

# Examiner Report for PPL(A) Skill Test



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

<b>1. APPLICANT DETAILS</b>						
Surname: .....			Forename(s): .....			
CAA Personal reference number			Licence Type: .....			
Series: .....	Attempt: .....	Date: .....	Place of Test: .....			
<b>FALSE REPRESENTATION STATEMENT</b> It is an offence under Article 256 of the Air Navigation Order 2016 to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.						
I declare that the information provided is correct.      Applicant's Signature: .....						
<b>2. FLIGHT TEST</b>						
<b>To be completed by the Examiner</b>						
Route						
Aircraft Type and Reg		Block Times: Depart		Arrival		Total
Test Sections:	1	2	3	4	5	6
Sections to be taken:						
Result:						
(a)						
(b)						
(c)						
(d)						
(e)					N/A	
(f)					N/A	
(g)					N/A	
(h)					N/A	N/A
Re-test Sections:						
Test Sections incomplete due:						
Items not completed:						
Re-training required/recommended:	Aircraft:		FSTD:			
I confirm the applicant's instruction and experience complies with Part-FCL, that all theoretical examinations are valid and I also confirm that all the required manoeuvres and exercises have been completed.						
I have assessed the ICAO English Language Proficiency of the Applicant at Level 6: Yes      No*      Not Assessed (*I have advised the Applicant to complete Form SRG 1199 and be assessed by an appropriate organisation) Assessment is not required if Applicant holds Level 6.						
Examiner's Name:	Examiner's No.:					
Examiner's Signature:	Date:					
Authorising Competent Authority:	Date of Examiner UK briefing (if applicable):					
Received (Applicant) Signature:	Date:					
<b>3. APPROVED OR DECLARED TRAINING ORGANISATION</b>						
ATO/DTO: .....			Date Training Completed: .....			
Recommended for test by (name): .....						

**Civil Aviation Authority Regulation 6**

Regulation 6(5) of the Civil Aviation Authority Regulations 1991 provides as follows: Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed you will have to satisfy the Authority that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.

**Use of checklist, airmanship, control of aeroplane or TMG by external visual references, anti-icing procedures, etc. apply in all sections.**

SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE		SECTION 4. APPROACH AND LANDING PROCEDURES	
a	Pre-flight documentation, NOTAM and weather briefing	a	Aerodrome arrival procedures
b	Mass, balance and performance calculation	b	*Precision landing (short field landing), crosswind, if suitable conditions available
c	Aeroplane inspection and servicing	c	*Flapless landing
d	Engine starting and after starting procedures	d	*Approach to landing with idle power (SE only)
e	Taxiing and aerodrome procedures, pre-take-off procedures	e	Touch and go
f	Take-off and after take-off checks	f	Go around from low height
g	Aerodrome departure procedures	g	ATC compliance and RT procedures
h	ATC liaison - compliance, R/T procedures	h	Actions after flight
SECTION 2. GENERAL AIRWORK		SECTION 5. ABNORMAL AND EMERGENCY PROCEDURES	
a	ATC liaison - compliance, R/T procedures	This section may be combined with sections 1 through 4	
b	Straight and Level flight, with speed changes		
c	Climbing: (i) Best rate of climb (ii) Climbing turns (iii) Levelling off	a	Simulated engine failure after take-off (at a safe altitude), fire drill (SE only)
d	Medium (30° bank) turns, lookout procedure and collision avoidance	b	*Forced landing (simulated) (SE only)
e	Steep (45° bank) turns (including recognition and recovery from a spiral dive)	c	Simulated precautionary landing (SE only)
f	Flight at critically low airspeed with and without flaps	d	Simulated emergencies
g	Stalling: (i) Clean stall and recover with power (ii) Approach to stall descending turn with bank angle 20° approach configuration (iii) Approach to stall in landing configuration	e	Oral questions
h	Descending: (i) With and without power (ii) Descending turns (steep gliding turns) (iii) Levelling off	SECTION 6. SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS	
SECTION 3. ENROUTE PROCEDURES		This section may be combined with sections 1 through 5	
a	Flight plan, dead reckoning, map reading. Use of moving map display (optional)		
b	Maintenance of altitude, heading and speed	a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)
c	Orientation, airspace structure, timing and revision of ETAs, and log keeping using a manual flight log	b	Asymmetric approach and go-around
d	Diversion to alternate aerodrome (planning and implementation). Use of moving map displays (optional)	c	Asymmetric approach and full stop landing
e	Use of radio navigation aids for tracking and fixing. Use of moving map displays (optional)	d	Engine shutdown and restart
f	Basic instrument flying (180° turn in simulated IMC)	e	ATC compliance, R/T procedures or airmanship
g	Flight management (checks, fuel systems and carburettor icing etc.)	f	As determined by the FE - any relevant items of the class or type rating skill test to include, if applicable: (i) Aeroplane systems including handling of autopilot (ii) Operation of pressurisation system (iii) Use of de-icing and anti-icing system
h	ATC compliance and R/T procedures	g	

\* these items may be combined at the discretion of the FE.

**Note:** If the test is completed in two parts then Section 1 and Items a, b and h of Section 4 (aerodrome arrival, landing, actions after flight) shall be assessed on both flights.