



**EXAMINERS REPORT - FOR SINGLE PILOT AEROPLANES (SPA) SKILL TEST (SEA)**

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

**FALSE REPRESENTATION STATEMENT**

It is an offence 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 report may be used for Issue of Sea Class Ratings and Proficiency Checks for Revalidation and Renewal of Sea Class and Revalidation by Experience of Sea Class Ratings*

**1. APPLICANT DETAILS To be completed by the Applicant**

Title: ..... Forename: ..... Surname: .....

Date of birth (dd/mm/yyyy): ..... Nationality: .....

Initial Issue	Revalidation by Proficiency Check	Revalidation by Experience	
Renewal	Type Rating: .....	Variants: .....	
Type Specific IR	Class Rating: .....		
Expiry of previous or current type/class rating: .....			

I confirm that I have requested the above Skill Test or Proficiency Check.

Applicant's signature: ..... Date: .....

**2. EXAMINERS REPORT OF TEST OR CHECK To be completed by the Examiner**

Date of Skill Test or Proficiency Check: ..... Location: .....

Start time (Chocks): ..... Finish time (Chocks): ..... Total duration: .....

Aircraft Type/Class including variants used: ..... Aircraft Registration: .....

Result of Skill Test or Proficiency Check: Pass Partial Pass Fail (if fail also complete CAA FORM 2129)

Revalidation by Experience of sea class rating: .....

I confirm that the applicant has met the requirements of Part-FCL.740.A for Revalidation by experience:

Expiry of new sea Class Rating: ..... I have I have not endorsed the Certificate of Revalidation in the applicant's licence. (If not signed also complete CAA FORM 1119).

<b>3. CONFIRMATION</b>	<b>To be completed by the Examiner</b>
<b>ENGLISH LANGUAGE PROFICIENCY:</b>	
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 CAA FORM 1199 and be assessed by an appropriate organisation. Assessment is not required if Applicant holds Level 6.	
<b>CONFIRMATION</b>	
I have found that the applicant's instruction and experience comply with Part FCL and confirm that all the required manoeuvres and exercises have been completed and that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable)	
Examiner's Name: ..... Examiner's Number: .....	
Examiner's Signature: ..... Date: .....	

<b>4. DECLARATION OF APPLICANT</b>	<b>To be completed by the Applicant</b>	
I declare that the information provided on this form is correct and I have been informed of the result of the Skill Test or Proficiency Check or Revalidation of the Class Rating(s) by Experience.		
Name:	Signature:	Date:

Documents to be submitted	For CAA use
• Training Records for initial	
For CAA use	
Date of Issue: .....	Remarks:
Checked by: .....	
Loaded by: .....	
Signed by: .....	

Applicant's details:							
Name: ..... A/C Type/Reg: ..... FLT Time: ..... Date: .....							
Section 1 Departure		M	Pass /Fail	Section 3 Enroute procedures VFR		M	Pass /Fail
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM			3.1	Flight plan, dead reckoning and map reading		
				3.2	Maintenance of altitude, heading and speed		
				3.3	Orientation, timing and revision of ETAs		
				3.4	Use of radio navigation aids (if applicable)		
				3.5	Flight management (flight log, routine checks including fuel, systems and icing).		
1.2	Pre-start checks External/Internal			<b>Section 4 Arrival and landings</b>			
1.3	Engine start up and shutdown Normal Malfunctions			4.1	Aerodrome arrival procedure (amphibians only)		
1.4	Taxiing			4.2	Normal landing		
1.5	Step taxiing			4.3	Flapless landing		
1.6	Morring: beach; Jetty pier; Buoy			4.4	Crosswind landing (if suitable conditions)		
1.7	Engine off sailing			4.5	Approach and landing with idle power from up to 2000' above the runway (single engine aeroplane only)		
1.8	Pre-departure checks: Engine run-up (if applicable)						
1.9	Take-off procedure: Rough water landing Normal with Flight Manual flap settings Crosswind (if conditions available) Level off			4.6	Go-around from minimum height		
				4.7	Glassy water landing/ Rough water landing		
				<b>Section 5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4)</b>			
<b>Section 2 Airwork (VMC)</b>				5.1	Rejected take-off at a reasonable speed		
2.1	Straight and level at various airspeeds including: flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)			5.2	Simulated engine failure after take-off (single engine aeroplanes only)		
				5.3	Simulated forced landing without power (single engine aeroplanes only)		
				5.4	Simulated emergencies: (i) Fire or smoke in flight; (ii) Systems malfunctions as appropriate		
				5.5	ATC liaison - Compliance, R/T procedure		
				<b>Section 6 Simulated asymmetric flight (This section may be combined with sections 1 through 5)</b>			
2.2	Steep turns (360° left and right at 45° bank)			6.1	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)		
2.3	Stalls and recovery: (i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)			6.2	Engine shutdown and restart (ME Skill Test only)		
				6.3	Asymmetric approach and go-around		
				6.4	Asymmetric approach and full stop landing		
2.4	ATC Liaison - Compliance, R/T procedure			6.5	ATC liaison - Compliance, R/T procedure		