

**Safety Regulation Group
Personnel Licensing Department**



Joint Aviation Requirements Flight Crew Licensing

**Approval of Aeroplanes for use on CPL and IR Skill Tests
conducted by CAA Staff and authorised Flight Examiners**

Standards Document 7(A), Version 08

Please note that this document is for guidance purposes only. The latest version of this document can be viewed on the Personnel Licensing Department website.

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Foreword

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

Nothing in this document is intended to conflict with the UK Air Navigation Order or other legislation, which remains the primary authority. Whilst every effort is made to ensure that all information in this document is correct, the CAA reserves the right to amend this document as required to reflect changes in practice required for the approval.

This document is available for all those engaged in providing aeroplanes for flight tests for the initial issue of the CPL and IR. This and other Standards Documents, is available on the SRG web site and will be distributed to users without charge.

Throughout these notes the following editorial practices and definitions shall apply:

- "Shall" and "Must" are used to indicate a mandatory requirement.
- "Expect" and "Should" are used to indicate strong obligation.
- "May" is used to indicate discretion.
- "Examiner" is used to indicate a person who is authorised by the CAA to conduct the appropriate skill test or aeroplane inspection.
- "Applicant" is used to indicate a person who is seeking the issue or renewal of a pilot's licence or rating.
- A Skill Test is a demonstration of skill for the initial licence issue, licence renewal, rating issue or rating renewal. Such tests include oral examination and flight test as appropriate.
- "He/She". The pronoun 'he' is used throughout for ease of reading.
- "Test" is used in this document to describe flights for the issue of UK or JAA CPL (A) or Instrument Rating (A).

If, after reading this document, you still have queries about aeroplane approval, please contact the Personnel Licensing Department or one of the Regional Flight Test Centres:

Civil Aviation Authority
Personnel Licensing Department
Approvals Support
Aviation House
Gatwick Airport South
West Sussex RH6 0YR

Tel No. 01293 573700 Fax No. 01293 573996

Regional Flight Test Centres

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

Joint Aviation Authority (JAA)

The Civil Aviation Authorities of certain European States (the Joint Aviation Authorities (JAA)) have developed common aviation regulation requirements, known as Joint Aviation Requirements (JAR). Joint Aviation Requirements for Flight Crew Licensing (JAR-FCL 1 and 2) detail the requirements for all aeroplane and helicopter pilot licences. The United Kingdom (UK) has introduced JAR-FCL 1 and 2.

Glossary

AIC	Aeronautical Information Circular
ANO	Air Navigation Order 2000
CAA	Civil Aviation Authority
CofA	Certificate of Airworthiness
CPL	Commercial Pilots Licence
DI	Direction Indicator
EFIS	Electronic Flight Information System
FCL	Flight Crew Licensing
FE	Flight Examiner
FTO	Flight Training Organisation
HSI	Horizontal Situation Indicator
IR	Instrument Rating
JAA	Joint Aviation Authority
JAR-FCL	Joint Aviation Requirements - Flight Crew Licensing
SRG	Safety Regulation Group

1 General Information

1.1 Requirement for Approval

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

1.2 Charges

1.2.1 Both the Initial Approval and any required renewal (where the period of validity of the approval has expired by more than 3 months) will be charged at the rate set in the CAA Scheme of Charges.

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

1.3 Procedure for Approval

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

- ensure that the aeroplane meets the appropriate requirements set out in Parts 2 & 3 of this document
- complete Sections 1 to 4 of the form FCL 176 (shown at Appendix 1 - this form may be photocopied)
- sign the declaration at Section 6 of FCL 176

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

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

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

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

1.4 Validity

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

1.4.2 Approval of a particular aircraft is specific to the FTO whose name and address appears on the F176. However, by agreement between two FTO's, where the second FTO operates the same type (same manufacturers type and variant), and already holds approval under Standards Document 7 for an airframe of the same type and variant, the approved aircraft may be operated and presented for test by the second FTO (Transferee). The Transferee must provide evidence that the aircraft is appropriately insured in accordance with paragraph 3.2.10.(c) and must be operated in accordance with the Transferee's own approved checklist.

1.5 Revalidation & Renewal

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

1.5.2 Revalidation may be conducted by any Authorised FE CPL without any fee to the CAA. In the case of revalidation for IRT approval by a FE CPL, that FE must hold an F170A approval for the instrument rating. The revalidation shall be entered on the Form 176 and a photocopy must be sent to Approvals Support at Gatwick.

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

1.6 Withdrawal of Approval

1.6.1 Any Staff FE, FE CPL or Inspector of the Authority may withdraw the approval of a particular aeroplane at any time if he considers that the aeroplane no longer meets the requirements for approval.

1.6.2 When used for a flight test, an aeroplane and its equipment must not be below the standard required for its original approval. FE finding a defect in the aeroplane or its equipment, including IF screening, are required to withdraw the approval. The defects will be recorded in the space provided on the back of FCL Form 176 and, if appropriate, in the Technical Log. In such circumstances the approval may be reinstated on production of the FCL Form 176 to an FE, as authorised by paragraph 1.5.2 above, together with any certification necessary in the Technical Log, showing that all the defects have been rectified.

- 1.6.3 Approval will be withdrawn automatically and re-application for approval will be required in any of the following circumstances:
- a. Change of aeroplane operator.
 - b. After the expiry date shown on the FCL Form 176.
 - c. Following the removal or modification of any equipment installed in the aeroplane which is required to be carried by Part 3 of this document.

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

2 Aeroplanes for Approval

2.1 General Requirements

- 2.1.1 Aeroplanes for approval for repeated use must have an EASA Certificate of Airworthiness (CofA) in accordance with Part 21 Sub-part H, or a UK Standard CofA.
- 2.1.2 Aeroplanes shall be equipped and maintained to at least to the standard required for public transport operations within the UK, in accordance with The Air Navigation Order 2005 or JAR OPS 1 as applicable. The Flight Training Organisation must provide written evidence to the Examiner to demonstrate compliance with this requirement at the time of the test.
- 2.1.3. It is recommended that the maintenance organisation provide written certification, in the tech log or on the maintenance statement, that the maintenance standard continues to meet the requirements for public transport operations, at the time and date of the proposed test.
- 2.1.4 Private Aeroplanes (those not equipped and maintained for public transport operations) may be approved for one off approvals (the testing of a single applicant) and are subject to the process described in paragraph 2.2 below.
- 2.1.5 The owner/operator is to identify the requirement for repeated or single test use. In Section 2 of FCL Form 176.
- 2.1.6 Aeroplanes certified in the Special Category will not be approved for tests.
- 2.1.7 All aeroplanes must be maintained in accordance with their approved maintenance schedule and all checks required by that schedule must have been completed and certified by a Licensed Aircraft Engineer prior to presentation for approval and for each skill test.
- 2.1.8 If the maintenance schedule is not a Light Aircraft Maintenance Schedule (LAMS) then a document detailing the frequency of inspections required by the individual Approved Maintenance Schedule, must be provided.
- 2.1.9 Any aeroplane provided for test must be capable of those manoeuvres necessary for the recovery from extreme attitudes of flight and be able to carry sufficient fuel for 3 hours flight for the CPL and 2 hours plus IFR reserves for the IRT.
- 2.1.10 Any aeroplane provided for a JAR CPL Skill Test shall be a complex type, (i.e. certified for the carriage of at least four persons, have a variable pitch propeller and retractable undercarriage).

2.2 Private Aeroplanes

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

3 Aeroplane Equipment Required

3.1 General

- 3.1.1 Applicants and operators are advised that nothing in this document shall absolve them from any statutory requirement or contradict any other regulatory guidance for the carriage of equipment on the intended flight.
- 3.1.2 The aeroplane must always be provided with the equipment required to be carried on the intended flight in accordance with the ANO and the scales specified in Schedules 4 and 5 to the ANO, or in accordance with JAR OPS 1 – Subpart K as applicable.
- 3.1.3 The inspecting Staff FE may, subject to current legislation, accept a reduced level of equipment for a “one off” approval if in his opinion the aircraft is suitably equipped for the purposes of the intended flight test.

3.2 Equipment Items

The below 'Sections' relate numerically to those listed on FCL Form 176 (Appendix 1) and give guidance on the specific requirements for the approval of aeroplanes for test only.

3.2.1 Section 3 - Icing Clearance

Aeroplanes not certified for flight into icing conditions may be refused for test if icing conditions prevail or are forecast at or below the altitudes that may be used.

3.2.2 Section 3 - Maximum demonstrated crosswind

The maximum shall not exceed that published as the Demonstrated Crosswind by the manufacturer.

3.2.3 Section 3 - Compass Type(s)

Record the type or model of each compass system.

3.2.4 Section 3 - Life Jackets

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

3.2.5 Section 3 - I/F screens - Simulation of Instrument Flight

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

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

- a. Preclude the use by the candidate of any external references within an arc 60° to the left and right of the applicant's straight ahead view, with the seat in any position.
- b. Allow both the applicant and the FE an unimpeded access to all controls, an unrestricted view of the instrument panel, OAT gauge (if separate) and the standby magnetic compass. Altimeter sub-scale settings must be clearly visible to the FE.
- c. Be angled to ensure minimum interference to the all-round look-out from any seating position for the FE.
- d. Be simple to erect and remove in flight, be erected in such a way as to prevent injury to the occupants and, except for the one-off approval, be durable.
- e. In certain aircraft with extensive window or canopy areas the use of a hood, attached to the pilot's head, in combination with screens attached to the aircraft, may be approved in meeting the requirements of this paragraph. Any hood to be used must be marked with the aeroplane registration.
- f. Screens should be numbered from left to right and give a clear indication of 'TOP' for fitting purposes. They must also be marked with the aeroplane registration.
- g. Limited panel instrument screens or covers must be provided for the applicant's Attitude Indicator, all heading gyros and repeaters including HSI / RMI. These screens must be angled to provide the FE with an uninterrupted view of at least the main attitude and heading indicators and must also be marked with the aeroplane registration.
- h. Subject to paragraph i: For aeroplanes fitted with any EFIS or electronic instrument display, a method of restricting the view of the flight instruments from the Applicant's seat must be available to limit the flight instruments display, for short periods in flight, to the following indications only:
 - Indicated airspeed
 - Altitude / flight level
 - Vertical speed
 - Subject to paragraph i, a rate gyro (turn Indicator or turn co-ordinator)
 - A slip indicator
 - Direct reading compass

A method of concealing any standby attitude indication from the applicants view must also be available to the Examiner, during flight.

- i. For EFIS equipped Aircraft where it is not possible to display a rate gyro without an attitude indicator in view, approval may be granted, subject to paragraph 3.2.5.a. Any such approval will be exclusive to that particular FTO.
- j. Screen fittings that involve modification to the aircraft structure must be approved and certified by a licensed aeroplane engineer. The CAA approved aircraft modification number must be indicated on FCL Form 176, Section 3.
- k. Where approval is only required for a single applicant, unnecessary expense to the applicant may be avoided by the use of temporary screens and fixings.

- I. On an IR Skill Test, screens should permit a visual take-off by being of such a design as to enable the front screen to be put in place after take off and this is the preferred design option. Exceptionally, a hinged flap or sliding shutter(s) design may be used where it is not possible to adopt the preferred design option.

3.2.6 Section 3

FTO's providing training for CPL and IR in these aircraft will need to ensure that the necessary skills required to control an aircraft by interpretation of attitude from the pressure instruments, turn rate gyro, and slip indicator only, have been demonstrated to the satisfaction of a CRE, Authorised by the CAA to conduct Proficiency Checks for the revalidation of an Instrument Rating (SPA). Further advice on this exemption is available from the Regional Flight Test Centres.

Prior to Flight Test, this ability must be endorsed by the CRE in the logbook of the applicant with the following statement:

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

Signature.....Date.....

3.2.7 Section 4 - Radio Equipment

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

3.2.8 Section 4 - Specific Radio Equipment Requirements for the CPL Skill Test

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

3.2.9 Section 4 - Specific Radio Equipment Requirements for the IR Skill Test

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

3.2.10 Section 5 - General Requirements

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

- a. No equipment or mechanism that would delay ease of entry or exit from the aircraft.
- b. Dual controls (aeroplanes fitted with a swing-over control column, transferable from one pilot's station to the other, will not be accepted). The FE and applicant must each be able to operate the trimmers, flap, undercarriage, engine controls (including feather and fire), fuel and de-icing controls. Some single-engine aeroplanes with fuel controls fitted on the port side and not readily accessible to the FE may be accepted.
- c. Dual brakes are normally required. Exceptionally, some single-engine aeroplanes with a centrally operated hand braking system, readily accessible to both pilots, may be accepted for one-off flight test approval only.

- d. Sufficient instrumentation to enable sustained operations in IMC which in any event shall include an airspeed indicator, altimeter, vertical speed indicator, attitude gyro, turn rate gyro and slip indicator. In aeroplanes approved for the IR test, a heading gyro and a second altimeter shall also be provided. This second altimeter shall be so positioned that it is clearly visible to both applicant and FE and adjustable by the applicant.
- e. A fuel dipstick (calibrated in units relevant to the Aircraft Flight Manual or Pilots Operating Handbook) for all aeroplanes where it is impossible to determine the quantity of fuel in the tanks by visual reference, particularly high wing aeroplanes. The dipstick shall also be identifiable as belonging to a specific aeroplane or specific model.
- f. A fire extinguisher, suitable for the types of fire that might occur, accessible from either pilot's seat. FTO's are advised that the installation of dry powder extinguishers for use in the cabin of light aircraft is not recommended.
- g. A first aid kit.
- h. Seat belts with shoulder straps (or safety harness) for pilot and examiner.

3.2.11 Documents

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

- a. Certificate of Airworthiness (CofA) and Annual Revalidation Certificate where applicable.
- b. Certificate of Registration (CofR)
The aircraft owner(s) must be identifiable.
- c. Certificate of Insurance
This certificate may be a photocopy of a fleet insurance. The insurance must include CAA Staff and other approved FE and have liability cover of at least one million pounds and the passenger legal liability of the policy must be extended to cover CAA employees whilst acting as members of the flight crew. In any event the Certificate of Insurance must confirm compliance with the insurance requirements of Regulation EC 785 /2004. For further information on this requirement see www.caa.co.uk

The following is a specimen of suggested wording for insurance cover:

It is hereby noted and agreed that, notwithstanding anything contained herewith to the contrary, this policy is extended to indemnify the assured in respect of liability in connection with flying training and testing for pilots licences and ratings by employees of the Civil Aviation Authority (CAA) Flight Examiners and other approved Flight Examiners. The passenger legal liability insurance is extended to cover CAA employees whilst acting as crew members.

- d. Insurance Certificate for regular use of Ministry of Defence (MOD) airfields
Where regularly required to aid flight training/testing this certificate should be included and may be a photocopy of the MOD certificate.
- e. Authorised Check Lists
Check Lists, the contents of which are specified in the table below, must be provided in duplicate at the time of presentation of the aeroplane for approval and prior to any flight test to be conducted by an FE. On Initial Approval an extra copy of the Check List will be required for retention at the Regional Test Centre. Any changes made to the Check Lists after the initial approval must be notified to that Test Centre. The Check List must contain an amendment status number and date which will be recorded in Section 5 of FCL Form 176.

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

NOTES:

- Check List printing is to be in black ink. Pages showing Emergency Checks are to be of a different colour, or highlighted, for ease of identification. The use of red ink should be avoided to preserve visibility at night.
- Expanded checklists, giving full details of the actions required for each check item, may be provided as part of the aircraft approval, but will not be used during any flight test. A condensed Check List, or Flight Reference Card, must be available during the flight test.

- Information in respect of altimeter checking tolerance, setting procedures and aeroplane operating and limiting speeds must be incorporated in the Check List.
 - All emergency procedures must follow the guidance of the Aircraft's Flight Manual or Pilots Operating Handbook for initial actions. Follow up or supplementary checks may include additional items, providing these do not affect the safety of the aircraft or compromise the Manual or Handbook recommendations.
- f. Pilots' Operating Handbook or Aircraft Flight Manual
As provided by the manufacturer, including any authorised supplements and approved as forming part of the aircraft's C of A.
- g. Weight Schedule
A weight schedule and a weight and balance planning document for the aeroplane must be provided.
- h. Noise Certificate
This certificate is not required for aircraft first registered before 31 December 1979.
- i. Aircraft Radio Licence
The current Aircraft Radio Licence including a valid Radio Equipment Installation Approval.
- j. Certificate of Release to Service (CRS) and Maintenance Statement
The CRS will indicate that scheduled servicing has been carried out in accordance with the approved schedules and may be incorporated into the Maintenance Statement. See also paragraph 2.1.3.
- The Maintenance Statement must indicate the date and type of the last scheduled maintenance inspection, date and type of the next scheduled inspection and the maximum hours to run before it is due.
- k. Certificate of Maintenance Review (CMR)
Must be provided unless exempted under an AOC. CMR is not required if the aircraft is operated under an AOC exemption in accordance with JAR-OPS.
- l. Technical log
The log is required to show the commander, route and times flown. Space is to be available to indicate the aircraft serviceability status after a flight. The log should also show FUEL/OIL states pre-flight.
- m. Record of Acceptable Deferred Defects (ADD)
To include all items that do not affect aircraft operation and are deferred for later rectification. Pages are to be serialised and entries numbered.
- n. FCL Form 176 (as required by Part 1 of this document).
- o. FCL Form 176A (only required at time of test for Private Aeroplanes- see paragraph 2.2).

Appendix 1**FCL Form 176 (8th Issue)****Application & Certificate of Approval of an Aircraft for use on CPL & IR Skill Tests conducted by the CAA**

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

SECTION 1					SECTION 2		
Registration					Approval for:*	Repeated Use	CPL / IR*
Aeroplane Type						Single Applicant	CPL / IR*
Name & Address of FTO (Applicant)					Applicant's Name (Single Applicant Approval only)		
					SECTION 5		
					OFFICIAL USE ONLY		(✓ or N/A)
					Examiner's Access		
					Dual Controls		
					Dual Brakes		
Post Code					Instrumentation		
Phone					Radio Equipment		
SECTION 3					Fuel Dipstick		
Icing Clearance*	None	Light	Moderate	Known	Fire Extinguisher		
Max Demonstrated Crosswind				Knots	First Aid Kit		
Compass Type(s)		Main			Seat Belts / Safety Harness		
		Standby			Life Jackets		
If Screens		Material			If Screen Attachment		
No. of Parts (excluding LP Covers)					FE's view through Screens		
Numbering & Identification (✓)					Candidates view with Screens		
Limited Panel (LP) Covers (✓ or delete)				AI	Hdg	RMI	
CAA Mod. Approval No (if required)							
SECTION 4					Documents		
Radio Equipment	Make & Model	Class	Loc	G/S	C of A - Maintenance for Public Transport ops. (□)		
COM 1					C of R Reg. Owner:		
NAV 1					Insurance: *MOD Waiver Yes / No		
NAV / COM 1					CAA Inclusion Yes / No		
COM 2					EC 785 Compliance Yes / No		
NAV 2					Check List: Amendment: Date:		
NAV / COM 2					Flight Manual & POH (□)		
ADF 1					Weight Schedule(□)		
ADF 2					Noise Certificate(□)		
DME					Aircraft Radio Licence(□)		
R/NAV					CRS & Maint. Statement(□)		
GPS					Cert Maint. Review(□)		
75 Mhz MARKER					Technical or Journey Log(□)		
TRANSPONDER		Modes: * A A/C S			ADD Record Sheet (□)		
INTERCOMM *	Independent		Com 1	Com 2			

SECTION 6**Applicant's Declaration** - I certify that the details given above are correct

Name (BLOCK CAPITALS) Signature Date

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

Appendix 2

FCL Form 176A (8th Issue)

Certificate of Aircraft Serviceability

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

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

Aircraft type: Registration:

the aircraft has flown hours

The checks which have been carried out are as follows:

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

Description of check	Date of check
1	
2	
3	
4	
5	

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

Defect	Date rectified
1	
2	
3	
4	
5	

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

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

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

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

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

Signature Name (BLOCK CAPITALS)

Date Time

FCL Form 176A (8th Issue) - Certificate of Aircraft Serviceability