and clearances
Wherever possible, avoid disruption or inconvenience to other traffic
Confirm the availability and serviceability of selected navigation equipment
Comply with the published arrival and precision approach procedures
Establish the appropriate aeroplane configuration and airspeed for the phase of the approach
Complete the necessary aeroplane checks and drills
Complete the manoeuvring pattern as required to establish the final approach segment within the specified flight tolerances
Establish the final approach and maintain the approach path in horizontal and vertical profile to DH/A
Control the aircraft as necessary to achieve a stable and trimmed final approach path
Acquire visual references and continue to land or initiate missed approach by DH/A

Missed Approach
Establish aeroplane in a safe climb
Configure the aeroplane to achieve and maintain the climb performance in the POH/Aircraft Flight Manual
Follow published missed approach procedure or as directed by ATC

2D operations to MDA/H (or derived DA/H for CDFA) and MAP
Select and comply with the appropriate VOR/NDB/LLZ/RNP instrument approach procedure
Confirm the serviceability of selected navigation equipment
For an RNP approach:
  check that the correct procedure has been loaded in the navigation system; and
  cross-check between the navigation system display and the approach chart
Comply with all ATC instructions and clearances
Use correct RTF for VOR/NDB/LLZ/RNP procedures
Establish the appropriate aeroplane configuration and airspeed for all phases of the approach
Complete the necessary aeroplane checks and drills
Complete the manoeuvring pattern to establish the final approach segment within the specified limits
Establish the final approach segment and maintain the approach track and vertical profile
For CDFA approaches, achieve steady and stable rates of descent and adhere to the published distance/altitude profile
Acquire visual references and continue to land or initiate missed approach by MAP
For CDFA, acquire visual references and continue to land or initiate missed approach by derived DA/H
If flying a circling approach, acquire visual references by circling minima and circle i.a.w the published procedure or conduct missed approach

Missed Approach
As for the 3D approach

Failure of Compass and AI
When conducted in FSTD, this item should be initiated from the console rather than by covering the failed instrument. Following failure, the applicant may elect to cover the affected instrument to avoid confusing indications.
For aircraft equipped with glass panel display (e.g. PFD and MFD) and standby attitude indicator (i.e. no rate gyro instrument such as a turn co-ordinator), this item may be assessed firstly by failing the PFD for a period of flight using a reversionary display on the MFD, then failing the MFD for a period of flight on the standby AI, pressure instruments and direct reading compass.

Recognise failure promptly
Control the aeroplane by sole reference to partial or limited instruments within the nominated limits (due consideration will be given for turbulence)
Controlled straight and level flight and turns flown at Rate 1 onto nominated headings, using the correct technique and demonstrating correct instrument scan and interpretation
Recover from unusual attitudes with minimum further loss or gain of height and back to straight and level balanced flight and target speed

Failure of localiser or glide path (FSTD only)
Recognise failure promptly
Maintain control and makes timely decision to continue approach (LLZ only) or conduct MAP

Section 4 - Arrivals and Landing Procedures

Arrival procedures
Carry out appropriate checks and drills
Set altimeters and cross-check in accordance with checklist, Operations Manual, or as required
Comply with published arrival procedure or clearance
Maintain adequate lookout and collision avoidance

Normal Landing
Consider weather and wind conditions, landing surface and obstructions
Plan and follow the circuit pattern and orientation with the landing area
From the circuit pattern establish the recommended approach configuration and adjust speed and rate of descent to maintain a stabilised approach
Select and achieve the appropriate touchdown area at the recommended speed
Adjust descent and round out (flare) to achieve a safe landing with little or no float with appropriate drift and crosswind correction
Maintain directional control after touchdown and apply brakes for a safe roll out
Complete all necessary checks and drills

Flapless Landing
As for Normal landing, plus:
Consideration for changed aircraft performance
Adjustment in final approach slope if appropriate for type for reduced drag
Ascertain and achieve a planned landing position

Crosswind Landing
As for normal landing, plus:
Utilises appropriate technique to minimise drift and excessive lateral loads on the undercarriage on landing

Go around from minimum height
Execute a timely decision to go around, or when instructed by ATC or when instructed by the examiner (this may be at any height or time prior to touchdown)
Apply appropriate power and control aeroplane attitude to initiate a safe climb maintaining balance and heading
Adjust configuration and speed to achieve a positive climb at V_Y or V_X as appropriate
Maintain go-around power until a safe manoeuvring altitude is reached and then adjust to a normal climb configuration and speed
Complete all necessary checks and drills

ATC liaison and compliance, RTF procedure, Airmanship
Obtain and comply with ATC clearances using correct RTF phraseology
Adjust circuit pattern/speed to maintain spacing with other traffic in the landing pattern
Maintain awareness of other traffic through RTF and lookout

Section 5 - Abnormal and Emergency Procedures

Rejected take-off
Recognise a situation where the safest course of action is to reject the take-off
Take appropriate actions to stop safely within the remaining runway; inform ATC
Consider and demonstrate/discuss appropriate actions following RTO (e.g. engine shut down, evacuation, precautions for hot brakes etc)

Simulated engine failure after take-off (SE aeroplanes)
Maintain aeroplane control and minimum safe speeds throughout
Identify and select suitable landing area
Configure aeroplane as appropriate, taking into consideration performance
If/when time permits, brief the passenger, inform ATC, execute emergency drills as 'touch drills'

Simulated Forced landing without power (SE aeroplanes)
Maintain aeroplane control and adopt optimum glide performance
Identify and select suitable landing area
Plan descent to achieve a safe approach to chosen landing area and configure aircraft such that a safe landing is assured
If/when time permits, investigate possible cause of engine failure and take corrective action
Brief the passenger, inform ATC and carry out any subsequent checks and drills to ensure safe recovery/landing of aeroplane, passenger and crew

Simulated emergencies (any emergency, abnormal procedure or system failure that is appropriate to the aeroplane on which the test is conducted)
Correctly diagnose the problem
Consider options and decide upon a sound course of action
With reference to checklist, execute appropriate abnormal or emergency procedures
Review, plan and execute further actions as appropriate to ensure safe recovery of aeroplane, passengers and crew

Engine shutdown and restart
With reference to checklist, execute correct procedures for pre-meditated engine shutdown and subsequent re-start
Maintain control of aircraft throughout including heading, balance and trim
Effect drills correctly and without assistance

ATC liaison: compliance, RTF procedures, Airmanship
Make appropriate emergency RTF calls informing ATC of situation and assistance required (transmissions prefixed with "practise" or "simulated" or given to examiner but not transmitted)
Analyse emergency or abnormal situation in calm, methodical fashion
Make sound decisions regarding checks/procedures and formulate appropriate plan for subsequent conduct of flight
Use checklist to confirm actions when time permits

Section 6 – Simulated Asymmetric Flight

If performed on centreline thrust ME aeroplanes, the class rating is restricted to centreline thrust ME aeroplanes only. In this instance, for "Asymmetric" read "Single Engine".

When conducted in FSTD the engine failure shall be without notice and initiated from the console, as opposed to the examiner operating controls on the throttle quadrant. Emergency checklist drills and radio calls shall be practised as for a real event.

Items from this section may be performed in Sections 1 to 5.

Simulated engine failure after take-off (at a safe speed and altitude unless conducted in a FSTD)
Simulated engine failure in aeroplanes must only be simulate after the aeroplane has achieved at least take-off safety speed and a safe altitude (performance B aeroplanes) or V2 (performance A aeroplanes).

Maintain directional control following simulated engine failure
Correctly identify failed engine; confirm failed engine and complete the published checks and drills using touch drills only
Maintain the correct speed, configuration and trim for optimum performance
Comply with ATC instructions

Asymmetric approach and go around
Maintain a stable (trimmed) approach in the correct configuration
Make a clear decision to land or go-around no later than the appropriate committal altitude/height
Complete asymmetric approach and go-around into visual circuit, circling approach or further instrument approach, maintaining control and correct speeds
Reconfigure and trim aircraft correctly
Complete after take-off/go around checks

Asymmetric approach and full stop landing
Consider the actual weather and wind conditions, landing surface and obstructions
Maintain a stable (trimmed) approach in the correct configuration
Plan and follow suitable approach pattern and orientation with the landing runway
Establish the correct approach configuration, adjusting speed and rate of descent to maintain a stabilised approach path
Make a clear decision to land or go-around no later than the appropriate committal altitude/height
Select and achieve the appropriate touchdown area at the required speed
Adjust descent and round out (flare) to achieve a safe landing with little or no float with appropriate drift and crosswind correction
Maintain control and apply aeroplane brakes for a safe roll out
Complete necessary checks and drills

ATC Liaison, compliance, RTF procedures, Airmanship
Inform ATC of abnormal flight condition and any assistance required
Comply with ATC procedures and instructions
Adjust traffic pattern with due regard to weather, surface conditions, obstructions and other air traffic
Adjust configuration and circuit pattern with regard to aeroplane performance
Complete necessary checks and drills

Appendix 2 - Test and Check Tolerances

The following table is taken from the Flight Examiners Handbook. Although tests or checks may specify flight test tolerances, an applicant should not be expected to achieve these at the expense of smoothness or stable flight. An examiner should make allowance for unavoidable deviations due to turbulence, ATC instructions, etc. Applicants may be advised that, during the flight, they should concern themselves only with flying and operating the aircraft to the best of their ability and not attempt to remain within the tolerances to the detriment of smooth handling. However, ATOs and instructors are expected to use these test tolerances when preparing applicants for test.

PROFILE	PPL Skill Test	CPL Skill Test	IR skill test and all other rating issues, revalidations and renewals (for EIR see notes below; for IMC ratings see Standards Doc 25 or CAP 804)
Altitude or Height			
Normal Flight	± 150 ft	± 100 ft	± 100 ft
With simulated engine failure (ME aeroplanes)	± 200 ft	± 150 ft	± 100 ft
Limited or partial panel		± 200 ft	± 200 ft
Starting go-around at decision Alt/Ht			+ 50 ft / - 0 ft
Minimum descent altitude / height			+ 50 ft / - 0 ft
'Not below' minima (from FAF altitude down to MDA/H)			*- 0 ft*
Circling minima			*+ 100 ft / - 0 ft*
Asymmetric committal height/altitude	*-0 ft*	*-0 ft*	*-0 ft*
Tracking			
At all times when using a single needle display	± 10°	± 5°	± 5°
For angular deviations	Full scale deflection	Half scale deflection	Half scale deflection azimuth and glidepath (3D approach)
2D (LNAV) and 3D (LNAV/VNAV) "linear" lateral deviations			cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)			not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1 000 feet above aerodrome level.

DME arcing			*± 1nm*

Heading

All engines operating	± 10°	± 10°	± 5°
With simulated engine failure (ME)	± 15°	± 15°	± 10°
Limited or Partial panel		*± 15°*	*± 15°*

Speed

Take-off and approach	*+ 15 / - 5 kt*	+ 5 kt	+ 5 kt
All other flight regimes	± 15 kt	± 10 kt	± 5 kt
Limited or Partial Panel			*± 10 kt*
With simulated engine failure			+ 10 / - 5 kt

Notes:

- Asymmetric limits also apply to centreline thrust ME aeroplanes operating on one engine.
- EIR tolerances:
  - Height generally +/-100feet
  - Tracking on radio aids +/-10 degrees
  - Heading all engines operating +/-10 degrees
  - Heading with simulated engine failure +/-15 degrees
  - Speed with all engines operating +10kts/-5kts
  - Speed with simulated engine failure +15kts/-5kts
- Entries in italics are suggested tolerances.
- Where a test is flown for more than one purpose, i.e. licence issue and class rating issue, examiners should be mindful of the least stringent of the tolerances shown above.

Appendix 3 - Cross-crediting the IR

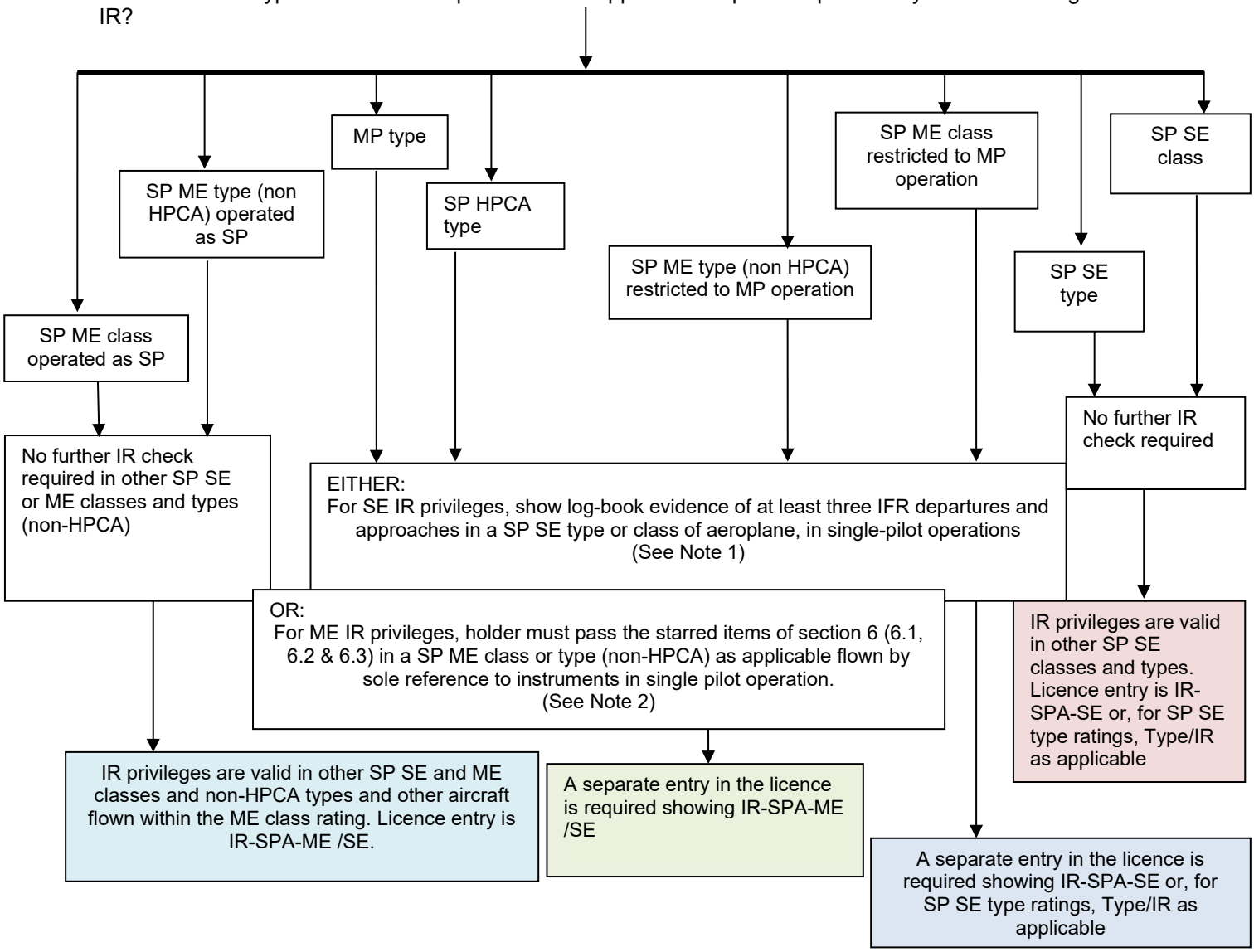
NOTE: Cross-crediting of the IR part of a proficiency check does not absolve the holder of the requirement to revalidate the type or class rating and is only available for the IR part (Section 3B) of the proficiency check schedule in SPA that are **not** classified as HPCA

Eligibility

1. Does the applicant either have a valid IR SPA (revalidation) or has held an IR SPA (renewal)?

2. Has the applicant completed a proficiency check, including IR, in another type or class of aeroplane?

3. In what other type or class of aeroplane has the applicant completed a proficiency check including IR?



Note 1
Note the full wording from Appendix 8 to (UK) Part-FCL – "Provided that within the preceding 12 months the applicant has flown at least 3 IFR departures and approaches exercising PBN privileges, including at least one RNP approach on a SP class or type of aeroplane in single pilot operations."
Because it is possible to operate in accordance with the instrument flight rules, but all the time controlling the aeroplane and its flight path by visual reference in VMC, the CAA interpret "IFR departures and approaches" as departures and approaches where the aircraft attitude and flight path is controlled by reference to flight instruments and flight navigation displays. Where the applicant holds current SP instrument flying privileges, these departures and approaches may be self-certified. Where an applicant does not currently hold SP instrument flying privileges, the approaches must be flown with a suitable qualified FI or IRI, who should sign the applicant's logbook.

Note 2
Practically, this might comprise an EFATO, asymmetric RNP approach to go around and asymmetric visual approach to land.

Administration

Example 1
A pilot holds a current A320 type rating and wishes to revalidate his single-pilot ME IR by carrying out Section 6 of the test schedule in a single-pilot ME aeroplane, combined with his class rating check. His certificate of revalidation shows:

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
MEP (land)/SP	20/03/2019	N/A	31/03/2020	GBR.987654Y	*G Lacey*
IR-SP-ME Class	N/A	20/03/2019	31/03/2020	GBR.987654Y	*G Lacey*
A320/IR	15/09/2019	15/09/2019	30/09/2020	GBR.123456X	*P Pilate*

After the flight, the new entries will be:

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
MEP (land)/SP	20/03/2019	N/A	31/03/2020	GBR.987654Y	*G Lacey*
IR-SP-ME Class	N/A	20/03/2019	31/03/2020	GBR.987654Y	*G Lacey*
A320/IR	15/09/2019	15/09/2019	30/09/2020	GBR.123456X	*P Pilate*
MEP (land)/SP	10/02/2020	N/A	31/03/2021	GBR.987654Y	*G Lacey*
IR-SP-ME Class	N/A	10/02/2020	31/03/2021	GBR.987654Y	*G Lacey*

Example 2
A pilot holds a current DHC-6 multi-pilot type rating and wishes to revalidate his single-pilot SE IR by showing logbook evidence of 3 approaches under IFR. His certificate of revalidation shows:

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
SEP (land)	N/A	N/A	31/12/2020	GBR.987654Y	*G Lacey*
IR-SP- SE	N/A	20/03/2019	31/03/2020	GBR.987654Y	*G Lacey*
DHC6/MP/IR	15/09/2019	15/09/2019	30/09/2020	GBR.123456X	*P Pilate*

After the endorsement, the new entry will be:

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
SEP (land)	N/A	N/A	31/12/2020	GBR.987654Y	*G Lacey*
IR-SP- SE	N/A	20/03/2019	31/03/2020	GBR.987654Y	*G Lacey*
DHC6/MP/IR	15/09/2019	15/09/2019	30/09/2020	GBR.123456X	*P Pilate*
IR-SP- SE	N/A	N/A	30/09/2020	GBR.987654Y	*G Lacey*