

# How to:



# Get Your SEP (land) Rating Back

*And keep it current!*

## A Practical Guide by Steve Pells

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Designed for iPad

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# Abbreviations

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

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

Many pilots allow their SEP (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 SEP (land) rating can be a very rewarding experience and will allow you freedom to fly locally and onto the continent with ease.

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 SEP aircraft this may or may not need an examiner.

## **Proficiency Check:**

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

## 2: How do I know if my SEP (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 (land)	N/A	N/A	30/09/2022	CAA0031 Civil Aviation Authority	
FI(A)	N/A	N/A	30/09/2024	CAA0031 Civil Aviation Authority	
IRI(A)	N/A	N/A	31/01/2024	CAA0031 Civil Aviation Authority	

On the left, you will see section XII of a UK Part-FCL licence with 3 ratings.

Note the SEP (land) expired on 30 Sep 2022.

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 SEP (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
A320
B737 100-200
B737 300-900
B747 400
SEP (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 front 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 SEP (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 may also need an ATO (Approved Training Organisation) or DTO (Declared Training Organisation) - basically a flight school, and the CAA. Let's talk about each of these in turn:

<p><b><u>Instructor</u></b></p> 	<p>You are going to need an instructor since training is almost always required.</p> <p>For an expired SEP (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 instructor or ATO may decide that no training is required.</p> <p>If the rating has expired by <b>less</b> than 3 years, then the instructor you choose need not be part of an ATO or DTO - you can ask a friend who happens to be an instructor to do the training for you. He will issue a private Course Completion Certificate. This will be your recommendation for test that the examiner will need to see.</p>
<p><b><u>Examiner</u></b></p> 	<p>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.</p> <p>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.</p> <p>The examiner will want to see a course completion certificate (CCC) either the <b>SRG 1107</b> or a private one.. After the test, the examiner will give you some paperwork (<a href="#">SRG 1157</a>) 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.</p>
<p><b><u>ATO or DTO</u></b></p> 	<p>If the rating has expired by <b>more</b> than 3 years, then the instructor you choose needs to be part of an ATO or DTO. He or she will likely be an instructor at a flying school.</p> <p>The Head of Training at the ATO or DTO will decide how much training you need, and he/she will sign the course completion certificate <a href="#">SRG 1107</a>. This will be your recommendation for test that the examiner will need to see.</p>
<p><b><u>CAA</u></b></p> 	<p>If the expired SEP (land) rating is on the <b>front</b> 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 £100-200) for this service. Paperwork will be sent to the CAA. You won't get a reply and you are ready to fly.</p> <p>If the expired SEP (land) rating is on the <b>reverse</b> of your licence, then the examiner cannot sign it. You must apply to the CAA on on-line form <a href="#">SRG 3108</a> attaching a copy of your licence and the examiner's paperwork (<a href="#">SRG 1157</a>). You will also have to pay a fee to the CAA which stands at £104.</p> <p>The CAA will send you a new licence in the post. Be sure to check it for errors and then sign it.</p>

## 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, taxi and checks.
- Basic en-route navigation procedures.
- Stalling and stall recovery.
- Steep turns.
- Forced Landing
- 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)
- A simulated engine failure after take-off (EFATO).
- Circuits at an airfield – usually three chosen from normal, flapless, glide and short field, including a go-around from low altitude.
- 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 SEP (land) Proficiency Check Flight Test Format

### 1. Departure

#### 3A. Navigation:

- Blackbushe to Newbury, Thame, or Whitchurch.

#### 2. Airwork:

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

#### 5. Practice Forced Landing:

- Set scenario of rough running engine before closing throttle.
- Glide approach assessed during the PFL.
- Go-around assessed during PFL
- EFATO assessed after go-around from PFL.

#### 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.

#### 4. Rejoin, Circuits & RTO:

- Rejoin of circuit.
- Normal landing to touch & go.
- Flapless landing to touch & go.
- Short field landing to full stop.
- RTO from stopped position or taxi back.



<b>SE Class Rating Skill Test/Proficiency Check Tolerances</b>	
Altitude:	+/-100'
Heading:	+/-5°
Tracking	+/-5° or ½ scale
Speed:	+/-5 kts

## **Typical SEP (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:**
  - How many cylinders does the engine have? How many spark plugs in each? What about when Magnetos set to L?
  - 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 will your SEP (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?

# SEP (land) Skill Test/Prof Check Examiner Proforma

Initial / Renewal / Revalidation

v1.19 SDP Sep23

Applicant		Examiner		Aircraft		Date	
Speeds etc:				Dep Airfield:		ATIS:	
TO Flap:		FL Vref:		RW:		Fuel B4	
Vr:		Short Fd:		RW State		Tacho:	
Vx/Vy:		SF Vref:		Wind:		OUT	
Nav:		Limitations		Viz:		OFF	
Glide:		Vne:		Cloud:		ON	
Ldg Flap:		Vfe:		Temp:		IN	
Nm App:		Vlo:		QNH:		Block:	
Nm Vref		Vle:		QFE:		Tacho:	
Flapless:		Xwind:		Taxy:		Fuel:	
<b>1: Pre Flight Operations &amp; Departure:</b>				<b>PASS / FAIL</b>			
1. Pre-Flt Planning:							
1. W & B:							
1. TO & Ldg Perf:							
2. External Checks:							
2. Internal Checks:							
3. Engine Start:							
3. After Eng Start:							
4. Taxy:							
5. Power Checks:							
5. Pre-Depart Cx:							
6. Take-Off:							
7. Climb:							
7. Dep Procedure:							
8. ATC Liaison:							
<b>3A: En-Route Procedures:</b>				<b>PASS / FAIL</b>			
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:							

<b>2: General Airwork:</b>		<b>PASS / FAIL</b>	
1. Slow Flight:			
2. Steep Turn L:			
2. Steep Turn R:			
3. Stall (clean):			
3. Stall (base turn):			
3. Stall (final app):			
3. Stall (climb):			
4. Autopilot/FD:			
5. ATC Liaison:			
<b>5: Abnormal &amp; Emergency Procedures:</b>		<b>PASS / FAIL</b>	
1. RTO:			
2. EFATO:			
3. Sim Forced Landing:			
4. Fire Drill:			
4. System Fail:			
6. ATC Liaison:			
<b>4: Approach &amp; Landing Procedures: T&amp;G / Full Stop</b>		<b>PASS / FAIL</b>	
Airfield & Wx:			
1. AD Arrival/Join:			
2. Normal App/Ldg:			
2. Short Fld App/Ldg:			
3. Flapless App/Ldg:			
4. Xwind App/Ldg?:			
5. Glide App/Ldg:			
6. Go-Around:			
7. Night App/Ldg?:			
8. ATC Liaison:			
Post Flight:			
<b>Tolerances:</b>			
<b>SE Class Rating</b>		Alt: +/-100', Hdg: +/-5°. Tracking +/-5° or half scale.	
<b>Tolerances:</b>		Speed: All phases +/-5 kts.	
Cx/TEM/Control:			
<b>Result:</b>		<b>PASS / PARTIAL / FAIL / INCOMPLETE</b>	

## Notes on SEP (land) Skill Tests & 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.

### 2. Airwork

- 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.
- 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.
- 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.

### 3. Navigation

- The navigation part of the PC need only be a short transit (10 mins) to the airwork area and can be accomplished using whatever means.
- **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 15-30 minutes (not more than 45) is envisaged for this section.

#### **4. Landings**

- Touch and go landings are not necessarily part of the SEP (land) course. Discuss with the applicant whether or not they are comfortable doing them. If not, then taxi 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.

#### **5. Emergencies**

- Remember this note from the Examiner's Handbook: 'In accordance with accepted aviation practice I will expect you to land with the gear down unless there is some overriding factor. If you are planning to land gear-up then you must tell me.'

#### **6. Class Rating Items**

- The RTO is an integral part of the SEP (land) Class Rating, so must be carried out as part of the PC.

#### **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 to apply for the rating to be put back on Section XII..
- If a renewal or revalidation is partialled, completing an [SRG 2129](#) will enable examiner to give details of failure and retraining.

**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).**



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 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, 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		Manoeuvres/Procedures M (Mandatory)		Pass /Fail
<b>Section 1 Departure</b>				<b>Section 3B Instrument flight</b>				
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM			3B.1*	Departure IFR	M		
				3B.2*	En-route IFR	M		
				3B.3*	Holding procedures	M		
1.2	Pre-start checks			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		
1.2.1	External							
1.2.2	Internal	M		3B.5*	2D operations to MDH/A and MAP	M		
1.3	Engine starting: Normal Malfunctions	M		3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns, Recoveries from unusual attitudes	M		
1.4	Taxiing	M						
1.5	Pre-departure checks: Engine run-up (if applicable)	M		3B.7*	Failure of localiser or glideslope			
				3B.8*	ATC liaison - Compliance, R/T procedure			
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)			<b>Section 4 Arrival and landings</b>				
				4.1	Aerodrome arrival procedure	M		
1.7	Climbing: Vx/Vy Turns onto headings Level off	M		4.2	Normal landing	M		
				4.3	Flapless landing	M		
				4.4	Crosswind landing (if suitable conditions)			
1.8	ATC liaison - Compliance R/T procedure			4.5	Approach and landing with idle power from up to 2000' above the runway (single engine aeroplane only)			
<b>Section 2 Airwork (VMC)</b>								
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)			4.6	Go-around from minimum height	M		
				4.7	Night go-around and landing (if applicable)			
2.2	Steep turns (360° left and right at 45° bank)	M		4.8	ATC liaison - Compliance, R/T procedure			
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-off flap and climb power (single engine aeroplane only)	M		<b>Section 5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4)</b>				
				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		
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable	M		5.4	Simulated emergencies: (i) Fire or smoke in flight; (ii) Systems malfunctions as appropriate			
2.5	ATC Liaison - Compliance, R/T procedure			5.5	Engine shutdown and restart (ME Skill Test only) (at a safe altitude if performed in the aircraft)			
<b>Section 3A En-route procedures VFR</b>								
3A.1	Flight plan, dead reckoning and map reading			5.6	ATC liaison - Compliance, R/T procedure			
3A.2	Maintenance of altitude, heading and speed			<b>Section 6 Simulated asymmetric flight</b>				
3A.3	Orientation, timing and revision of ETAs			6.1*	Simulated engine failure during take-off	M		
3A.4	Use of radio navigation aids (if applicable)				(at a safe altitude unless carried out in FFS or FNPT II) (This section may be combined with sections 1 through 5)			
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)			6.2*	Asymmetric approach and go-around	M		
3A.6	ATC liaison - Compliance, R/T procedure			6.3*	Asymmetric approach and full stop landing	M		
* 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.				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 SEP (land) rating.

An SEP rating lasts for 2 years 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 are 2 ways this can be done:

1. 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 sign the licence.

Or

2. By **experience**. Gathering the required experience in the second year of the rating validity. You will need the following in that second year:
  - a. A total of 12 hours flying in SEP as P1 or PUT.
  - b. At least 6 hours P1 in SEP aircraft.
  - c. 12 take-offs and landings.
  - d. A 1 hour flight with an instructor (or multiple flights totalling over 1 hour). Alternatively a successful proficiency check or skill test in another aircraft type (eg B737, A320, MEP etc) will account instead.

The instructor who carried out the refresher training will then sign the licence.

Note that no experience gained in the first year of rating validity counts at all.

Also, the Experience method can only used for revalidation, not renewal. If the rating expires again, then another proficiency check (and possibly further training) will be required.



Note that as soon as the pilot has carried out all the required hours, take-offs & landings, and the training flight, then the licence may be signed giving the SEP rating a further 2 years beyond the original expiry. For example, referring to the above timeline, if a pilot carried out all the required flying by 03 June 2020, then the licence could be revalidated until 31 May 2023, almost 3 years hence.

XII - CERTIFICATE OF REVALIDATION

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
MEP (land)/SP	13/04/2017	N/A	30/06/2018	CAA/0005	[Signature]
IR-SP-ME class/SE	N/A	16/06/2017	30/06/2018	CAA/0005	[Signature]
B777/787 IR/LV/PBN	3/9/2017	3/9/2017	30/9/2018	246639	[Signature]
SEP (LAND)	—	—	30/9/2020	344460	[Signature]
FI(A)	16/01/18	N/A	30/9/21	2144 164	[Signature]

What defines the Refresher Training Flight?

A flight during which a person is receiving flight instruction from a properly authorised instructor e.g., FI, CRI, etc.

Examples of training flights include:

- Flight on a training course eg, Night Rating, IR, IMC Rating, Class Rating, etc
- Formation flying training.
- Revision of stalling (or other exercise)
- Aerobatic flying training
- Differences training

However, **NOT** the IMC Rating test. This is specifically excluded.

Note, also, that in order to revalidate a pilot's rating and sign the licence, then the refresher training flight must have been conducted, or completed, by that same instructor. If the training flight was conducted entirely by a different instructor, then an examiner must check the experience and sign the licence.

In addition, the instructor and pilot complete sections 1 & 3 of [SRG 1107](#) or pages 1 and 2 of **SRG 1157** and send a copy to the CAA by mail or to

## 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

Differences training with an instructor (FI or CRI) must be carried out and signed in the student's logbook.

For single-engined aircraft this is a one-time sign-off and is valid for life.