How to:

Get Your

MEP

Rating

Back

And keep it current!

A Practical Guide by Steve Pells

Designed for iPad

Feedback or instructor/examiner requests to sdpells@hotmail.com or +44 (0)7478 333367

Version 1.1 21 Jan 24

Abbreviations

(A)	Aeroplane	**IFR**	Instrument flight rules	**SPA**	Single pilot aeroplane
ACA/H	Asymmetric Committal Alt/Height	**IMC**	Instrument meteorological conditions	**SSEA**	Simple single-engine aeroplane
AFM	Aeroplane flight manual	**LAPL**	Light aircraft pilot's licence	**SSR**	Standard stall recovery
ATO	Approved training organisation	**MEP**	Multi-engine Piston	**TEM**	Threat & error management
CCC	Course completion certificate	**MP**	Multi-pilot or Manifold pressure	**TK**	Theoretical knowledge
CFI	Chief flying instructor	**Nm**	Nautical mile	**Ts & Ps**	Temperatures and pressures
CPL	Commercial pilot's licence	**NPPL**	UK national private pilot's licence	**VAT**	Threshold speed
CRE	Class rating examiner	**P1**	Pilot in command	**VFR**	Visual flight rules
CRI	Class rating instructor	**P1/s**	Pilot in command under supervision	**VMC**	Visual meteorological conditions
CSU	Constant speed unit	**PIC**	Pilot in command	**VMCA**	Minimum control speed in the air
DTO	Designated training organisation	**PICUS**	Pilot in command under supervision	**VP**	Variable pitch
EASA	European Union Aviation Safety Agency	**PoH**	Pilot's operating handbook	**Vr**	Rotate Speed
EFATO	Engine failure after take-off	**PPL**	Private pilot's licence	**VREF**	Final approach reference speed
FCL	Flight crew licencing	**PuT**	Pilot under training	**VS**	Vertical speed
FE	Flight examiner	**ROC**	Rate of climb	**VS1**	Stall speed in a specific configuration
FI	Flight instructor	**ROD**	Rate of descent	**VS0**	Stall speed in landing configuration
FI (R)	Restricted Flight instructor	**RTO**	Rejected take-off	**Vx**	Best angle of climb speed
G/A	Go-around	**RW R/W**	Runway	**Vy**	Best rate of climb speed
(H)	Helicopter	**S&L**	Straight and level	**Vyse**	Best single engine rate of climb speed
HDG	Heading	**SE**	Single-engine or Senior Examiner		
HoT	Head of Training	**SEP**	Single-engine piston		

1: Why do I want my MEP (land) rating back?

Many pilots allow their MEP (land) rating to expire, either due to lack of funds or inclination to fly. Once expired, there is a tendency to think that it is all too difficult to renew it. Many pilots think a full PPL skill test is required. This is certainly not the case.

Renewing your MEP (land) rating can be a very rewarding experience and may be required as part of a job application process.

This guide will show you the steps required to carry out this procedure.

While we are here, let's clarify a few terms:

Renewal:
The process of making a rating valid again after it has already expired. This always needs an examiner and usually an instructor too.

Revalidation:
The process of extending the validity of a rating while it is still valid. For MEP aircraft this will always need an examiner.

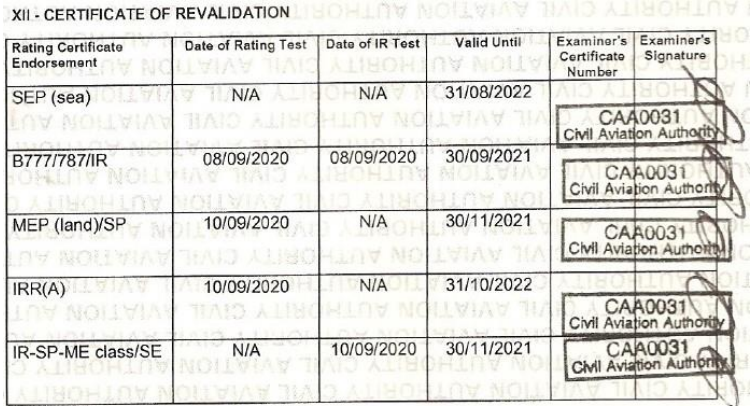
Proficiency Check:
The flight test, conducted by an examiner, to renew the expired rating.

2: How do I know if my MEP (land) rating is valid or expired?

I frequently hear pilots tell me that their PPL has expired and that they need to renew it. This is not the case. The PPL (or CPL or ATPL) does not expire - it is valid for life unless withdrawn. It is the ratings within it which may (and do) expire.

There are 2 ways to tell if your SEP(land) rating has expired.

1: The date in the 'Valid Until' box has passed without a new one being filled in:



XII - CERTIFICATE OF REVALIDATION

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
SEP (sea)	N/A	N/A	31/08/2022	CAA0031 Civil Aviation Authority	
B777/787/IR	08/09/2020	08/09/2020	30/09/2021	CAA0031 Civil Aviation Authority	
MEP (land)/SP	10/09/2020	N/A	30/11/2021	CAA0031 Civil Aviation Authority	
IRR(A)	10/09/2020	N/A	31/10/2022	CAA0031 Civil Aviation Authority	
IR-SP-ME class/SE	N/A	10/09/2020	30/11/2021	CAA0031 Civil Aviation Authority	

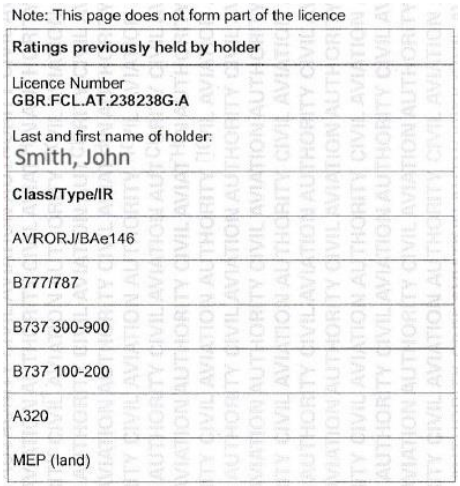
On the left, you will see section XII of a UK Part-FCL licence with 5 ratings.

Note the MEP (land) expired on 30 Nov 2021.

There are no further entries on the licence, so this rating has expired.

However, because the rating is still on the front of the licence it is easier and cheaper to renew it.

2: The MEP (land) rating appears on the back (reverse) of the licence.



Note: This page does not form part of the licence

Ratings previously held by holder
Licence Number GBR.FCL.AT.238238G.A
Last and first name of holder: Smith, John
Class/Type/IR
AVRORJ/BAe146
B777/787
B737 300-900
B737 100-200
A320
MEP (land)

On the left, you will see part of the reverse of a pilot's licence. This shows all the ratings that have expired and were previously held.

Every time you have your licence re-issued by the CAA, any unexpired ratings will be removed from the from and placed on the reverse. Licence reissue could happen for several reasons:

- Change of address,
- A lost licence
- When adding a new rating

Once the MEP (land) rating is transferred to the reverse of the licence, it becomes harder and more expensive to have it renewed. However, still perfectly possible.

3: How to start the procedure

If you haven't flown a light aircraft in the UK for some time, you will want a refresher of the rules.

The best way to do this is to download for free from the CAA Website, the **Skyway Code**. This very informative document can be found by googling 'Skyway Code' (make sure you get Version 4 or later) or clicking on the link above.

It is available in pdf format and contains a wealth of information.

Whichever way you do it, you are going to need an instructor and an examiner. You will also need an ATO (Approved Training Organisation) - basically a flight school, and the CAA. Let's talk about each of these in turn:

Instructor 	You are going to need an instructor since training is almost always required. For an expired MEP (land) rating, the requirement is usually – training as required to pass the Proficiency Check. If the rating has literally only just expired by a few days or weeks, then the ATO may decide that no training is required. The instructor you choose needs to be part of an ATO. He or she will likely be an instructor at a flying school. The Head of Training at the ATO will decide how much training you need, and he/she will sign the course completion certificate **SRG 1107**. This will be your recommendation for test that the examiner will need to see.
Examiner 	You are going to need an examiner to conduct the Proficiency Check (PC). You can find one by contacting your local flying school or your instructor may know or even be an examiner. If the instructor is also an examiner, then it is perfectly OK for him to train you on one (or more) flight(s), and then examine you on a separate flight. The examiner will want to see a course completion certificate (CCC) **SRG 1107**. After the test, the examiner will give you some paperwork (**SRG 1157**) after a successful proficiency check which you will need in the processes that follow. The examiner can also give you a temporary certificate which allows you to fly straight away and is valid for 8 weeks.
ATO 	The instructor you choose needs to be part of an ATO. He or she will likely be an instructor at a flying school. The Head of Training at the ATO will decide how much training you need, and he/she will sign the course completion certificate **SRG 1107**. This will be your recommendation for test that the examiner will need to see.
CAA 	If the expired MEP (land) rating is on the **front** of your licence (Section XII), then the examiner will sign your licence for another 2 years (plus the remainder of the current month). You will pay the examiner privately (normally £150-300) for this service. Paperwork will be sent to the CAA. You won't get a reply and you are ready to fly. If the expired MEP (land) rating is on the **reverse** of your licence, then the examiner cannot sign it. You must apply to the CAA on on-line form **SRG 3108** attaching a copy of your licence and the examiner's paperwork (**SRG 1157**). You will also have to pay a fee to the CAA which stands at £104. The CAA will send you a new licence in the post. Be sure to check it for errors and then sign it.

4: The Training

You can expect the training to be preparation for the Proficiency Check which you will have to pass with the examiner. More about this in Section 5, but basically you will need to be able to do the following:

- Pre-Flight Planning: Show your preflight planning to the examiner: Weather, runway performance, mass & balance, Aircraft documents, NOTAMS, TEM etc. The examiner may ask questions.
- Pre-flight aircraft inspection.
- Start-up, taxy and checks.
- Basic en-route navigation procedures.
- Stalling and stall recovery.
- Steep turns.
- Use of all items fitted to the aircraft, such as GPS, autopilot, de-icing equipment etc.
- A simulated system failure (radio, flaps, magneto, landing gear, braking etc).
- A simulate fire (Cabin or engine)
- Circuits at an airfield – usually 2: normal and flapless, including a go-around from low altitude.
- A simulated engine failure after take-off (EFATO).
- A simulated asymmetric circuit to a simulated asymmetric go-around.
- A simulated asymmetric circuit to a simulated asymmetric landing.
- A simulated rejected take-off.
- Post flight procedures.
- Oral questions before or after the flight.

Your instructor will make sure you are confident at all of these before recommending you for test by completing a course completion certificate.

This can take from as little as 1 hour to several hours for pilots who are well out of practice.

5: The Proficiency Check

Details of the content of a single pilot proficiency check can be found in [CAA Standards Document 14]. This is a slightly cumbersome document so the following describes what to expect.

Typical MEP Proficiency Check Flight Test Format

1. Departure

3A. Navigation:

- Blackbushe to Newbury or Thame.

2. Airwork:

- Steep turns L & R.
- Slow flight: turns at given IAS.
- 2 of the 3 stalls.

6. Installed Systems:

Use of GPS and autopilot to return to Blackbushe

5. Fire: Drill & System Failure

- Smoke emanating from instrument panel. Solved by turning off Master Battery switch.
- Discuss loss of radio, transponder and possibly flaps.
- Discuss ECU B Fail (DA-42).

4. Rejoin, Circuits & RTO:

- Rejoin of circuit.
- Normal landing to 2 engine go-around.
- Normal landing to touch & go.
- Flapless landing to touch & go. Climb straight ahead on departure.
- EFATO.
- OEI circuit to OEI go-around at ACH.
- OEI circuit to OEI go-around or landing at ACH as determined by aircraft stability.
- Taxy back for RTO.

SE Class Rating Skill Test/Proficiency Check Tolerances		
	2 Engines	Simulated Asymmetric
Altitude:	+/-100’	+/-100’
Heading:	+/-5°	+/-10°
Tracking	+/-5° or ½ scale	+/-5° or ½ scale
Speed:	+/-5 kts	+10/-5 kts
ACH/ACA		-0’

Typical MEP (land) Oral Questions

- **Chart questions:**
  - What is this symbol (gliding site, MEF, HIRTA, IAP outside controlled airspace etc)? Further questions regarding such things.
  - What class of airspace are we in at the moment? What about as we climb up from here? What are associated VMC rules?
  - Why have you chosen the cruise altitude you have?
- **Aircraft Technical:**
  - Does this aircraft have a critical engine? Why/Why not? Explain.
  - What kind of flaps does this aeroplane have? What is their purpose?
  - Describe the fuel/electrical/landing gear system on this aeroplane.
  - What is the demonstrated crosswind/crosswind limit for this aircraft?
- **Met Questions:**
  - Decode the local METAR and TAF for me please.
  - Using the Met Office F215 chart, explain the weather we are likely to encounter on today's flight.
- **Air Law Questions:**
  - When does your MEP (land) rating expire? How can it be revalidated/renewed?
  - What are the dimensions of an ATZ/MATZ? What must I do to enter one?
- **Operational Procedures Questions:**
  - How will you manage TEM on arrival at our airfield to avoid infringement?

MEP (land) Skill Test/Prof Check Examiner Proforma

Initial / Renewal / Revalidation v1.22 SDP Sep23

Applicant	Examiner	Aircraft	Date

Speeds etc:				Airfield:		ATIS:	
2-Eng:		1-Eng:		RW:		Fuel B4:	
TO Flap:		SE Ap Sp:		State:		Tacho:	
Vr:		SE Vref:		Taxy:		OUT	
Vx:		Ldg Flap:		Wind:		OFF	
Vy:		EFATO:		Viz:		ON	
Nav:		SE G/A:		Cloud:		IN	
Ldg Flap:		ACA/H:		Temp:		Block:	
Nm Ap:		Limitations		Dew Pt:		Tacho:	
Nm Vref:		Xwind:		QNH:		Fuel:	
Flplss Ap:		Vne/Vfe:		QFE:			
Flss Vref		Vlo/Vle:					

1: Departure:	PASS / FAIL
1. Pre-Flt Planning:	
1. W & B:	
1. TO & Ldg Perf:	
2. Ext/Int Checks:	
3. Engine Start:	
3. After Eng Start:	
4. Taxy:	
5. Power Checks:	
5. Pre-Depart Cx:	
6. Take-Off:	
7. Climb & Dep:	
8. ATC Liaison:	

3: En-Route:			PASS / FAIL
Route:			
Navigation Leg(s):	Hdg:	Alt:	ETA:
1. Planning:			
1. Map Reading:			
2. S & L/Speed:			
3. Orientation/CAS:			
3. Timing:			
4. Radio Aids?:			
5. Flt Management:			
5. Systems: AP+:			
5. Turn Point Ident:			
6. ATC Liaison:			

2: General Airwork:	PASS / FAIL
1. Slow Flt/Vmca:	
2. Steep Turns L & R:	
3. Stall (clean):	
3. Stall (base turn):	
3. Stall (final app):	
4. Autopilot etc:	

5: Emergencies:	PASS / FAIL
5. Full Eng Shutdown & Restart: (ST only)	
4. Fire Drill:	
4. System Failure:	
1. RTO:	
6. ATC Liaison:	

4: Arrival & Landing (all engines):	PASS / FAIL
Airfield & Wx:	
1. Arrival/Join:	
2. Normal App/Ldg:	
3. Flapless App/Ldg:	
4. Xwind App/Ldg:	
6. 2 Eng Go-Around	
7. Night App/Ldg:	
8. ATC Liaison:	

6: Simulated Asymmetric Flight:	PASS / FAIL
1. EFATO (L / R):	
2. Sim Asymm App:	
2. Sim Asymmetric Go-Around:	
3. Sim Asymmetric Full Stop Landing:	
4. ATC Liaison:	

Tolerances:	
ME CR Tolerances:	Alt: +/-100', Hdg: +/-5°. Track +/-5° or ½ scale. Speed: +/-5 kts.
Asymm Tolerances:	Alt: +/-100', Hdg: +/-10°. Track +/-5° or ½ scale. Spd: +10/-5 kts. ACH/Alt: -0'.

Cx/TEM/Control:	
Result:	PASS / PARTIAL / FAIL / INCOMPLETE

Notes on MEP (land) Proficiency Checks

Before the Flight

- SRG 1157 has some items which are marked with an M, meaning mandatory. However, all items should be assessed.
- The requirement not to have done more than 25% of the required training for an applicant does **NOT** apply to the renewal or revalidation of a Class Rating, only issue.
- The applicant shall complete during the period of validity of the rating, at least 10 route sectors as pilot (not necessarily PIC) of the relevant class or type of aeroplane; or 1 route sector as pilot of the relevant class or type of aeroplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check. A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from the requirement for 10 sectors. A "Route sector" means a flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases. (See FCL 010-Definitions).

3: Navigation

- The navigation part of the ST/PC need only be a short transit (10 mins) to the airwork area and can be accomplished using whatever means.
- Section 3A (VFR navigation) must always be completed unless section 3B (Instrument flight) is done.

4: Approaches & Landings

- Touch and go landings are not necessarily part of the MEP (land) course. Discuss with the applicant whether or not they are comfortable doing them. If not, then taxy back for another take-off each time. If they are, discuss who will move various levers on the runway as this applicant's training may be different to others.
- In an MEP PC, the examiner should require the applicant to go around at minimum altitude from one approach.

2: Airwork

- Failure to carry out **HASELL** Checks before each and every stall is a failure point. I personally dislike the abbreviation to **HELL** Checks for subsequent stalls, as the vital items of Airframe and Security are removed!! No examiner will ask the student to carry out HASELL checks – they are an integral part of the stalling exercise, and their omission could result in failure of that section.
- No examiner will call for a student to 'Recover Now' – those days are long gone! In real life, there will be no-one to call it either.
- Only one of the 3 stalls needs to be assessed, however the examiner may choose to assess more. The 3 stalls that could be examined are as follows:
    - The clean Stall: From straight and level flight with idle power. The recovery is at the stalled condition.
    - The base turn stall: From a level 20° angle of bank turn with gear down and approach flap and approach power set. The recovery is at the first sign of the approaching stall.
    - The final approach stall: From straight and level with gear down and full landing flap and approach power set. The recovery is at the first sign of the approaching stall.
    - All stalls should be recovered using the standard stall recovery with minimum height loss to a clean climb at Vy.

- A stalled flight condition can exist at any attitude and airspeed, and may be recognised by at least one of the following:
  a) continuous stall warning activation; b) buffeting, which could be heavy at times;
  c) lack of pitch authority and/or roll control; and d) inability to arrest the descent rate.
  - First indication of a stall means the initial aural, tactile or visual sign of an impending stall, which can be either naturally or synthetically induced.

After the Flight

- If the rating has expired and is now on the reverse of the licence, online form **SRG 3108** and a licence fee will be required.

EXAMINERS REPORT - For Single Pilot Aeroplanes (SPA) Skill Test for Issue of Class and Type Ratings and Proficiency Checks for Revalidation and Renewal of Class, Type and Instrument Ratings, Revalidation by Experience of Class Ratings, excluding SP High Performance Complex Aeroplanes and Sea Class Ratings in accordance with Part-FCL. (European Commission Regulation (EU)No 1178/2011 as amended).

Civil Aviation Authority

Complete clearly in BLOCK CAPITALS using black or dark blue ink.

FALSE REPRESENTATION STATEMENT
It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuringthe grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine, and on conviction on indictment with an unlimited fine or imprisonment or both.

1. APPLICANTS DETAILS — **To be completed by the Applicant**

CAA Personal Reference Number: ☐☐☐☐☐☐☐

Forename(s): ..... Surname: ..... Date of Birth : .....

Initial Issue ☐ Revalidation by Proficiency Check ☐ Revalidation by Experience ☐ or Renewal ☐

Type Rating ☐ including variants..... including type specific IR ☐

Class Rating ☐ : .....

Expiry of previous or current type/class rating: .....

Stand-alone Instrument Rating (IR/SPA): SE ☐ ME ☐ Revalidation ☐ Renewal ☐

Expiry of previous or current IR/SPA: .....

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

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: ..... (HH:MM)

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

Identification Number of FSTD used:..... (to be in accordance with Commission Regulation (EU) 1178/2011 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018

Competent Authority issuing qualification certificate for FSTD: .....

Result of Skill Test or Proficiency Check: Pass ☐ Partial Pass ☐ Fail ☐ (if fail or partial pass also complete SRG 2129)

Revalidation by Experience of aeroplane class or classes: .....

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

Expiry of new Type/Class Rating: ..... I have ☐ I have not ☐ endorsed the Certificate of Revalidation in the applicant's licence.(If not signed also complete SRG 1119).

Stand-alone Instrument Rating (IR/SPA): Pass ☐ Partial Pass ☐ Fail ☐ (if fail or partial pass also complete SRG 2129)

Expiry of new IR/SPA: ..... SE ☐ ME ☐

I have ☐ I have not* ☐ endorsed the Certificate of Revalidation in the applicant's licence (*If not signed also complete SRG 1119).

If cross-crediting is claimed for revalidation of the IR/SPA, state the other type/class rating for which an LPC including IR was completed and the expiry date of that rating: ..... Type or Class Rating: ..... Expiry of Rating: .....

3. PBN — **To be completed by the Examiner**

I confirm that the applicant has been tested in PBN elements as relevant (Commission Regulation EU 1178/2011 as amended – Annex I, Appendix 7 and 9 Refers) ☐

I confirm that this skill test/proficiency check did not include an RNP APCH and that the applicant has been advised that:

- the PBN privileges of their IR does not include an RNP APCH, and that
- this restriction can be lifted upon completing a proficiency check which includes an RNP APCH. ☐

4. CONFIRMATION — **To be completed by the Examiner**

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) in accordance with Appendix 9 to Part-FCL.

Examiner's Name:..... Examiner's Number: ☐☐☐☐☐☐☐

Authorising Competent Authority: .....

Examiner's Signature: ..... Date: .....

Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA.

UK CAA Examiner Designation Reference: .....

Declaration of applicant - 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.

Applicants signature: ..... Date: .....

Copies of the report shall be submitted to (1) The Applicant, (2) The Applicant's Competent Authority, (3) The Examiner, (4) The Examiner's Competent Authority (if different), (5). The Examiner should also complete Form SRG2199 as required, (6)

English Language Proficiency assessments should be completed using Form SRG1199.

Applicant's details

Name: ..... CAA Ref No: ..... A/C Type/Reg: ..... FLT Time: ..... Date: .....

	Manoeuvres/Procedures M (Mandatory)		Pass /Fail
Section 1 Departure			
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM		
1.2	Pre-start checks		
1.2.1	External		
1.2.2	Internal	M	
1.3	Engine starting: Normal Malfunctions	M	
1.4	Taxiing	M	
1.5	Pre-departure checks: Engine run-up (if applicable)	M	
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		
1.7	Climbing: Vx/Vy Turns onto headings Level off	M	
1.8	ATC liaison - Compliance R/T procedure		
Section 2 Airwork (VMC)			
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)		
2.2	Steep turns (360º left and right at 45º bank)	M	
2.3	(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-offflap and climb power (single engine aeroplane only)	M	
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable	M	
2.5	ATC Liaison - Compliance, R/T procedure		
Section 3A En-route procedures VFR			
3A.1	Flight plan, dead reckoning and map reading		
3A.2	Maintenance of altitude, heading and speed		
3A.3	Orientation, timing and revision of ETAs		
3A.4	Use of radio navigation aids (if applicable)		
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)		
3A.6	ATC liaison - Compliance, R/T procedure		

* Shall be flown solely by reference to instruments. If this condition is not met during the Skill Test or Proficiency Check, the type rating will be restricted to VFR only.

	Manoeuvres/Procedures M (Mandatory)		Pass /Fail
Section 3B Instrument flight			
3B.1*	Departure IFR	M	
3B.2*	En-route IFR	M	
3B.3*	Holding procedures	M	
3B.4*	3D operations to DH/A of 200 feet (60m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path)	M	
3B.5*	2D operations to MDH/A and MAP	M	
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns, Recoveries from unusual attitudes	M	
3B.7*	Failure of localiser or glideslope		
3B.8*	ATC liaison - Compliance, R/T procedure		
Section 4 Arrival and landings			
4.1	Aerodrome arrival procedure	M	
4.2	Normal landing	M	
4.3	Flapless landing	M	
4.4	Crosswind landing (if suitable conditions)		
4.5	Approach and landing with idle power from up to 2000' above the runway (single engine aeroplane only)		
4.6	Go-around from minimum height	M	
4.7	Night go-around and landing (if applicable)		
4.8	ATC liaison - Compliance, R/T procedure		
Section 5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4)			
5.1	Rejected take-off at a reasonable speed	M	
5.2	Simulated engine failure after take-off (single engine aeroplanes only)	M	
5.3	Simulated forced landing without power (single engine aeroplanes only)	M	
5.4	Simulated emergencies: (i) Fire or smoke in flight; (ii) Systems malfunctions as appropriate		
5.5	Engine shutdown and restart (ME Skill Test only) (at a safe altitude if performed in the aircraft)		
5.6	ATC liaison - Compliance, R/T procedure		
Section 6 Simulated asymmetric flight			
6.1*	Simulated engine failure during take-off	M	
	(at a safe altitude unless carried out in FFS or FNPT II) (This section may be combined with sections 1 through 5)		
6.2*	Asymmetric approach and go-around	M	
6.3*	Asymmetric approach and full stop landing	M	
6.4	ATC liaison - Compliance, R/T procedure		

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.

Appendix 1: How to revalidate the MEP (land) rating.

An MEP rating lasts for 1 year from the date of test/check plus the remainder of the month. Once valid again, it is important to know how to revalidate it to prevent it expiring again.

There is only one way this can be done:

- By another proficiency check with an examiner. Ideally this is done in the last 3 months of rating validity as it then preserves the original expiry date. The examiner will then sign the licence.

Appendix 2: Differences Training

In order to be able to fly aircraft with the following characteristics:

- Variable Pitch Propeller
- Retractable Undercarriage
- Turbo or Supercharged Engine
- Electronic Flight Instrument System (EFIS)
- Single Lever Power Control (SPLC)
- Tail Wheel
- Oxygen systems
- In addition, each MEP aircraft type is considered a ‘difference’ and needs to be signed off.

Differences training with an instructor (FI or CRI) must be carried out and signed in the student’s logbook.
For multi-engined aircraft this sign-off is valid for 2 years. If the type is not flown for 2 years, another sign-off is required.