

FLIGHT TEST REPORT

APPLICANT NAME:		Licence #							
-----------------	--	-----------	--	--	--	--	--	--	--

FSS PEL 61-48

Class & Type Rating – SE ME SP Aeroplane Flight Test Guide

Throughout this FTG a reference to an Examiner is taken to be a reference to NCAA Part 61 Designated Flight Examiners, designated pilots and NCAA inspectors.

FOREWORD

The flight test guide book has been published by the NAMIBIA CIVIL AVIATION AUTHORITY (NCAA) to establish the standards for a pilot and aircraft rating practical tests for Aeroplanes. NCAA inspectors, designated Flight Examiners, and designated pilots (referred to as Examiners throughout the remaining practical test standards) shall conduct practical tests in compliance with these standards. Flight instructors and applicants should find these standards helpful in practical test preparation.

FLIGHT TEST REPORT

1. Class Rating and Type Rating (A) SE / ME / SP - General

The aim of the Class Rating and Type Rating (A) SE / ME / SP skill test/ proficiency check is for the applicant to demonstrate competency in the knowledge, skills and attitudes as required in Part 61 Civil Aviation Regulations for the issue, re-validation, renewal and re-issue of the Class Rating and Type Rating. The flight test guide provides FE and FI guidance for assessment of competency and for skill test/ proficiency test assessment.

Applicants who wish to add a type rating limited to VFR, to their license does not have to comply with AREA OF OPERATION: INSTRUMENT PROCEDURES and shall be marked as NOT APPLICABLE.

1.1 Skill Test pre-requisites

1.1.1 Skill Test prerequisites Class Rating and Type Rating (A)

An applicant for a Class Rating and Type Rating skill test is required to:

- Hold a valid class 1 medical;
- Hold a valid general radiotelephony operator`s certificate;
- Hold a valid commercial pilot license (A)
- Have acquired the experience referred to in regulation 61.07.2;
- Have successfully completed the training referred to in regulation 61.07.3
- Have passed the theoretical knowledge examination referred to in regulation 61.07.4;

1.1.2 Skill Test prerequisites Class Rating and Type Rating

- An applicant for a Class Rating and Type Rating (A) is required to:
- Hold a valid pilot license and a valid medical certificate;
- Have successfully completed the training referred to in regulation 61.16.2;
- Have passed the theoretical knowledge examination referred to in regulation 16.16.3;

1.1.3 An applicant who holds a Private Pilot License or Commercial Pilot license must have passed the IR knowledge test within the 24 months preceding

FLIGHT TEST REPORT

the skills test if the test is for the concurrent issuance of an instrument rating and an aircraft rating.

- 1.1.4 If an applicant is taking a skill test for the issuance of a private or commercial pilot that requires a type rating, private pilot skill test standards or commercial pilot skill test standards, as appropriate to the license, must be used in conjunction with this flight test guide. Also the current IR skill test standard must be used in conjunction with this flight test guide if the applicant is concurrently taking a skill test for the issuance of an instrument rating and a type rating. The TASKs that are in the PPL, CPL or IR skill tests (and not listed in this flight test guide) must be accomplished.
- 1.1.5 For amphibian type rating requirements refer to the Head of PEL for guidance.

1.2 Examiner requirements

The following Examiner requirements are applicable to the conduct of the Class Rating and Type Rating flight test:

- 1.2.1 The Examiner must conduct the Class Rating and Type Rating skill test/ proficiency check in accordance with the Flight Examiner Manual.
- 1.2.2 The Examiner must ensure that the ground component of the skill test/ proficiency check is successfully completed before conducting the pre-flight briefing and flight component of the skill test/ proficiency check.
- 1.2.3 The Examiner must not introduce simultaneous, multiple or unrelated simulated emergencies or abnormal events during the flight.
- 1.2.4 After a simulated failure, the Examiner must ensure the aircraft is configured back to a normal operating mode before another simulated

FLIGHT TEST REPORT

failure may be introduced, except where the simulated failures are linked.

The safety of the aircraft should never be jeopardized when simulating emergencies or failures.

- 1.2.5 The following Examiner Designations are allowed to conduct skill tests and proficiency checks for Type Ratings and Class Rating and Type Rating:

- FE
- TRE;
- ATPE;
- SFE;
- OFE; and
- NCAA safety inspector

- 1.2.6 To avoid unnecessary distractions, oral questioning should be used judiciously at all times, especially during the flight portion of the skill test/ proficiency check.

- 1.2.7 The Examiner must use whatever means deemed suitable to determine that the applicant's equipment knowledge meets the standard. Equipment examination should be administered prior to the skill test/ proficiency check and must be closely coordinated and related to the flight portion of the skill test/ proficiency check.

- 1.2.8 Questioning at any time, during the flight event may test knowledge elements that are not evident in the demonstrated skills.

- 1.2.9 SAFETY OF FLIGHT must be the prime consideration at all times. The Examiner, and crew must be constantly alert for other traffic.

FLIGHT TEST REPORT

1.3 Aircraft and equipment requirements for the skills test

- 1.3.1 The applicant is required to provide an appropriate and airworthy aeroplane with operating limitations that do not prohibit the tasks required on the skill test/ proficiency check.
- 1.3.2 Flight instruments are those required for controlling the aircraft without outside references. The required radio equipment is that which is necessary for communications with ATC, and for the performance of instrument approach procedures. GPS equipment must be certified and contain the current data bases.
- 1.3.3 The applicant must provide a view-limiting device acceptable to the Examiner. The device must be used during all testing that requires “solely by reference to instruments”. The applicant and Examiner will establish a procedure as to when and how this device should be donned and removed before flight.
- 1.3.4 The applicant is expected to demonstrate automation management skills in utilizing the autopilot, avionics and system displays, and/ or FMS as applicable. The Examiner is expected to test the applicant’s knowledge of the systems that are installed and operative during the oral and flight portions of the skill test/ proficiency check.
- 1.3.5 The skill test or proficiency check shall be conducted in a multi-engine aeroplane which is required to be operated with a co-pilot and which has variable pitch propellers or turbine engines, adjustable flaps and retractable undercarriage.

1.4 Testing methodology

- 1.4.1 The Examiner should apply the flight test methodology described in Flight

FLIGHT TEST REPORT

Examiner Manual, Assessment of human factors and non- technical skills of the Flight Examiner Manual.

1.4.2 The skill test/ proficiency check should be designed such that all required components can be assessed in a logical sequence. Where one or more mandatory units or elements are unable to be assessed for any reason, the skill test/ proficiency check cannot be completed.

1.4.3 The Examiner must ensure the applicant is given adequate notice of the intended navigation task to allow for unhurried preparation and planning (simulating a commercial passenger/cargo carrying operation). The applicant should be given the test route at least 24 hours and not more than 48 hours before the start of the skill test/ proficiency check/ assessment of competence.

1.4.4 It is recommended that the Examiner plan an airborne time of approximately:

- 2 hours for the Flight component task (this should not include time delays which may be experienced at a busy airport).
- When concurrent test/ checks are administrated, planning for additional time as appropriate must be taken into consideration.

1.5 General Flight Tolerances – Class Rating and Type Rating (A)

1.5.1 Applicability - The flight tolerances in this subsection apply to the following licences and ratings

- Class Rating and Type Rating (A);
- Type Rating (A).

General Flight tolerances

Flight path or manoeuvre	Flight tolerances
Taxing aircraft	±1.5 metres of centreline

FLIGHT TEST REPORT

Flight path or manoeuvre		Flight tolerances
Nominated heading		± 5°
Climb airspeed		± 5 kts
Level off from climb and descent		± 100 ft
Straight and level	Altitude	± 100 ft
	IAS	±10 kts
Power descent airspeed		±10 kts
Glide / Autorotation		-5 / +10 kts
Altitude		± 100 ft
Turns		Angle of Bank ± 5°
Turns onto nominated headings		Heading ± 10°
Steep Turn		Heading ± 10°
		Speed ±10 kts
		Height ± 100 ft
Final approach airspeed		± 5 kts not below Vref
Landing	Touchdown	±120 m
	Centreline tracking	± 2 m
Asymmetric flight / Single engine flight	Heading – initial	± 20°
	Heading - sustained	± 10°
	IAS	± 10 kts
Limited panel instrument flying	Heading	±15°
	IAS	±10 kts or ±M0.02
	Height	±200 ft

1.6 Class Rating and Type Rating assessment scope and conditions

- 1.6.1 The Class Rating and Type Rating skill test/ proficiency check must be conducted in an aeroplane, or NCAA approved SFTD.
- 1.6.2 The activities and manoeuvres of the Part 61 CATS and the Class Rating and Type Rating (A) flight test form must be assessed against an appropriate sample of the performance criteria for the relevant competency standards prescribed.
- 1.6.3 Class Rating and Type Rating flight tolerances and ground reference tolerances are specified on the applicable flight test guide. Sustained

FLIGHT TEST REPORT

deviation outside the applicable flight tolerance is not permitted.

- 1.6.4 The applicant should remain in control of the aircraft at all times. If the successful outcome is in doubt, corrective action is taken promptly to recover to safe flight.

1.7 Conduct - Ground Component

1.7.1 Initial brief to applicant

In accordance with Flight Examiner Manual, the Examiner must begin the skill test/ proficiency check with a brief to the applicant on the following items:

Skill test/ proficiency check context, purpose and content;

- Assessment procedure;
- Function of the Examiner;
- Standards and tolerances against which competency will be assessed;
- Actions in the event of a failure assessment.

The applicant should be encouraged to ask for clarification should he become uncertain before commencing any of the skill test/ proficiency check/ assessment of competence elements.

1.7.2 Document review

The Examiner must confirm that an applicant for the Class Rating and Type Rating (A) satisfies the eligibility requirements to undertake the skill test/ proficiency check for the grant of the NCAA Part 61 license. To achieve this, the achievement record or training records, logbook, license and medical certificate must be checked.

1.7.3 Minimum age

The Examiner must see one of the following documents to verify that the applicant is at least 21 years old;

FLIGHT TEST REPORT

- Namibian driver license
- Namibian ID
- Passport (Any nationality).

1.7.4 Aeronautical knowledge examinations

The Examiner must review the applicant's theory examination pass records where applicable.

1.7.5 Flight training requirements

The Examiner must review the applicant's pilot training records to ensure that the training requirements have been met. Normal evidence should at least be a course completion certificate where applicable.

1.7.6 Aeronautical experience

The Examiner must review the applicant's pilot logbook to ensure that the minimum aeronautical experience requirements have been met.

1.7.7 English language proficiency

The Examiner must ensure that the applicant holds a current ELP assessment.

1.7.8 Eligibility certification

The Examiner must satisfy himself that the ARN certificate by the training provider is valid.

1.7.9 Medical certificate

The Examiner must satisfy himself that the applicant holds a valid class of medical certificate as appropriate. In the absence of the aforementioned a medical exemption permitting the applicant to exercise the privileges of the Class Rating and Type Rating, will suffice.

1.7.10 If the skill test/ proficiency check is a re-test following a fail assessment, the Examiner must review the applicant's training records for evidence that appropriate remedial training has been successfully carried out with

FLIGHT TEST REPORT

the applicant.

1.7.11 Assessment of knowledge requirements

Questions for the oral knowledge assessment must be in accordance with the knowledge requirements listed of the Part 61 CATS formulated in a way that has practical connotation.

1.7.12 Assessment of flight planning

1.7.13 As part of the skill test/ proficiency check, the applicant must complete a:

- Flight plan;
- Fuel plan;
- Flight notification;
- Weight and balance calculation;
- Take-off and landing distance/performance calculation.

When reviewing the applicant's flight preparation documents, the Examiner must be satisfied that the applicant is able to validate the data on which the planning decisions and calculations have been made (including: forecast weather, NOTAMs, aircraft data, chart validity). The Examiner must ensure, through considered questioning, that the preparation is solely the work of the applicant and meets the knowledge standards as applicable.

1.8 Conduct - Flight Component

1.8.1 Assessment of the applicant's performance

The applicant's performance is assessed for technique, judgement, knowledge, smoothness, accuracy, procedures and flight management. The following explanations are provided to assist the Examiner in assessing the flight component:

FLIGHT TEST REPORT

- 1.8.1.1 Technique – the method by which a task is performed. There may be more than one acceptable technique and the Examiner should be flexible in their assessment.
- 1.8.1.2 Judgement – is applicable to all tasks but is of particular importance in respect of environmental conditions and effects such as cloud, wind and turbulence.
- 1.8.1.3 Knowledge – during the course of the skill test/ proficiency check/ assessment of competence the applicant's knowledge may be further tested. The Examiner should exercise sound judgement to ensure that questions are not asked in a high workload environment.
- 1.8.1.4 Smoothness – the applicant should demonstrate smooth flying in all sequences. Anything less is unacceptable and should result in a fail assessment.
- 1.8.1.5 Accuracy – accuracy in the control of height, airspeed, direction, balance and trim are all-important. Persistent errors in any of these aspects should result in a fail assessment.
- 1.8.1.6 Procedures – the applicant should demonstrate awareness and practical application of nominated standard operating procedures throughout the skill test/ proficiency check/ assessment of competence.
- 1.8.1.7 Flight management – the applicant should demonstrate proficiency in aircraft systems, situational awareness, threat and error management and decision- making during the flight.
- 1.8.2 Assessment should be based on the technique used by the applicant and not just the ability to perform the task within specified numerical tolerances. Technique involves smooth and accurate control application in adjusting power, attitude, trim and balance in a timely and coordinated fashion whilst following correct procedures.
- 1.8.3 It may be that on some occasions the flight conditions are such that even

FLIGHT TEST REPORT

though the applicant's technique is sound, the aircraft may deviate outside specified tolerances for short periods. In such cases the assessment of technique and judgment should be the determining factors.

- 1.8.4 Applicant's should not be given a second opportunity to demonstrate a manoeuvre unless, in the opinion of the Examiner, the circumstances causing failure of the first attempt were outside the control of the applicant in the test environment or the applicant recognized the error and self-managed corrective actions. This should be considered in relation to safety critical items where the applicant is demonstrating TEM appropriately.

1.9 Pre-flight briefing

In accordance with Flight Examiner Manual, and evidence-based assessment; the Examiner must brief the applicant on;

- Simulating emergencies, methods and calls;
- Actual emergencies;
- Pilot in command;
- Transfer of flight control;
- Flight tolerances and ground references;
- The scenario applied to the test environment (e.g. passenger carrying private/commercial operation / simulation of passengers);
- Multiple flights and the assessment of competencies (if applicable);
- Procedures for simulating IMC.

1.10 Assessment of activities and manoeuvres

An Examiner must comply with the evidence based Units/elements and take into account the recommendations described below when planning and conducting the Class Rating and Type Rating (A) skill test. Where there are no specific recommendations, a blank space is listed in the table against the unit/element.

1.11 Theoretical Knowledge

Theoretical Knowledge requirements for the Class Rating and Type Rating (A) are specified in Part 61 Document NAM CATS-FCL 61.07.4.

FLIGHT TEST REPORT

2. Class Rating and Type Rating (A) – Manoeuvres / Procedures

2.1 Section 1: Departure

Section 1 description: Knowledge of the applicant is assessed on his knowledge of documentation, mass and balance, weather briefing.

Section 1		Performance Criteria
1.1	Pre-flight Preparation & oral assessment including mass and balance, weather briefing Performance and Limitations	- Exhibits satisfactory knowledge appropriate to the aeroplane; its systems and components; its limitations, normal, abnormal, and emergency procedures; and uses the correct terminology with regard to the systems. - Exhibits Knowledge of the applicant is assessed on his knowledge of documentation, mass and balance, weather briefing. - Exhibits satisfactory knowledge of performance and limitations, including a thorough knowledge of the adverse effects of exceeding any limitation. - Demonstrates proficient use of performance charts, tables, graphs, or other data

2.1.1 Section 1: Assessment Guide

Section 1		Evidence
1	Pre-flight Preparation & oral assessment	<i>Exhibits satisfactory knowledge appropriate to the aeroplane; its systems and components; its normal, abnormal, and emergency procedures; and uses the correct terminology with regard to the items:</i> Landing gear - Extension/ retraction system(s); Indicators, brakes, antiskid, tires, nose-wheel steering, and shock absorbers; Engine - Controls and indications, induction system, carburetor and fuel injection, turbo-charging, cooling, fire-detection/ protection, mounting points, turbine wheels, compressors, de-icing, anti-icing, and other related components. Propellers

FLIGHT TEST REPORT

Section 1	Evidence
	• Type, controls, feathering/unfeathering, auto-feather, negative torque sensing, synchronizing and synchrophasing. Fuel system • Capacity; drains; pumps; controls; Indicators; cross-feeding; transferring; jettison; fuel grade, color and additives; fueling and defueling procedures; and fuel substitutions, if applicable. Oil system • Capacity, grade, quantities, and indicators. Hydraulic system • Capacity, pumps, pressure, reservoirs, grade, and regulators. Electrical system • Alternators, generators, battery, circuit breakers and protection devices, controls, indicators, and external and auxiliary power sources and ratings. Environmental systems • Heating, cooling, ventilation, oxygen and pressurization, controls, indicators, and regulating devices. Avionics and Communications • Autopilot; • Flight Director; • Electronic Flight Instrument Systems (EFIS); • Flight Management System(s) (FMS)(FMC); • Doppler Radar; • Inertial Navigation Systems (INS); • Global Positioning System/ Wide Area Augmentation System/Local Area Augmentation System (GPS/WAAS/LAAS); • VOR, NDB, ILS, GLS, RNAV systems and components; • Traffic awareness/warning/avoidance systems, terrain awareness/warning/alert systems; • Other avionics or communications equipment, as appropriate; • Indicating devices; • Transponder; and

FLIGHT TEST REPORT

Section 1		Evidence
		• Emergency locator transmitter. • Ice protection • Anti-ice, deice, pitot-static system protection, propeller, windshield, wing and tail surfaces. Crewmember and passenger equipment • Oxygen system • Survival gear, emergency exits, evacuation procedures and crew duties, and quick donning oxygen mask for crewmembers and passengers. Flight controls • Ailerons, elevator(s), rudder(s), control tabs, balance tabs, stabilizer, flaps, spoilers, leading edge flaps/slats and trim systems. Pitot-static system • With associated instruments and the power source for the flight instruments. <i>Exhibits satisfactory knowledge of the contents of;</i> • The POH, FCOM or AFM with regard to the systems and components listed in paragraph 1 (above); • The Minimum Equipment List (MEL) and/or configuration deviation list (CDL), if appropriate; and • The operations specifications, if applicable.
1.1	Performance and Limitations	<i>Exhibits satisfactory knowledge of performance and limitations, including a thorough knowledge of the adverse effects of exceeding any limitation. Demonstrates proficient use of (as appropriate to the aeroplane) performance charts, tables, graphs, or other data relating to items, such as;</i> • Departure airport, taxiway, and runway NOTAMs, Runway usable lengths, HOT Spots, taxi restrictions, specific taxi procedures, as applicable, and signage/markings. • Accelerate - stop distance. • Accelerate - go distance. • Takeoff performance all engines and with engine(s) inoperative. • Climb performance including segmented climb performance with all engines operating - with one or

FLIGHT TEST REPORT

Section 1	Evidence
	more engine(s) inoperative, and with other engine malfunctions as may be appropriate. • Service ceiling - all engines, with engines(s) inoperative, including drift down, if appropriate. • Cruise performance. • Fuel consumption, range, and endurance. • Descent performance. • Arrival airport, taxiway, and runway NOTAMs, runway usable lengths, HOT Spots, procedures as applicable, and signage/markings. • Landing distance. • Land and hold short operations (LAHSO). • Go - around from rejected landings (landing climb). • Other performance data appropriate to the aeroplane). • Describes (as appropriate to the aeroplane) the airspeeds used during specific phases of flight. • Describe the effects of meteorological conditions upon performance characteristics and correctly applies these factors to a specific chart, table, graph, or other performance data. • Computes the center - of - specific load gravity location for a condition (as specified by the Examiner), including adding, removing, or shifting weight. • Determines if the computed center – of - gravity is within the forward and aft center - of - gravity limits, and that lateral fuel balance is within limits for takeoff and landing. • Demonstrates adequate knowledge of the adverse effects of airframe icing during pre-takeoff, takeoff, cruise and landing phases of flight and corrective actions. • Demonstrates adequate knowledge of procedures for wing contamination recognition and adverse effects of airframe icing during pre- takeoff, takeoff, cruise, and landing phases of flight. (Pilots applying for an aircraft type rating should have adequate knowledge of icing procedures and/or available information published by the manufacturer that is specific to that type of aircraft.) • Demonstrates good planning and knowledge of procedures in applying operational factors affecting aeroplane performance. • Demonstrates knowledge of the stabilized approach procedures and the decision criteria for go-around or rejected landings.

FLIGHT TEST REPORT

2.1.2 Section 1.2: Pre-start checks External / Internal

2.1.3 Section 1.2 description: To determine that the applicant:

Exhibits satisfactory knowledge of the Pre-start checks External / Internal procedures;

Section 1		Performance Criteria
1.2	Pre-flight Inspection	• Satisfactory knowledge of Pre-start checks External / Internal
1.2	Operational status of aeroplane	• Satisfactory knowledge of the operational status of the aeroplane.
1.2	Use of checklists	• Use of appropriate checklists or coordinates as recommended by the manufacturer.
1.2	Verification that the aeroplane is safe for flight	• Emphasis (as appropriate) is on the need to look at and can explain the purpose of inspecting the items.
1.2	Coordination with ground crew and clearance	• Coordinates with ground crew and ensures adequate clearance prior to moving any devices.
1.2	Operation specification compliance	• Comply with the provision of the appropriate operations specifications.
1.2	Operation of aeroplane systems	• Demonstrate proper operation of all applicable aeroplane systems
1.2	Determine if aeroplane is airworthy	• Note discrepancies, determine if aeroplane is airworthy and safe for flight and take proper corrective action if required regarding limitation by MEL/ CDL items.
1.2	Safety	• Check area around the aeroplane for hazards.
1.2	Surface contamination	• Check if the surfaces are free of contamination and follow the required procedures.

2.1.4 Section 1.2: Assessment Guide

2.1.4.1 During the assessment the applicant must exhibit satisfactory knowledge and skill of the engine start procedures.

FLIGHT TEST REPORT

- 2.1.4.2 The checks and actions detailed in this guide are advisory. Checks and actions in approved checklists, placards, Flight Manual/POHs, or Operations Manuals have precedence and must be complied with.

Section 1		Evidence
1.2	Pre-start checks Internal and external	<i>Exhibits satisfactory knowledge of the pre-flight inspection procedures, while explaining briefly:</i> • The purpose of inspecting the items, which must be checked. • How to detect possible defects. • The corrective action to take. <i>Exhibits satisfactory knowledge of the operational status of the aeroplane by locating and explaining the significance and importance of related documents, such as;</i> • Airworthiness and registration certificates. • Operating limitations, handbooks, and manuals. • Minimum equipment list (MEL), if appropriate. • Weight and balance data. • Maintenance requirements, tests, and appropriate records applicable to the proposed flight or operation; and maintenance that may be performed by the pilot or other designated crewmember. • Uses the appropriate checklist or coordinates with crew to ensure completion of checklist items in a timely manner and as recommended by the manufacturer or approved method to inspect the aeroplane externally and internally. <i>Verifies the aeroplane is safe for flight by emphasizing (as appropriate) the need to look at and explain the purpose of inspecting items, such as;</i> • Engine, including controls and indicators. • Fuel quantity, grade, type, contamination safeguards, and servicing procedures. • Oil quantity, grade, and type. • Hydraulic fluid quantity, grade, type, and servicing procedures.

FLIGHT TEST REPORT

Section 1	Evidence
	• Oxygen quantity, pressures, servicing procedures, and associated systems and equipment or crew and passengers. • Hull, landing gear, float devices, brakes, steering system, winglets, and canards. • Tires for condition, inflation, and correct mounting, where applicable. • Fire protection/detection systems for proper operation, servicing, pressures, and discharge indications. • Pneumatic system pressures and servicing. • Ground environmental systems for proper servicing and operation. • Auxiliary Power Unit (APU) for servicing and operation. • Flight control systems including trim, spoilers, and leading/trailing edge. • Anti-ice, de-ice systems, servicing, and operation. • Installed and auxiliary aircraft security equipment, as appropriate. • Coordinates with ground crew and ensures adequate clearance prior to moving any devices, such as door, hatches, and flight control surfaces. • Complies with the provisions of the appropriate operations specifications, if applicable, as they pertain to the particular aeroplane and operation. • Demonstrates proper operation of all applicable Aeroplane systems. • Notes any discrepancies, determines if the aeroplane is airworthy and safe for flight, or takes the proper corrective action, and acknowledges limitations imposed by MEL/CDL items. • Checks the general area around the aeroplane for hazards to the safety of the aeroplane and personnel. • Ensures that the aeroplane and surfaces are free of ice, snow, and has satisfactory knowledge of deicing procedures, if icing conditions were present or ice was found.

2.1.5 Section 1.2: Cockpit Inspection

2.1.6 Section 1.2 Description: To determine that the applicant exhibits satisfactory knowledge of the Cockpit Inspection procedures.

FLIGHT TEST REPORT

Section 1		Performance Criteria
1.2	Cockpit inspection	• Exhibits compliance to and satisfactory knowledge of the cockpit inspection check list and procedures including appropriate safety procedures. • Determine if aeroplane meets requirements for VFR flight or IFR flight as appropriate.

2.1.7 Section 1.2: Assessment Guide

Section 1		Evidence
1.2	Cockpit inspection	• Exhibits adequate knowledge of the correct cockpit inspection procedures including the thorough use of the approved checklist; • Demonstrates sound judgment and operating practices in those instances where specific instructions or checklist items are not published. • Condition and security of glass on all instruments checked serviceable. • Instrument faces undamaged and readable. • All instrument readings appropriate to existing conditions. • Instrument power sources checked for condition/serviceability. • Altimeter reading ± 75 feet of airfield elevation when QNH is set. • When two altimeters are fitted, pre flight check is conducted in accordance with AIP. • Autopilot operation and disconnect is checked. • Gyroscopic instrument operation is checked during taxiing.

2.2 Section 1.3: Engine Start

2.2.1 Section 1.3 description:

To determine that the applicant exhibits satisfactory knowledge and skill of the engine start procedures.

FLIGHT TEST REPORT

Section 1		Performance Criteria
1.3	Engine start	Exhibits compliance to and satisfactory knowledge of the engine start procedures including appropriate safety procedures

2.2.2 Section 1.4: Assessment Guide

Section 1		Evidence
1.3	Engine start procedures	- Exhibits adequate knowledge of the correct engine start procedures including the use of an external power source; - Starting under various atmospheric conditions, - Normal and abnormal starting limitations, and - The proper action required in the event of a malfunction. - Ensures the ground safety procedures are followed during the before-start, start, and after-start phases. - Ensures the use of appropriate ground crew personnel during the start procedures. - Performs all items of the start procedures by systematically following the approved checklist procedure in a timely manner and as recommended by the manufacturer for the before-start, start, and after-start phases. - Demonstrates sound judgment and operating practices in those instances where specific instructions or checklist items are not published. - Perform radio and navigation equipment check as per AFM. - Select and make the required settings of navigation and communication frequencies.

2.3 Section 1.4: Taxiing

2.3.1 Section 1.4 description: To determine that the applicant:
Exhibits satisfactory knowledge of safe taxi procedures.

Section 1		Performance Criteria
1.4	Taxiing	Exhibits compliance to and satisfactory knowledge of all applicable taxi procedures including the appropriate safety procedures.

FLIGHT TEST REPORT

2.3.2 Section 1.4: Assessment Guide

Section 1		Evidence
1.4	Taxiing	• Exhibits adequate knowledge of safe taxi procedures (as appropriate to the aeroplane including push back or power- back, as may be applicable). • Demonstrating and explaining procedures for holding the pilot's workload to a minimum during taxi operations. • Exhibiting taxi operation planning procedures, such as recording taxi instructions, reading back taxi clearances, and reviewing taxi routes on the airport diagram. • Demonstrating procedures to insure that clearance or instructions that are actually received are adhered to rather than the ones expected to be received. • Know, explain and discuss the hazards of low visibility operations. • Demonstrates proficiency by maintaining correct and positive aeroplane control. In aeroplanes equipped with float devices, this includes water taxiing, sailing, step taxiing, approaching a buoy, and docking. • Maintains proper spacing on other aircraft, obstructions, and persons. • Accomplishes the applicable checklist items or ensures all required checks as required by the appropriate checklist items are accomplished in a timely manner and as recommended by the manufacturer, and performs recommended procedures. • Maintains desired track and speed. • Complies with instructions issued by ATC (or the Examiner simulating ATC). • Observes runway hold lines, localizer and glide slope critical areas and other surface control and lighting. • Maintains constant vigilance and aeroplane control during taxi operation to prevent runway/waterway incursion. • Demonstrating and/or explaining procedural differences for night operations. • Demonstrating and explaining the use(s) of aircraft exterior lighting and differences for day and night operations. • • Minimum power is used to maintain taxi speed.

FLIGHT TEST REPORT

Section 1	Evidence
	• Engine instruments are monitored and reacted to. • Carburettor heat is used to control icing. • Potentially damaging objects are avoided. • Minimum power is used to avoid propeller damage. • Correct marshalling signals are complied with. • Incorrect marshalling signals are recognised and ignored. • Aeroplane speed and distance from obstacles enables avoidance of collision in the event of brake failure. • Steering failure is managed by use of speed, distance, brakes or reverse thrust. • <i>Elements of Airmanship:</i> • Lookout is maintained using a systematic scan technique at a rate determined by traffic density, visibility or terrain. • Surface traffic conditions are recognised and accommodated. • Different aeroplane types are recognised. • Adverse effect of propeller slipstream on other aeroplanes, aerodrome facilities and personnel is avoided. • Inspection of taxi path is carried out when surface conditions are obscured. • Right of way procedures are complied with. • Local and published noise abatement requirements and curfews are observed.

2.4 Section 1.5: Pre-Departure Checks and Procedures

2.4.1 Section 1.5 description: To determine that the applicant:
Exhibits satisfactory knowledge of the pre-departure checks and procedures.

FLIGHT TEST REPORT

Section 1		Performance Criteria
1.5	Pre-departure checks and procedures	• Exhibits satisfactory knowledge of pre-departure checks and procedures. • Pre- take-off checks are completed in accordance with approved checklist. (Including run-up if required) • Aeroplane is lined up in the centre of the runway in take-off direction and line-up checks are carried out in accordance with approved checklist.

2.4.2 Section 2: Assessment Guide

Section 1		Evidence
1.5	Pre-departure Checks and procedures	• Safety briefing is performed. • Pre-take-off checks are completed in accordance with approved checklist. • ATC instructions are complied with. • Aeroplane is aligned with centre line in take-off direction. • Aeroplane is positioned as close to the start of the runway as possible. • Line-up checks are performed in accordance with approved checklist. • Exhibits satisfactory knowledge of the pre-takeoff checks by stating the reason for checking the items outlined on the approved checklist and explaining how to detect possible malfunctions, including engine run-up (if applicable) • Divides attention properly inside and outside cockpit. • Ensures that all systems are within their normal operating range prior to beginning, during the performance of, and at the completion of those checks required by the approved checklist. • Explains, as may be requested by the Examiner, any normal or abnormal system - operating characteristic or limitation; and the corrective action for a specific malfunction. • Determines if the aeroplane is safe for the proposed flight or requires maintenance. • Determines the aeroplane's takeoff performance, considering such factors as wind, density altitude, weight, temperature, pressure altitude, and runway/waterway condition and length. • Determines airspeeds/V - speeds and properly sets all instrument references, configures flight director and autopilot controls, and navigation and

FLIGHT TEST REPORT

Section 1		Evidence
		communications equipment to properly fly the aircraft in accordance with the ATC clearance. • Reviews procedures for emergency and abnormal situations, which may be encountered during takeoff, and states the corrective action required of the pilot in command and other concerned crewmembers • Obtains and correctly interprets the takeoff and departure clearance as issued by ATC.

2.5 Section 1.6 & 1.7: Normal and Cross-wind takeoffs, and climbing.

2.5.1 Section 1.6 & 1.7 & description: To determine that the applicant:
Exhibits satisfactory knowledge of

- Normal take-offs
- Cross wind take-off
- Climbing: V_x / V_y

FLIGHT TEST REPORT

Section	Performance Criteria
1.6 & 1.7 Normal Take-off & Cross Wind Take-off & Climbing	• Exhibit satisfactory knowledge and skill of normal and crosswind takeoffs and climbs (as appropriate to the aeroplane). • Exhibit satisfactory knowledge and skill of take-off at maximum mass • Take-off under visual conditions and transition to instrument/simulated instrument flight without outside visual reference at 300 feet above the departure aerodrome. • Maintain obstacle and terrain clearance while climbing in the circuit after take-off. • Climb to a height which ensures terrain and obstacle clearance along the planned flight path before departing the circuit area. • Intercept planned track within 5 nm of departure aerodrome. • Climb by reference to instruments to LSALT maintaining terrain clearance (minimum 1000 feet above obstacles or terrain within 5 nm of the aircraft outside the circuit area of the departure aerodrome). • Maintain heading ($\pm 5^\circ$), airspeed (± 10 kts) and track within tolerances specified in AIP. • Make radio transmissions in accordance with AIP IFR procedures. • Maintain separation with other traffic.

2.5.2 Section 2.1 & 2.3: Assessment Guide

2.5.3 If a cross-wind condition does not exist, the applicant's knowledge of crosswinds shall be evaluated through oral testing and the ARN.

Section 1	Evidence
1.6 & 1.7 Normal Take-off & Cross Wind Take-off & Climbing	• Exhibits knowledge of normal and crosswind takeoffs and climbs including (as appropriate to the aeroplane) methods, airspeeds, configurations, and emergency/abnormal procedures. • Exhibit satisfactory knowledge and skill of take-off at maximum mass. • Notes any surface conditions, obstructions, aircraft

FLIGHT TEST REPORT

Section 1	Evidence
	cleared for LAHSO, or other hazards that might hinder a safe takeoff. • Verifies and correctly applies correction for the existing wind component to the takeoff performance. • Coordinates with crew (if crew served aeroplane) to ensure completion or completes required checks prior to starting takeoff to verify the expected engine performance. • Performs or ensures all required pre takeoff checks as required by the appropriate checklist items are accomplished in a timely manner and as recommended by the manufacturer. • Aligns the aeroplane on the runway centerline or clear of obstacles and vessels on waterways as appropriate. • Brakes are released. • Take-off power is smoothly and fully applied. • Aeroplane direction is maintained on runway. • Excessive pressure on nose wheel is avoided. • Yaw is controlled. • Flight and engine instruments are checked and reacted to during take-off roll. • Aeroplane is rotated at recommended speed (+ 5 -0 kts). • At a safe height undercarriage is retracted (if applicable). • Aeroplane is accelerated to nominated climb speed appropriate to obstacle clearance requirements. • Flaps are retracted at safe height if applicable. • Climb is established at nominated speed (± 5 knots). • Climb power is set (± 50 RPM, ± 1.0" MAP). • Heading is adjusted to maintain track along extended runway centre line. • Perform crosswind take-off: • Applicable checks are performed in accordance with aeroplane checklist. • Aeroplane is lined up on centre line of runway. • Aeroplane is positioned as close to the start of the runway as possible. • Into wind aileron is raised. • Line-up checks are performed. • Brakes are released. • Take-off power is smoothly applied. • Aeroplane direction is maintained on runway. • Light pressure is maintained on nose wheel. • Wings are maintained level with aileron as speed increases.

FLIGHT TEST REPORT

Section 1	Evidence
	• Yaw is controlled. • Flight and engine instruments are checked and reacted to on take-off roll. • Aeroplane is positively rotated at recommended speed (+5 -0 kts). • Drift is countered by adjusting heading and aeroplane is tracked along runway centre line. • Aeroplane is balanced. • Undercarriage and flaps are retracted at a safe height if applicable. • Aeroplane is accelerated to nominated climb speed (± 5 kts) appropriate to obstacle clearance requirements. • Climb power is set (± 50 RPM ± 1.0" MAP). • After take-off checks are performed. • <i>Elements of Airmanship:</i> • Local and published noise abatement requirements and curfews are observed. • Applies the controls correctly to maintain longitudinal alignment on the centerline of the runway, if appropriate, prior to initiating and during the takeoff. • Adjusts the engine controls as recommended by the approved guidance for the existing conditions. • Monitors engine controls, settings, and instruments during takeoff to ensure all predetermined parameters are maintained. • Adjusts the controls to attain the desired pitch attitude at the predetermined airspeed/V- speed to attain the desired performance for the particular takeoff segment. • Performs the required pitch changes and, as appropriate, performs or calls for and verifies the accomplishment of, gear and flap retractions, power adjustments, and other required pilot - related activities at the required airspeed/V- speeds within the tolerances established in the POH or AFM. • Uses the applicable noise abatement and wake turbulence avoidance procedures, as required. • Accomplishes, or calls for and verifies the accomplishment of, the appropriate checklist items in a timely manner and as recommended by the manufacturer. • Maintains the appropriate climb segment airspeed/V- speeds. • Maintains the desired heading, $\pm 5^\circ$, and the desired

FLIGHT TEST REPORT

Section 1		Evidence
		airspeed (V-speed), ± 5 knots (of the appropriate V-speed range). • After take-off checks are completed at a safe altitude from memory in accordance with approved checklist. • <i>Elements of Airmanship:</i> • Lookout is maintained using a systematic scan technique at a rate determined by traffic density, visibility or terrain. • Awareness of all circuit traffic is maintained. • Different aeroplane types are recognised. • R/T listening watch is maintained and instructions complied with. • Local and published noise abatement requirements and curfews are observed.

2.6 Section 2: Airwork

2.6.1 Section 2.1 description: Straight and Level

2.6.2 To determine that the applicant, exhibits knowledge of straight and level flight.

Section 2		Performance Criteria
2.1	Straight and level flight	• Exhibit satisfactory knowledge and technique of straight and level flight.

2.6.3 Section 3: Assessment Guide

Section 2		Evidence
2.1	Straight and level flight & Cruise	• Exhibit satisfactory knowledge and technique of straight and level flight including; • Pre-maneuvre checks are completed without memory aids. • Aeroplane is flown at minimum clean approach speed. • The reduced effectiveness of controls is demonstrated. • Aeroplane is flown at minimum flap configuration approach speed. • The airspeed indicator is monitored and reacted to. • Audible and visual stall warnings are observed and reacted to. • The reduced effectiveness of controls is managed.

FLIGHT TEST REPORT

Section 2		Evidence
		• The effects of induced drag are managed. • The slow speed configuration is recovered from using take-off power to achieve nominated speed without loss of height (± 10 kts PPL ± 150 ft CPL ± 100 feet). • Aeroplane is balanced. • <i>Elements of Airmanship</i>: • Situation awareness is maintained. • Height awareness is maintained. • IAS awareness is maintained. • Flight at critically low airspeed with and without flaps. • Approach to Vmca when applicable. • Various options in respect of cruise, when to use them and how to apply them. • Use of Auto Pilot, FD, Storm Scope use • Fuel management procedures follow AFM

2.6.4 Section 2.2 description: Turns, Steep Turns

2.6.5 To determine that the applicant, in actual or simulated instrument conditions, exhibits knowledge of turns and steep turns.

Section 2		Performance Criteria
2.2	Turns, Steep Turns	• Exhibit satisfactory knowledge and technique of turns, steep turns. (With and without spoilers as applicable to the aeroplane type).

2.6.6 Section 2.2: Assessment Guide

Section 2		Evidence
2.2	Turns, Steep Turns	• Airspace cleared procedure is carried out before all turns. • Bank angle is increased to 30° for level turn. • Nose altitude is adjusted to maintain altitude. • Aeroplane is balanced.

FLIGHT TEST REPORT

Section 2	Evidence
	• Altitude is maintained (± 150 feet CPL ± 100 feet). • Constant angle of bank is maintained ($\pm 5^\circ$). • Climbing turn is performed: • Angle of bank does not exceed 20° in climbing turn ($\pm 5^\circ$). • Climbing turn IAS is maintained (± 5 knots). • Descending turn is performed: • Descending turn IAS is maintained (± 10 knots). • 30 degree angle of bank is maintained. • Aeroplane is balanced. • Rudder is used to counter yaw. • Gliding turn through 180 degree heading change is performed and height loss is observed. • Roll out from turn on to a specified direction or heading is performed ($\pm 10^\circ$). • Wings are rolled level. • Nose altitude is adjusted to maintain IAS. • Aeroplane is balanced. • Engine operating limits are not • In actual or simulated instrument conditions, exhibits knowledge of turns, steep turns (with and without spoilers as applicable to the aeroplane type), and the factors associated with performance, and, if applicable, wing loading, angle of bank, stall speed, pitch, power requirements, and overbanking tendencies. • Selects an altitude recommended by the manufacturer, training syllabus, or other training directive, but in no case lower than 3,000 feet AGL. • Establishes the recommended entry airspeed. • Rolls into a coordinated turn of 180° or 360° with a bank of at least 45°. Maintains the bank angle within $\pm 5^\circ$ while in smooth, stabilized flight. • Applies smooth coordinated pitch, bank, and power to maintain the specified altitude within ± 100 feet and the desired airspeed within ± 10 knots. • Rolls out of the turn (at approximately the same rate as used to roll into the turn) within $\pm 10^\circ$ of the entry or specified heading, stabilizes the aeroplane in a straight -and- level attitude or, at the discretion of the Examiner, reverses the direction of turn and repeats the maneuver in the opposite direction. • Avoids any indication of an approaching stall, abnormal flight attitude, or exceeding any structural

FLIGHT TEST REPORT

Section 2		Evidence
		or operating limitation during any part of the maneuver. • <i>Elements of Airmanship:</i> • Situation awareness is maintained. • Lookout is maintained in direction of turn and above or below. • Airspeed is maintained within airframe limitations.

2.6.7 Section 2.3: Approaches to Stalls and Stall Recovery

2.6.8 Section 2.3 descriptions: Determine that the applicant exhibits satisfactory knowledge of the factors, which influence stall characteristics.

Section 2		Performance Criteria
2.3	Stalls and Stall Recovery	• Exhibit satisfactory knowledge and technique of stall characteristics and recovery techniques. • Pre-maneuvre checks are completed. • Aeroplane altitude and power settings are adjusted to resume normal balanced flight on advent of stall. • Height loss is consistent with aeroplane type.

2.6.9 Section 2.3: Assessment Guide

2.6.10 Avoid deep stalls which are termed as “virtually unrecoverable” in aeroplanes, and “tip stalls” in swept wing aeroplanes.

2.6.11 One of these approaches to a stall must be accomplished while in a turn using a bank angle of 15° to 30°. (also during straight and level, climb and decent)

2.6.12 When published, the aircraft manufacturer’s procedures for the specific make/model/series aeroplane take precedent over the identification and recovery actions herein. One of these approaches to a stall must be accomplished while in a turn with a bank angle of 15° to 30°. If installed, one of these approaches to a stall should be accomplished by commands to the autopilot.

FLIGHT TEST REPORT

- 2.6.13 If accomplished in an aeroplane in actual flight should be, the power set in accordance with the evaluator's instructions, when a limitation of power application is prudent for operational considerations and safety is not impaired.
- 2.6.14 Evaluation criteria for a recovery from an approach to stall should not mandate a pre-determined value for altitude loss and should not mandate maintaining altitude during recovery.
- 2.6.15 Valid evaluation criteria must take into account the multitude of external (such as density altitude) and internal variables (i.e. aeroplane mass, drag configuration and engine response time) which affect the recovery altitude.

Section 2		Evidence
2.3	Stalls and Stall Recovery	• Pre-maneuvre checks are completed from memory. • Airspace is cleared. • Height is maintained above the minimum safe altitude to perform stalls. • Awareness of minimum height requirement is demonstrated. • RPM is set full fine. • Mixture set rich. • Carburettor heat set hot. • Power is reduced to idle. • Aeroplane is balanced. • Altitude is maintained as IAS decreases. • Control column is moved rearwards. • Increasing nose altitude is observed. • Effect of airframe buffet is observed and felt through control column. • Instrument indications are monitored. • Decreased effectiveness of controls is observed. • The ineffectiveness or reversal effect of ailerons is demonstrated. • Visual or aural stall warning indicators are observed. • At the stall, speed is noted and stick/control column position is observed. • At the point of stall departure from intended flight path is observed. • Stall with power applied is achieved. • Stall with flaps selected is achieved. • Stall with undercarriage extended is achieved (if applicable).

FLIGHT TEST REPORT

Section 2	Evidence
	• Stall while aeroplane is climbing is achieved. • Stall while aeroplane is descending is achieved. • Stall while aeroplane is turning is achieved. • Stall while aeroplane is in approach configuration is achieved. • Recovery is made from stall using power. • Wing drop is prevented by using rudders to control yaw. • Recovery is achieved by unstalling the wings using the elevators, and simultaneously applying full power. • Wings are maintained parallel to horizon using ailerons. • Height loss is observed. • Recovery is made from stall without using power. • Recovery is achieved by unstalling the wings using the elevators. • Nose altitude is adjusted to achieve best gliding speed. • Height loss is observed. • Recovery is made from stall during a turn. • Stall is recognised when aeroplane departs from intended flight path. • Recovery from stall during turn is achieved by unstalling the wings using the elevators and simultaneously applying full power. In VMC exhibit satisfactory knowledge of the factors, which influence stall characteristics, including the use of various drag configurations, power settings, pitch attitudes, weights, and bank angles. • Also, demonstrates adequate knowledge of and skill in the proper procedure for resuming normal flight. • If accomplished in an aeroplane, selects an entry altitude that is in accordance with the AFM or POH, but in no case lower than an altitude that will allow recovery to be safely completed at a minimum of 3,000 feet AGL for non- transport certificated aeroplanes and 5,000 feet for transport certificated aeroplanes. • When accomplished in an FSTD , the entry should be consistent with expected operational environment for the stall configuration with no minimum entry altitude defined.

FLIGHT TEST REPORT

Section 2		Evidence
		• Observes the area is clear of other aircraft prior to accomplishing an approach to a stall. • While maintaining the briefed profile, either manually or with the autopilot engaged, smoothly adjust pitch attitude, bank angle, and/or power setting that will induce a stall. • Announces the first indication of an impending stall (such as buffeting, stick shaker, decay of control effectiveness, and any design other cues related to the specific aeroplane characteristics) and promptly initiates recovery by disconnecting autopilot, reducing the angle of attack, leveling the wings, increasing power as necessary, and retracting any speedbrakes/spoilers to effect a safe and timely recovery. • Regains control of the aeroplane and recovers to maneuvering speed and flight path appropriate for the aeroplane's configuration without exceeding the aeroplane's limitations or losing excessive altitude consistent with the aeroplane's performance capabilities. This should include reducing pitch attitude as necessary, reducing bank angle and adding power (no particular order implied!) to recover to missed approach or cruise configuration, airspeed and altitude. Some altitude loss is expected during the recovery, but re-establishment of controlled flight is paramount. • Demonstrates smooth, positive control during entry, approach to a stall, and recovery.

2.6.16 Section 2.4: Handling of Autopilot and Flight Director

2.6.17 Section 2.4 description: Determine that the applicant exhibits satisfactory knowledge of handling of Autopilot and Flight Director.

Section 2		Performance Criteria
2.4	Handling of Autopilot and Flight Director	• Exhibit satisfactory knowledge and technique of Handling of Autopilot and Flight Director.

FLIGHT TEST REPORT

2.6.18 Section 2.4: Assessment Guide

Section 2		Evidence
2.4	Handling of Autopilot and Flight Director	• Exhibit satisfactory knowledge and technique of Handling of Autopilot and Flight Director. • Selects and correctly identifies all instrument references, flight director and autopilot controls, displays, and navigation and communications equipment as required.

2.6.19 Section 2.5: ATC liaison - Compliance, R/T procedure

2.6.20 Section 2.5. description: Determine that the applicant exhibits satisfactory knowledge ATC liaison - Compliance, R/T procedure.

Section 2		Performance Criteria
2.5	ATC liaison - Compliance, R/T procedure	• Exhibit satisfactory knowledge ATC liaison - Compliance, R/T procedure.

2.6.21 Section 2.4: Assessment Guide

Section 2		Evidence
2.5	ATC liaison - Compliance, R/T procedure	• Exhibit satisfactory knowledge ATC liaison - Compliance, R/T procedure. • Elects and identifies the navigation aids and routes necessary to properly fly the assigned ATC clearance. • Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction.

2.7 Section 3A: En-route procedures - VFR

2.7.1 Section 3A description: Determine that the applicant exhibits satisfactory knowledge of VFR en-route procedures.

FLIGHT TEST REPORT

Section 3		Performance Criteria
3A.1	Flight plan, dead reckoning and map reading	• Exhibit satisfactory knowledge of VFR en-route procedures • Exhibit satisfactory knowledge and skill with regard to operational flight plan, dead reckoning and map reading
3A.2	Maintenance of altitude, heading and speed	• Exhibit satisfactory knowledge and skill with regard to maintenance of altitude, heading and speed
3A.3	Orientation, timing and revision of ETA's	• Exhibit satisfactory knowledge and skill with regard to orientation, timing and revision of ETA's
3A.4	Use of radio navigation aids as applicable	• Exhibit satisfactory knowledge and skill with regard to use of radio navigation aids as applicable
3A.5	Flight management, flight log routine checks - fuel, systems and icing	• Exhibit satisfactory knowledge and skill with regard to flight management, flight log routine checks - fuel, systems and icing
3A.6	ATC liaison - Compliance, R/T procedure	• Exhibit satisfactory knowledge ATC liaison - Compliance, R/T procedure. • Elects and identifies the navigation aids and routes necessary to properly fly the assigned ATC clearance. • Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction.

FLIGHT TEST REPORT

2.7.2 Section 3A: Assessment Guide

Section 3		Evidence
3A.1	Flight plan, dead reckoning and map reading	• Exhibit satisfactory knowledge of VFR en-route procedures • Exhibit satisfactory knowledge and skill with regard to operational flight plan, dead reckoning and map reading • Follows the pre-planned course by reference to landmarks • Identifies land marks by relating surface features to chart symbols • Verifies the aeroplane position within 2 NM of planned route •
3A.2	Maintenance of altitude, heading and speed	• Exhibit satisfactory knowledge and skill with regard to maintenance of altitude, heading and speed • Maintain appropriate altitude ± 100 ft, and headings $\pm 10^\circ$
3A.3	Orientation, timing and revision of ETA's	• Exhibit satisfactory knowledge and skill with regard to orientation, timing and revision of ETA's • Arrives at the check points within 3 minutes of the initial or revised ETA and provides a destination ETA
3A.4	Use of radio navigation aids as applicable	• Exhibit satisfactory knowledge and skill with regard to use of radio navigation aids as applicable
3A.5	Flight management, flight log routine checks - fuel, systems and icing	• Exhibit satisfactory knowledge and skill with regard to flight management, flight log routine checks - fuel, systems and icing • Navigates by means of pre-computed headings, ground speed, and elapsed time • Corrects for and records differences between pre-flight GS and HDG calculations and those determined enroute
3A.6	ATC liaison - Compliance, R/T procedure	• Exhibit satisfactory knowledge ATC liaison - Compliance, R/T procedure. • Elects and identifies the navigation aids and routes necessary to properly fly the assigned ATC clearance. • Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction.

FLIGHT TEST REPORT

2.8 Section 3B: Instrument flight

2.8.1 Section 3B description: Determine that the applicant exhibits satisfactory knowledge of instrument flight procedures.

Section 3		Performance criteria
3B.1	Departure IFR	Exhibit satisfactory knowledge and technique and procedure of accomplishing departure procedures.
3B.2	En - route IFR	Exhibit satisfactory knowledge of En - route IFR
3B.3	Holding & decent procedure	- Exhibit satisfactory knowledge of holding procedure and decent procedures - Exhibit satisfactory knowledge in actual or simulated instrument conditions exhibits knowledge of holding procedures for standard and non-standard, published and non-published holding patterns. - Enter holding pattern at or above LSALT/MSA using sector entry as depicted or published in IAL charts appropriate to inbound heading. Conduct published holding pattern not below the specified minimum altitude, allowing for wind effect, complying with time and/or DME limitations and turning inbound on the prescribed track.

FLIGHT TEST REPORT

2.9 Section 3B: Assessment Guide - Instrument flight

Section 3		Evidence
3B.1	Departure IFR	• Exhibit satisfactory knowledge and technique and procedure of accomplishing departure procedures.
3B.2	En - route IFR	• Exhibit satisfactory knowledge of En - route IFR
3B.3	Holding & decent procedure	• Exhibit satisfactory knowledge of holding procedure and decent procedures • Exhibit satisfactory knowledge in actual or simulated instrument conditions exhibits knowledge of holding procedures for standard and non-standard, published and non-published holding patterns. • Enter holding pattern at or above LSALT/MSA using sector entry as depicted or published in IAL charts appropriate to inbound heading. Conduct published holding pattern not below the specified minimum altitude, allowing for wind effect, complying with time and/or DME limitations and turning inbound on the prescribed track.

2.9.1 Section 3B.4: Precision Approach

2.9.2 Section 3B.4 description: To determine that the applicant exhibits satisfactory knowledge of the precision instrument approach procedures with all engines operating, and with one engine inoperative.

FLIGHT TEST REPORT

Section 3B.4		Performance Criteria
3B.4	ILS to DH/A of 200 ft or procedure minima	• Make at least one specified altitude check on glideslope and adjust DA or DH if necessary. • Continue descent on glideslope to the DA or DH as applicable within the tolerances specified in AIP. • After establishing visual reference, identify the landing runway and conduct straight-in runway approach or visual circling for a landing on another runway. • Note: Visual circling need not be demonstrated if a flight procedure endorsement for visual circling is already held. • Commence the published missed approach procedure if visual reference is not established at DA or DH, or any other event specified in AIP as requiring conduct of a missed approach occurs. • Conduct the missed approach procedure by tracking to the MAPT and complying with the published missed approach procedure specified on the IAL chart.

2.9.3 Section 3B.4: Assessment Guide

2.9.4 Two precision approaches, utilizing NAVAID equipment for centerline and glideslope guidance, must be accomplished in simulated or actual instrument conditions to DA/DH. At least one approach must be flown manually without the use of an autopilot. The second approach may be flown via the autopilot, if appropriate, and if the DA/DH altitude does not violate the authorized minimum altitude for autopilot operation.

2.9.5 Manually flown precision approaches may use raw data displays or may be flight director assisted, at the discretion of the Examiner. If the aircraft is equipped with advanced flight instrument displays, the raw data approach should be flown by reference to the backup instrumentation as much as is possible with the aeroplanes configuration.

2.9.6 For multiengine aeroplanes at least one manually controlled precision approach must be accomplished with a simulated failure of one engine. The simulated engine failure should occur

FLIGHT TEST REPORT

before initiating the final approach segment and must continue to touchdown or throughout the missed approach procedure. As the markings on localizer/glideslope indicators vary, a one-quarter scale deflection of either the localizer, or glide slope indicator is when it is displaced one-fourth of the distance that it may be deflected from the on glide slope or on localizer position.

- 2.9.7 A stabilized approach is characterized by a constant angle, constant rate of descent approach profile ending near the touchdown point, where the landing maneuver begins. If the installed equipment and data base is current and qualified for VFR flight.

FLIGHT TEST REPORT

Section 3		Evidence
3B.4	Precision Approaches	• Exhibits satisfactory knowledge of the precision instrument approach procedures with all engines operating, and with one engine inoperative. • Accomplishes the appropriate precision instrument approaches as selected by the Examiner. • Establishes two-way communications with ATC using the proper communications phraseology and techniques, or, directs co-pilot/safety pilot to do so, as appropriate for the phase of flight or approach segment. • Complies, in a timely manner, with all clearances, instructions, and procedures. • Advises ATC anytime the applicant is unable to comply with a clearance. • Establishes the appropriate aeroplane configuration and airspeed/V-speed considering turbulence, wind shear, microburst conditions, or other meteorological and operating conditions. • Completes the aeroplane checklist items or coordinates with crew to ensure completion of checklist items in a timely manner and as recommended by the manufacturer, appropriate to the phase of flight or approach segment, including engine out approach and landing checklists, if appropriate. • Prior to beginning the final approach segment, maintains the desired altitude ± 100 feet, the desired airspeed within ± 10 knots, the desired heading within $\pm 5^\circ$; and accurately tracks radials, courses, and bearings.

FLIGHT TEST REPORT

3B.4	Precision Approaches	• Selects, tunes, identifies, and monitors the operational status of ground and aeroplane navigation equipment used for the approach, or correctly programs and monitors the RNAV equipment to display the proper course/track. • Applies the necessary adjustments to the published • DA/DH and visibility criteria for the aeroplane approach category as required, such as; • Notices to Airmen, including Flight Data Center (FDC) • Procedural NOTAMs. • Inoperative aeroplane and ground navigation equipment. • Inoperative visual aids associated with the landing environment. • National Weather Service (NWS) reporting factors and criteria. • Establishes a predetermined rate of descent at the point where the electronic glideslope begins, which approximates that required for the aeroplane to follow the glideslope. • Maintains a stabilized final approach, from the precision final approach fix to DA/DH, allowing no more than one- quarter scale deflection of either the glideslope or localizer indications, and maintains the desired airspeed within ± 5 knots. • A missed approach or transition to a landing must be initiated at DA/DH. immediately initiates and executes the missed approach when at the DA/DH, if the required visual references for the runway are not unmistakably visible and identifiable. • Transitions to a normal landing approach only when the aeroplane is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering.
3B.4	Precision Approaches	• Maintains localizer and glide slope within one-quarter-scale deflection of the indicators during the visual descent from DA/DH to a point over the runway where the glideslope must be abandoned to accomplish a normal landing.

FLIGHT TEST REPORT

2.9.8 Section 3B.4: Landing from a Precision Approach

2.9.9 Section 3B.4 description: To determine that the applicant exhibits awareness of landing in sequence from a precision approach.

Section 3		Performance Criteria
3B.4	Landing from a Precision Approach	Exhibits satisfactory knowledge, skill and awareness of landing in sequence from a precision approach.

2.9.10 Section 5.1: Assessment Guide

2.9.11 If circumstances beyond the control of the applicant prevent an actual landing, the Examiner may accept an approach to a point where, in his or her judgment, a safe landing and a full stop could have been made, and credit given for a missed approach. Where a simulator approved for landing from a precision approach is used, the approach may be continued through the landing and credit given for one of the landings required by this Chapter.

Section 5		Evidence
5.1	Landing from a Precision Approach	- Exhibits awareness of landing in sequence from a Precision approach. - Considers factors to be applied to the approach and landing such as displaced thresholds, meteorological conditions, NOTAMs, and ATC or Examiner instructions. - Uses the aeroplane configuration and airspeed/ V-speeds, as appropriate. - Maintains, during the final approach segment, glide slope and localizer indications within applicable

FLIGHT TEST REPORT

Section 5		Evidence
		standards of deviation, and the recommended airspeed/ V-speed ± 5 knots. • Applies gust/wind factors as recommended by the manufacturer, and takes into account meteorological phenomena such as wind shear, microburst, and other related safety of flight factors. • Accomplishes the appropriate checklist items or coordinates with crew to ensure timely completion of checklist items in a timely manner and as recommended by the manufacturer or approved method. • Transitions smoothly from simulated instrument meteorological conditions (IMC) at a point designated by the Examiner, maintaining positive aeroplane control. Accomplishes a smooth, positively controlled transition from final approach to touchdown. • Maintains positive directional control and crosswind correction during the after-landing roll. • Uses spoilers, prop reverse, thrust reverse, wheel brakes, and other drag/braking devices, as appropriate, in such a manner to bring the aeroplane to a safe stop after landing. • Accomplishes the appropriate after-landing checklist items or coordinates with crew to ensure completion of after- landing checklist items in a timely manner and as recommended by the manufacturer.

--	--	--

2.9.12 Section 3B.5: Non-Precision Approaches

2.9.13 Section 3B.5 description: To determine that the applicant exhibits satisfactory knowledge of the non-precision instrument approach procedures with all engines operating, and with one engine inoperative.

FLIGHT TEST REPORT

3B.5	Non-precision approach to MDH/A and MAP	• Exhibit adequate knowledge of non-precision approach procedures. • In flight select the current IAL chart for the DME or GPS/ RNP arrival procedure to be flown according to inbound track or sector and review and brief the entry to, and conduct of, the instrument approach and missed approach procedure • Determine the applicable meteorological minima for the approach for the aircraft performance category. • Review and brief fuel availability and holding or diversion action required if visual reference is not established. • Tune and identify the NDB or VOR to be used for tracking inbound and monitor the aid throughout the approach to ensure signal integrity. • Tune and identify DME or select the reference WPT for GPS and check the distance indication and signal integrity as required. Use DME or GPS to provide distance indications for descent via the distance/altitude steps of the approach. • Set the altimeter to the aerodrome QNH and conduct the initial approach from a distance of at least 25 nm from the reference aid, and maintain at or above route MSA or LSALT until commencing descent not below the specified limiting altitude for the distance/altitude descent steps. • Conduct the arrival procedure, descending on the specified track or sector, descending not below the specified distance/altitude descent steps to the MDA within the tolerances specified in AIP. • Comply with applicable tracking and speed restrictions after passing the initial approach fix. • After establishing visual reference, identify the landing runway and conduct visual circling or straight-in runway approach or for a landing on the selected runway.
------	---	--

FLIGHT TEST REPORT

		Note: Visual circling need not be demonstrated if a flight procedure endorsement for visual circling is already held. • Conduct the missed approach procedure by tracking to the MAPT and complying with the published missed approach procedure specified on the IAL chart. • • Commence the published missed approach procedure if visual reference is not established before reaching the MAPT, or any other event specified in AIP as requiring conduct of a missed approach occurs.
--	--	---

2.9.14 Section 3B.5a: Circling Approach

2.9.15 Section 3B.5a description: To determine that the applicant exhibits adequate knowledge and skills to determine the visual circling minima for the specified instrument approach and to manoeuvre an aircraft from the MDA while maintaining ceiling and visibility minima appropriate to circling and visual contact with the landing runway environment, staying within the circling area specified for the aircraft category and remaining at or above the MDA until interception of a position on downwind, base or final leg from which a continuous descent with visual reference to the runway, clear of obstacles may be completed to the runway threshold and land or conduct missed approach.

FLIGHT TEST REPORT

Section 3		Performance Criteria
3.9.5	Circling Approach	• Exhibits satisfactory knowledge of circling approach categories, speeds, and procedures. • Using applicable instrument approach charts, determine ceiling and visibility minima for a circling approach appropriate for the instrument approach procedure and category of aircraft being used. • Manoeuvre an aircraft from the MDA while maintaining ceiling and visibility minima appropriate to circling, and visual contact with the landing runway environment. • Maintain within the circling area specified for the aircraft category. • Remain at or above the MDA until interception of a position on downwind, base or final leg from which a continuous descent with visual reference to the runway, clear of obstacles may be completed to the runway threshold. • Control aircraft and maintain altitude limitations by reference to instruments and use visual cues only for positioning aircraft on approach. • Recognise the conditions requiring a missed approach to be initiated, and manoeuvre aircraft to MAPT and conduct a missed approach procedure as detailed on the applicable instrument approach chart. • Maintain obstacle clearance in IMC/simulated IMC in accordance with the VFR.

FLIGHT TEST REPORT

3B.6	Flight exercises	• Exhibit satisfactory knowledge of flight exercises Including failure of the directional gyroscope and attitude indicator: • Maintain straight and level flight, climb, descend, perform rate one turn, recover from unusual altitudes and resume controlled flight solely by reference to limited instrument panel. • Including failure of the directional gyroscope • The applicant exhibits satisfactory knowledge of recovery from unusual attitudes. • Recover from unusual attitudes and resume controlled straight and level flight solely by reference to limited instrument panel.
3B.7	Failure of localizer or glide slope	• Exhibit satisfactory knowledge of procedures with regard to failure of localizer or glide slope
3B.8	ATC liaison – Compliance, R/T procedure.	• Exhibit satisfactory knowledge of ATC liaison – Compliance, R/T procedure.

2.9.16 Section 3B: Assessment Guide

2.9.17 The following tasks are not required if the applicant holds a

PPL or CPL and is seeking a type rating limited to VFR;

- Holding
- Precision approach
- Non-precision approach
- Circling approach
- Missed approach

FLIGHT TEST REPORT

Section 3		Evidence
3B.1	Departure IFR	• Determine that the applicant, in actual or simulated instrument conditions, exhibits satisfactory knowledge of DPs, En Route Low and High Altitude Charts, FMS procedures, and related pilot/controller responsibilities. • Uses the current and appropriate navigation publications for the proposed flight. • Selects, configures, and uses the appropriate communications frequencies, navigation and systems displays. Elects and identifies the navigation aids and routes necessary to properly fly the assigned ATC clearance. • Coordinates with crew in crew served aircraft to ensure performance of, or performs the appropriate checklist items in a timely manner and as recommended by the manufacturer. • Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction. • Complies, in a timely manner, with all instructions and airspace restrictions.
3B.1	Departure IFR	• Maintains the appropriate airspeed within ± 10 knots, headings within $\pm 10^\circ$, altitude within ± 100 feet; and accurately tracks a course, radial, or bearing. • Conducts the departure phase to a point where, in The opinion of the Examiner, the transition to the en route environment is complete.
3B.2	En – route IFR	• Exhibit satisfactory knowledge of

FLIGHT TEST REPORT

3B.3	Holding and decent procedure	• The applicant exhibit satisfactory knowledge, in actual or simulated instrument conditions, of holding procedures for standard and non-standard, published and non-published holding patterns. • Exhibit satisfactory knowledge of decent procedures • Exhibit satisfactory knowledge of the various options available in respect of descending. • Exhibit satisfactory knowledge of fuel management considerations in the decent • If appropriate, demonstrates satisfactory knowledge of holding endurance, including, but not necessarily limited to, fuel on board, fuel flow while holding, fuel required to alternate, etc. • Changes to the recommended holding airspeed appropriate for the aeroplane and holding altitude, so as to cross the holding fix at or below maximum holding airspeed. • Recognizes arrival at the clearance limit or holding fix. • Follows appropriate entry procedures for a standard, non-standard, published, or non-published holding pattern. • Complies with ATC reporting requirements. • Uses the proper timing criteria required by the holding altitude and ATC or Examiner's instructions. • Complies with the holding pattern leg length when a distance measuring equipment (DME) distance is specified. • Uses the proper wind-drift correction techniques to accurately maintain the desired radial, track, courses, or bearing.
3B.3	Holding and decent procedure	• Arrives over the holding fix as close as possible to the "expect further clearance" time. • Maintains the appropriate airspeed/V-speed within ± 10 knots, altitude within ± 100 feet, headings within $\pm 10^\circ$; and accurately tracks radials, courses, and bearings. • Selects and correctly identifies required instrument navigation aids, flight director and autopilot controls, navigation equipment displays associated with the holding clearance and expected clearance, as appropriate.

FLIGHT TEST REPORT

- 2.9.18 Section 3B.5: Assessment Guide Non-Precision Approach
- 2.9.19 The applicant must accomplish at least two non-precision approaches (one of which must include a procedure turn or, in the case of an RNP approach, a Terminal Arrival Area (TAA) procedure) in simulated or actual weather conditions.
- 2.9.20 At least one non-precision approach must be flown without the use of autopilot and without the assistance of radar vectors. (The yaw damper and flight director are not considered parts of the autopilot for purpose of this part).
- 2.9.21 The Examiner will select non-precision approaches that are representative of the type that the applicant is likely to use.
- 2.9.22 The choices must utilize two different types of navigational aids. Some examples of navigational aids for the purpose of this part are: NDB, VOR, LOC, LDA, GPS, or RNP.
- 2.9.23 One approach should be flown with reference to backup or “fail down” instrumentation or navigation display depending on the aircraft’s avionics configuration.

FLIGHT TEST REPORT

Section 3B.5	Evidence
3B.5 Non-precision approach to MDH/A and MAP	• Exhibits adequate knowledge of non-precision approach procedures representative of those the applicant is likely to use. • Applies the necessary adjustments to the published Minimum Descent Altitude (MDA) and visibility criteria for the aeroplane approach category when required, such as; ➤ Notices to Airmen, including Flight Data Center (FDC) ➤ Procedural NOTAMs. ➤ Inoperative aeroplane and ground navigation equipment. ➤ Inoperative visual aids associated with the landing environment. ➤ National Weather Service (NWS) reporting factors and criteria. • Accomplishes the non-precision instrument Approaches selected by the Examiner. • Establishes two-way communications with ATC as appropriate to the phase of flight or approach segment and uses proper communications phraseology and techniques. • Complies with all clearances issued by ATC. • Advises ATC or the Examiner any time the applicant is unable to comply with a clearance. • Establishes the appropriate aeroplane configuration and airspeed, and completes all applicable checklist items or coordinates with crew to ensure completion of checklist items in a timely manner and as recommended by the manufacturer. • Establishes a rate of descent that will ensure arrival at the MDA (at, or prior to reaching, the visual descent Point (VDP), if published) with the aeroplane in a position from which a descent from MDA to a landing on the intended runway can be made at a normal rate using normal maneuvering.

FLIGHT TEST REPORT

3B.5	Non-precision approach to MDH/A and MAP	• Allows, while on the final approach segment, not more than quarter- scale deflection of the Course Deviation Indicator(CDI) or $\pm 5^\circ$ in the case of the RMI or bearing pointer, and maintains airspeed within ± 5 knots of that desired. • Maintains the MDA, when reached, within -0, $+50$ feet to the missed approach point. • Executes the missed approach at the missed approach point if the required visual references for the intended runway are not unmistakably visible and identifiable at the missed approach point. • Executes a normal landing from a straight-in or circling approach when instructed by the Examiner.
------	---	---

2.9.24 Section 3B.5a: Assessment Guide

Section 3	Evidence
3B.5a Circling Approach	• Exhibits satisfactory knowledge of circling approach categories, speeds, and procedures to a specified runway. • In simulated or actual instrument conditions to MDA, accomplishes the circling approach selected by the Examiner. • Demonstrates sound judgment and knowledge of the aeroplane maneuvering capabilities throughout the circling approach. • Confirms the direction of traffic and adheres to all restrictions and instructions issued by ATC. • Descends at a rate that ensures arrival at the MDA at, or prior to, a point from which a normal circle-to-land maneuver can be accomplished. • Avoids descent below the appropriate circling MDA or exceeding the visibility criteria until in a position from which a descent to a normal landing can be made. • Maneuvers the aeroplane, after reaching the authorized circling approach altitude, by visual references to maintain a flightpath that permits a normal landing on a runway that requires at least a 90° change of direction, from the final approach course, to align the aircraft for landing. • Performs the procedure without excessive maneuvering and without exceeding the normal operating limits of the aeroplane (the angle of bank should not exceed 30°).

FLIGHT TEST REPORT

Section 3		Evidence
		• Maintains the desired altitude within $-0, +100$ feet, heading/ track within $\pm 5^\circ$, the airspeed/V- speed within ± 5 knots, but not less than the airspeed as specified in the POH, FCOM or the AFM. • Uses the appropriate aeroplane configuration for normal and abnormal situations and procedures. • Turns in the appropriate direction, when a missed approach is dictated during the circling approach, and uses the correct procedure and aeroplane configuration. • Performs all procedures required for the circling approach and aeroplane control in a smooth, positive, and timely manner.

2.9.25 Section 3B.5b: Missed Approach

2.9.26 Section 3B.5b description: To determine that the applicant exhibits satisfactory knowledge of missed approach procedures.

Section 3		Performance Criteria
3B.5b	Missed Approach	• Exhibits satisfactory knowledge of missed approach procedures. • Recognise the conditions requiring a missed approach to be initiated, and manoeuvre aircraft to MAPT and conduct a missed approach procedure as detailed on the applicable instrument approach chart. • Maintain obstacle clearance in IMC/simulated IMC in accordance with the VFR. • Commence the published missed approach procedure if visual reference is not established before reaching the MAPT, or any other event specified in AIP as requiring conduct of a missed approach occurs. • Conduct the missed approach procedure by tracking to the MAPT and complying with the published missed approach procedure specified on the IAL chart.

2.9.27 Section 3B.5b: Assessment Guide

2.9.28 The applicant must perform two missed approaches with one being from a precision approach (ILS, MLS, or GLS).

FLIGHT TEST REPORT

- 2.9.29 One complete published missed approach must be accomplished. Additionally, in multiengine aeroplanes, a missed approach must be accomplished with one engine inoperative (or simulated inoperative). The engine failure may be experienced any time prior to the initiation of the approach, during the approach, or during the transition to the missed approach attitude and configuration.
- 2.9.30 Descending below the MDA or continuing a precision approach below DH/DA as appropriate, unless the runway environment is in sight is considered unsatisfactory performance. However, even if the missed approach is properly initiated at DA/DH, most aeroplanes descend below
- 2.9.31 DA/DH because of the momentum of the aeroplane transitioning from a stabilized approach to a missed approach. This descent below DA/DH is not considered unsatisfactory, as long as the precision approach was not continued below DA/DH.

Section 3		Evidence
3B.5b	Missed Approach	• Exhibits satisfactory knowledge of missed approach procedures associated with standard instrument approaches to include reference to standby (backup or fail down) instruments. • Initiates the missed approach procedure promptly by the timely application of power, establishes the proper climb attitude, and reduces drag in accordance with the approved procedures. • Reports to ATC, beginning the missed approach procedure. • Complies with the appropriate missed approach procedure or ATC clearance. • Advises ATC any time the applicant is unable to maneuver the aeroplane to comply with a clearance. • Follows the recommended aeroplane checklist items or coordinates with crew to ensure completion of checklist items in a timely manner and as recommended by the manufacturer appropriate to the go-around procedure for the aeroplane used. • Requests clearance, if appropriate, to the alternate airport, another approach, a holding fix, or as directed by the Examiner. • Maintains the desired altitudes ± 100 feet, airspeed ± 5

FLIGHT TEST REPORT

Section 3		Evidence
		knots, heading $\pm 5^\circ$; and accurately tracks courses, radials, and bearings.

2.9.32 Section 3B.5c: Landing From a Circling Approach

2.9.33 Section 3B.5c descriptions: To determine that the applicant exhibits satisfactory knowledge of landing from a circling approach.

Section 3B.5c		Performance Criteria
3B.5c	Landing From a Circling Approach	Exhibit satisfactory knowledge knowledge of a landing from a circling approach.

2.9.34 Section 3.9: Assessment Guide

Section 3		Evidence
3B.5c	Landing From a Circling Approach	- Exhibits knowledge of a landing from a circling approach. - Selects, and complies with, a circling approach Procedure to a specified runway. - Considers the environmental, operational, and meteorological factors, which affect a landing from a circling approach. - Confirms the direction of traffic and adheres to all restrictions and instructions issued by ATC. - Descends at a rate that ensures arrival at the MDA at, or prior to, a point from which a normal circle-to-land maneuver can be accomplished. - Avoids descent below the appropriate circling MDA or exceeding the visibility criteria until in a position from which descent to a normal landing can be made. - Accomplishes the appropriate checklist items or coordinates with crew to ensure completion of checklist items in a timely manner and as recommended by the manufacturer or approved method. - Maneuvers the aeroplane, after reaching the authorized circling approach altitude, by visual references, to

FLIGHT TEST REPORT

Section 3	Evidence
	maintain a flightpath that requires at least a 90° change of direction, from the final approach course, to align the aircraft for landing. • Performs the maneuver without excessive maneuvering and without exceeding the normal operating limits of the aeroplane. The angle of bank should not exceed 30°. • Maintains the desired altitude within +100, -0 feet, heading within $\pm 5^\circ$, and approach airspeed/V-speed within ± 5 knots. Uses the appropriate aeroplane configuration for normal and abnormal situations and procedures. • Performs all procedures required for the circling approach and aeroplane control in a timely, smooth, and positive manner. • Accomplishes a smooth, positively controlled transition to final approach and touchdown or to a point where in the opinion of the Examiner that a safe full stop landing could be made. • Maintains positive directional control and crosswind correction during the after-landing roll. • Uses spoilers, prop reverse, thrust reverse, wheel brakes, and other drag/braking devices, as appropriate, in such a manner to bring the aeroplane to a safe stop. • Accomplishes the appropriate after-landing checklist items or coordinates with crew to ensure completion of after- landing checklist items in a timely manner and as recommended by the manufacturer, after clearing the runway in a timely manner and as recommended by the manufacturer.

FLIGHT TEST REPORT

3B.6	Flight exercises	• Exhibit satisfactory knowledge of; • Maintain straight and level flight, climb, descend, perform rate one turn, recover from unusual altitudes and resume controlled flight solely by reference to limited instrument panel. • Including failure of the directional gyroscope• During instrument flight. • Suction gauge and instrument power source indications are checked and reacted to. • Failure of the altitude indicator and gyro compass or directional gyro (DG) is recognised by warning indicators or conflict between altitude indicator and performance instruments. After a primary altitude and compass or DG instrument failure the requirement to use limited panel instrument technique is accepted.
3B.6	Flight exercises	• After a primary altitude and compass or DG instrument failure the requirement to use limited panel instrument technique is accepted. • Altitude changes are smooth, positive and appropriate to requirements. Appropriate pitch altitudes are maintained and adjusted consistent with performance indications. Lateral altitude is maintained consistent with flight regime ($\pm 10^\circ$ bank). • Aeroplane is balanced. • Aircraft is accurately trimmed. • Level flight is maintained (± 200 feet ± 10 kts). • Heading is maintained ($\pm 20^\circ$). • Climb/descent power is set (± 0.5" MAP ± 50 RPM). • Airspeed is maintained during climb and descent (± 10 knots). Rate one turns are to a heading ($\pm 20^\circ$). • Level turns at greater than rate 1, angle of bank ($\pm 20^\circ$), altitude (± 300 feet). Additional evidence while simulating establishment of VFR after unintentional entry into cloud: Straight and level flight is maintained using limited panel. • Present heading is observed and reciprocal heading calculated. • A rate one turn is made onto reciprocal heading: During the turn, 'g' load is maintained as close to plus one as possible. • When established on reciprocal heading time is allowed to exit cloud. • VFR are established.

FLIGHT TEST REPORT

3B.6	Flight exercises	• Additional evidence while recovering from unusual altitudes: Nose high or low situation is recognised. • Power is promptly adjusted consistent with pitch altitude. Lateral level is achieved. • Straight and level altitude is achieved without excessive oscillations at the horizon (± 250 ft of height at which aircraft nose first passed through horizon). •
		• Exhibits knowledge of recovery from unusual attitudes. • Recovers from nose-high banked and/or level unusual attitudes, using proper pitch, bank, and power techniques. • Recovers from nose-low banked and/or level unusual attitudes, using proper pitch, bank, and power techniques. • Unusual attitude with high or increasing airspeed is recognised and recovery initiated. • Power is reduced wings are levelled by reference to the turn and balance indicator/coordinator nose is raised to the level attitude by stopping increasing airspeed. • Straight and level attitude is achieved without excessive oscillations at the horizon (± 250 ft). • Unusual attitude with low or decreasing airspeed is recognised and recovery initiated power is increased wings are levelled by reference to the limited panel configuration appropriate to the aeroplane nose is lowered to horizon by stopping the decrease in airspeed. • Aircraft is balanced using rudders • Achievement of level attitude is confirmed by altimeter and VSI. Level flight is maintained (± 200 ft $\pm 15^\circ$). • Aircraft is balanced using rudders. • <i>Elements of Airmanship:</i> • Adverse physiological sensations are recognised but ignored. • Corrective control movements are smooth and relaxed and excessive muscular force avoided. • Aircraft altitude is used as primary control reference.
3B.7	Failure of Localizer or glide slope	• Exhibit satisfactory knowledge of symptoms by which to identify a failure of the localizer or the glide slope • Exhibit satisfactory knowledge of procedures to follow when a failure of the localizer or the glide slope is identified

FLIGHT TEST REPORT

3B.8	ATC liaison - Compliance, R/T procedure.	• Exhibit satisfactory knowledge ATC liaison - Compliance, R/T procedure. • Elects and identifies the navigation aids and routes necessary to properly fly the assigned ATC clearance. • Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction.
------	--	---

2.9.35 Section 4: Arrival and Landings

2.9.36 Section 4 description: Determine that the applicant exhibits satisfactory knowledge of arrival and landings procedures.

FLIGHT TEST REPORT

Section 4		Performance criteria
4.1	Aerodrome arrival procedure	• The applicant exhibits satisfactory knowledge in actual or simulated instrument conditions. • Manoeuvre the aircraft from an inbound route in accordance with ATC instructions and published STAR procedures, to a fix at or near the destination aerodrome, using radio navigation aids and transition to an approach as instructed by ATC, in accordance with the VFR.
4.2	Normal landing	• The applicant exhibits satisfactory knowledge Normal landing
4.3	Flapless landing	• Exhibit satisfactory knowledge of Flapless landing
4.4	Cross-wind landing	• Exhibit satisfactory knowledge of Cross-wind landing
4.5	Approach and landing with idle power	• Exhibit satisfactory knowledge and skill for Approach and landing with idle power of From up to 2000 ft above the runway (SE aeroplanes only)
4.6	Go-around	• Exhibit satisfactory knowledge an skill for Go-around from minimum height
4.7	Night go-around and landing (If applicable)	• Exhibit satisfactory knowledge an skill for a Night go-around and landing
4.8	ATC liaison - Compliance, R/T procedure.	• Exhibit satisfactory knowledge ATC liaison - Compliance, R/T procedure. • Elects and identifies the navigation aids and routes necessary to properly fly the assigned ATC clearance. • Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction.

FLIGHT TEST REPORT

2.9.37 Section 4: Assessment Guide

Section 4		Evidence
4.1	Aerodrome arrival and approach procedure	• Exhibit satisfactory knowledge of aerodrome arrival and landing procedures • Exhibit satisfactory knowledge of the various approach options available and when to use each one. • Exhibit satisfactory knowledge for all options of landings available; Normal, short field, soft field, un-paved, as appropriate • Exhibit satisfactory knowledge and skill of circuit and landing operations

FLIGHT TEST REPORT

4.1	Aerodrome arrival and approach procedure STAR	• The applicant exhibits satisfactory knowledge in actual or simulated instrument conditions; • Exhibits adequate knowledge of En Route Low and High Altitude Charts, STARs/FMSPs, Instrument Approach Procedure Charts (IAP), and related pilot and controller responsibilities. • Uses the current and appropriate navigation publications for the proposed flight. • Selects and correctly identifies all instrument references, flight director and autopilot controls, displays, and navigation and communications equipment associated with the arrival. • Performs the aeroplane checklist items or coordinates with crew to ensure completion of checklist items appropriate to the arrival in a timely manner and as recommended by the manufacturer. • Establishes communications with ATC, using proper phraseology. • Complies, in a timely manner, with all ATC clearances, instructions, and restrictions. Advises ATC if unable to comply with ATC clearances or instructions. • Exhibits satisfactory knowledge of two-way communications failure procedures. • Intercepts, in a timely manner, all courses, radials, and bearings appropriate to the procedure, route, ATC clearance, or as directed by the Examiner. • Adheres to airspeed restrictions and adjustments required by regulations, ATC, the POH, the AFM, or the Examiner. • Establishes, where appropriate, a rate of descent consistent with the aeroplane operating characteristics and safety maintains the appropriate airspeed/V-speed within ± 10 knots, but not less than VREF, if applicable; heading $\pm 10^\circ$; altitude within ± 100 feet; and accurately tracks radials, courses, and bearings. • Complies with the provisions of the Profile Descent, STAR, and other arrival procedures, as appropriate.
-----	---	---

FLIGHT TEST REPORT

4.2	Normal landing	• Take-off performance is calculated in accordance with performance chart. • Pre-take-off checks are performed in accordance with approved checklist. • Aeroplane is lined up to enable use of maximum runway length. • Line-up checks are performed in accordance with approved checklist. • Take-off power is achieved before brakes (where fitted) are released and aeroplane is rotated at recommended speed, and nominated climb speed appropriate to obstacle clearance requirements is achieved. • After-take-off checks are performed from memory in accordance with approved checklist. • Landing performance is calculated in accordance with performance chart. • Take-off and landing performance is calculated using authorised charts. Pre-take-off checks are performed in accordance with approved checklist. Flap setting required for minimum ground roll take-off is selected. • Aeroplane is lined up utilising maximum runway length available. • Line up checks are performed in accordance with approved checklist. • Perform short take-off: • Brakes are applied. • Stick is held full back (tail wheel aeroplane). • Take-off power is applied. • Brakes are released. • Direction on runway is maintained. • Aeroplane is rotated at recommended speed and nominated climb speed appropriate to obstacle clearance requirements is achieved. • Normal circuit is completed. • Perform short take-off from soft surface: • Brakes are applied.
-----	----------------	---

FLIGHT TEST REPORT

		• Brakes are released. • Direction on runway is maintained. • Aeroplane is lifted off at minimum possible IAS. (+5 -0 knots). • Control column is held fully back. • Take-off power is applied. • •Aeroplane is allowed to accelerate. • •Aeroplane is climbed at best angle or rate of climb as appropriate for obstacle clearance requirements. • •After take-off checks are performed by memory in accordance with checklist. • Short landing: • •Aiming point is selected. • Approach speed is maintained (+5 -0 kts) (calculated from take-off and landing chart). • Approach path is maintained. • Rate of descent is reduced at height above runway suitable for aeroplane type. Power is reduced to idle. Touchdown is achieved at minimum speed without drift, ballooning or bouncing PPL within 200 feet (60 metres) CPL within 100 feet (30 metres) beyond a nominated touchdown point. • •Touchdown is achieved on main wheels (tricycle undercarriage). • Touchdown is achieved on main wheels and tail wheel (tail wheel aeroplane). Aeroplane is landed on and aligned within 2 metres of runway centre line. Aeroplane direction on ground is controlled. • Maximum rate braking is applied. • Aeroplane is stopped within calculated runway length. • <i>Elements of Airmanship:</i> • Windssock and other indicators are used to determine wind velocity. Allowance for wind velocity and turbulence is made during approach and landing. • Situation awareness is maintained. • Lookout is maintained using a systematic scan technique at a rate determined by traffic density, visibility or terrain. • Surface conditions are allowed for. • Runway is vacated as soon as practicable. • Local and published noise abatement requirements and curfews are observed.
4.3	Flapless landing	• Exhibit satisfactory knowledge of • Landing performance is calculated in accordance with performance chart.

FLIGHT TEST REPORT

4.4	Cross-wind landing	- Exhibit satisfactory knowledge of - Landing performance is calculated in accordance with performance chart.
4.5	Approach and landing with idle power	Exhibit satisfactory knowledge and skill for Approach and landing with idle power of From up to 2000 ft above the runway (SE aeroplanes only)

2.9.38 Description Unit 4.6: To determine that the applicant exhibits satisfactory knowledge of a rejected landing procedure including the conditions that dictate a rejected landing.

To determine that the applicant exhibits satisfactory knowledge of a go-around.

Section 4		Performance Criteria
4.6	Rejected Landing & go around	Exhibit satisfactory knowledge of a rejected landing procedure including the conditions that dictate a rejected landing including the go-around

2.9.39 Section 4.6: Assessment Guide Rejected Landing

2.9.40 The maneuver may be combined with instrument, circling, or missed approach procedures, but instrument conditions need not be simulated below 100 feet above the runway.

2.9.41 This maneuver should be initiated approximately 50 feet above the runway or landing area and approximately over the runway threshold or as recommended by the FSB Report.

2.9.42 For those applicants seeking a VFR only type rating in an aeroplane not capable of instrument flight, and where this maneuver is accomplished with a simulated engine failure, it should not be initiated at speeds or altitudes below that recommended in the POH/ FCOM

FLIGHT TEST REPORT

Section 4		Evidence
4.4	Rejected Landing	• Exhibits satisfactory knowledge of a rejected landing procedure including the conditions that dictate a rejected landing, the importance of a timely decision, LAHSO considerations, the recommended airspeed/V-speeds, and also the applicable “clean-up” procedure. • Makes a timely decision to reject the landing for actual or simulated circumstances and makes appropriate notification when safety-of-flight is not an issue. • Applies the appropriate power setting for the flight condition and establishes a pitch attitude necessary to obtain the desired performance. Retracts the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, establishes a positive rate of climb and the appropriate airspeed/V-speed within ± 5 knots. • Trims the aeroplane as necessary, and maintains the proper ground track during the rejected landing procedure. • Accomplishes the appropriate after-landing checklist items or coordinates with crew to ensure timely completion of checklist items, in accordance with approved procedures. • Reports reject to ATC in a timely manner, after executing reject procedures.

FLIGHT TEST REPORT

Section 4		Evidence
4.5	Approach and landing with idle power	• Exhibit satisfactory knowledge and skill for Approach and landing with idle power of From up to 2000 ft above the runway (SE aeroplanes only) • Excess speed is used to maintain height. • Perform immediate actions. • Glide attitude is selected. • Aeroplane is balanced. • Aeroplane is trimmed. • Surface wind direction and strength is established. • Suitable landing area is selected. • Plan is formulated. • Approach path is controlled to ensure a safe landing is achieved in the nominated landing area. • Forced landing pattern is executed and modified as required. • Trouble checks are performed in accordance with aeroplane check list. Emergency is declared to ATC/ATS/other aeroplanes detailing position and intentions and emergency transponder code is selected. • Engine restart is attempted if the possibility of a successful start is evident. If engine will not start, shutdown checks are performed in accordance with approved checklist. • Passengers are briefed about the situation, brace position and harness is secure. • Plan is modified to adapt to changed conditions. • Flaps and undercarriage are lowered as required. • Aeroplane is vacated expeditiously after landing. • ATC/other aircraft are advised of situation. • <i>Elements of Airmanship:</i> • Plan is made and modified as circumstances change. • Any unavoidable obstructions are contacted when the aeroplane is on the ground (rather than while airborne). • Passengers are briefed and managed.

FLIGHT TEST REPORT

		• Adverse landing situation is recognised. Decision to conduct mislanding is applied. Aeroplane is controlled. • Take-off power is applied. • Aeroplane direction is controlled on ground. • Aeroplane lift-off from runway is at lift-off IAS (PPL +10-0 kts CPL +5-0 kts). Runway direction is maintained. • Climb is established. • Flaps and undercarriage are retracted in the correct sequence, if selected down. • Radio is used to advise ATC of pilot's intentions. • After take-off checks are performed. • Elements of Airmanship: • Windsock and other indicators are used to determine wind velocity. • Allowance for wind velocity is made during landing. • Runway is unobstructed. • Go-around is initiated on mislanding. Radio listening watch is maintained. Weather conditions are monitored. • Wake turbulence is avoided. • Situation awareness is maintained. • Local and published noise abatement requirements and curfews are observed.
--	--	--

FLIGHT TEST REPORT

4.7	Night go-around and landing (If applicable)	• Exhibit satisfactory knowledge and skill for a Night go-around and landing • Determine the aerodrome lighting is suitable and available for night operations. • Determine whether aerodrome requires an alternate or holding fuel due to weather, navigation aids or lighting in accordance with AIP. Determine the aircraft is equipped for flight in accordance with the IFR at night and ensure that the flight instruments, minimum electrical lighting equipment and navigation aids fitted are suitable and serviceable for the flight and ensure ready access to a shock proof torch in accordance with regulations. • Perform an inspection in accordance with aircraft system of maintenance, approved by CASA and ensure certification in accordance with regulations for flight under the IFR at night. • Comply with any curfew requirements. • Conduct a baulked approach from any point on the final approach leg. • Conduct instrument lighting adjustment. • Comply with ATC instructions and manoeuvre the aircraft on the ground at night within the approved movement area as defined by aerodrome ground lighting and using aircraft lighting as required. • Aircraft is lined up in centre of runway in take off direction and line up checks appropriate to night take off are completed in accordance with approved checklist. • Execute take-off by reference to flare path/runway lighting and aircraft instruments. • Rotate aircraft at manufacturers recommended speed. • Establish climb attitude and control aircraft in climb after take off solely by reference to instruments. • Establish alignment with runway by visual reference and maintain lookout. • Conduct a circuit and approach controlling aircraft and maintaining a safe altitude by reference to instruments and positioning aircraft by reference to runway lighting. • Land aircraft at night with and without landing lights. • After landing checks are performed in accordance with approved checklist.
-----	--	---

FLIGHT TEST REPORT

4.8	ATC liaison - Compliance, R/T procedure.	• Exhibit satisfactory knowledge ATC liaison • ATC Compliance, ATC R/T procedure. • Elects and identifies the navigation aids and routes necessary to properly fly the assigned • ATC clearance. • Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction.
-----	--	---

2.9.43 Section 5: Abnormal and emergency procedure

2.9.44 Section 5 description: Determine that the applicant exhibits satisfactory knowledge of abnormal and emergency procedures of the systems, sub-systems, and devices relative to the aeroplane type.

FLIGHT TEST REPORT

Section 5		Performance criteria
5.1	Rejected take-off	Exhibit satisfactory knowledge and skill of rejected take-off's at a reasonable speed.
5.2	Simulated engine failure after take-off	- Exhibit satisfactory knowledge and skill of simulated engine failure after take-off (single engine aeroplanes) - Immediate actions are performed in accordance with Flight Manual/POH. - A landing area within gliding distance is selected, emergency procedures are performed in accordance with Flight Manual/POH and the aeroplane is landed.
5.3	Simulated forced landing without power	- Exhibit satisfactory knowledge and skill of simulated forced landing without power (single-engine aeroplane only) - Immediate actions are performed in accordance with Flight Manual/POH. - Landing area within gliding distance is selected, all emergency checks are performed in accordance with the Flight Manual/POH, and if an engine restart is not achieved a controlled landing is performed.
5.4	Simulated emergencies:	- Exhibit satisfactory knowledge and skill of emergencies: - Fire or smoke in flight - System malfunctions as appropriate - Immediate actions are performed in accordance with Flight Manual/POH. - Landing area within gliding distance is selected, all emergency checks are performed in accordance with the Flight Manual/POH, and if an engine restart is not achieved a controlled landing is performed.

2.9.45 Section 5.4: Landing from a No Flap or a Non-standard Flap Approach

2.9.46 Section 5.4 description: To determine that the applicant exhibits satisfactory knowledge of the factors, which affect the flight characteristics of an aeroplane when full or partial flaps, leading edge flaps, and other similar devices become inoperative.

Section 5		Performance Criteria
5.4	Landing from a No Flap or a Non-standard Flap Approach	Exhibit satisfactory knowledge of the factors, which affect the flight characteristics of an aeroplane when full or partial flaps, leading edge flaps, and other similar devices become inoperative.

FLIGHT TEST REPORT

- 2.9.47 Section 5.4: Assessment Guide
- 2.9.48 This maneuver need not be accomplished for a particular aeroplane type if the Administrator has determined that the probability of flap extension failure on that type aeroplane is extremely remote due to system design. The Examiner must determine whether checking on slats only and partial-flap approaches are necessary for the practical test.
- 2.9.49 However, probability of asymmetrical flap failures should be considered in this making this determination.

Section 5		Evidence
5.4	Landing from a No Flap or a Non-standard Flap Approach	• Exhibits knowledge of the factors, which affect the flight characteristics of an aeroplane when full or partial flaps, leading edge flaps, and other similar devices become inoperative. • Uses the correct airspeeds/V-speeds for the approach and landing. • Maintains the proper aeroplane pitch attitude and flightpath for the configuration, gross weight, surface winds, and other applicable operational considerations. • Uses runway of sufficient length for the zero or non-standard flap condition. • Maneuvers the aeroplane to a point where a touchdown at an acceptable point on the runway and a safe landing to a full stop could be made. • After landing, uses spoilers, prop reverse, thrust reverse, wheel brakes, and other drag/braking devices, as appropriate, in such a manner to bring the aeroplane to a safe stop.

FLIGHT TEST REPORT

5.5	Engine shutdown and restart	• Exhibit satisfactory knowledge and skill of engine shutdown and restart: • Immediate actions are performed in accordance with Flight Manual/POH.
5.6	ATC liaison - Compliance, R/T procedure.	• Exhibit satisfactory knowledge ATC liaison - Compliance, R/T procedure. • Elects and identifies the navigation aids • and routes necessary to properly fly the assigned • ATC clearance. • Establishes communications with ATC, using proper • phraseology and advises ATC when unable to • comply with a clearance or restriction.

FLIGHT TEST REPORT

Section 5.1: Assessment Guide

Section 5		Evidence
5.1	Rejected take-off	• Exhibit satisfactory knowledge and skill of rejected take-off's at a reasonable speed. • Exhibits satisfactory knowledge of the technique and procedure for accomplishing a rejected takeoff after engine/system(s) failure/warnings, including related safety factors.
		• Aligns the aeroplane on the runway centerline. • Performs all required pre-takeoff checks as required by the appropriate checklist items or coordinates with crew to ensure completion of checklist items in a timely manner and as recommended by the manufacturer. • Adjusts the engine controls as recommended by the approved guidance for the existing conditions. • Applies the controls correctly to maintain longitudinal alignment on the centerline of the runway. • Aborts the takeoff if, in a single-engine aeroplane the engine failure occurs prior to becoming airborne, or in a multiengine aeroplane, the engine failure occurs at a point during the takeoff where the abort procedure can be initiated and the aeroplane can be safely stopped on the remaining runway/stopway. If a flight simulator is not used, the engine failure must be simulated before reaching 50 percent of VMC. • Reduces the power smoothly and promptly, if appropriate to the aeroplane, when engine failure is recognized. • Uses spoilers, prop reverse, thrust reverse, wheel brakes, and other drag/braking devices, as appropriate, maintaining positive control in such a manner as to bring the aeroplane to a safe stop.
		• Accomplishes the appropriate engine failure or other procedures and/or checklists or coordinates with crew to ensure completion of checklist items in a timely manner and as recommended by the manufacturer, as set forth in the POH or AFM.

FLIGHT TEST REPORT

5.2	Simulated engine failure after take-off	• Exhibit satisfactory knowledge and skill of simulated engine failure after take-off (single engine aeroplanes) • Nose is immediately lowered to maintain best gliding speed (+10 -0 Kts). • Aeroplane is balanced. • Suitable landing area is selected. • Turns are minimised. • Undercarriage and flaps are lowered as required. • Emergency procedures are conducted in accordance with approved checklist. • Radio is used to advise of emergency. • Passengers are briefed about situation, bracing position and harness security. • Engine shutdown checks are completed in accordance with approved checklist. • Aeroplane is landed. • Elements of Airmanship: • Action plan is determined for an engine failure after take-off. • Action plan includes not turning back towards airfield after engine failure unless above a safe altitude.
-----	---	--

FLIGHT TEST REPORT

5.3	Simulated forced landing without power (SE aeroplanes only)	• Exhibit satisfactory knowledge and skill of simulated forced landing without power (single-engine aeroplane only) • Excess speed is used to maintain height. • Perform immediate actions. • Glide altitude is selected. • Aeroplane is balanced. • Aeroplane is trimmed. • Surface wind direction and strength is established. • Suitable landing area is selected. • Plan is formulated. • Approach path is controlled to ensure a safe landing is achieved in the nominated landing area. • Forced landing pattern is executed and modified as required. • Trouble checks are performed in accordance with aeroplane check list. • Emergency is declared to ATC/ATS/other aeroplanes detailing position and intentions and emergency transponder code is selected. • Engine restart is attempted if the possibility of a successful start is evident. • If engine will not start, shutdown checks are performed in accordance with approved checklist. • Passengers are briefed about the situation, brace position and harness is secure. • Plan is modified to adapt to changed conditions. • Flaps and undercarriage are lowered as required. • Aeroplane is vacated expeditiously after landing. • ATC/other aircraft are advised of situation. • <i>Elements of Airmanship:</i> • Plan is made and modified as circumstances change. • Any unavoidable obstructions are contacted when the aeroplane is on the ground (rather than while airborne). • Passengers are briefed and managed.
-----	---	---

FLIGHT TEST REPORT

5.4	Simulated emergencies:	• Exhibit satisfactory knowledge and skill of emergencies: • System malfunctions as appropriate; • Abnormal situations are identified and confirmed. • Control of aeroplane is maintained. • Emergency procedures are conducted in accordance with Flight Manual or POH. • Any applicable published emergency procedures are conducted. • ATC/other stations are advised of present situation, intentions and assistance required. • Fire or smoke in flight • Include demonstration of flight by reference to standby flight instruments. • Demonstrates the proper malfunction procedures of the aeroplane systems, subsystems, and devices appropriate to the aeroplane, such as; ➤ Powerplant. ➤ Environmental and pressurization systems ➤ Pitot/static system ➤ Fuel system ➤ Electrical system ➤ Hydraulic system ➤ Flight control and trim systems ➤ Anti-ice and de-ice systems ➤ Automatic flight control system, electronic flight instrument system, and related sub-systems to include backup (fail down) modes and procedures ➤ Fire detection and extinguishing systems ➤ Airplane and personal emergency equipment ➤ Other systems, subsystems, and devices specific to the type aeroplane, including make, model, and series.
-----	------------------------	---

FLIGHT TEST REPORT

		➤ Inflight fire and smoke removal. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including emergency evacuation. ➤ Engine failure shut-down and restart at a safe height. ➤ Fuel dumping. ➤ Windshear at take-off and landing. ➤ Emergency descent (maximum rate). ➤ Rapid decompression and Emergency Decent. ➤ Incapacitation of crew member. ➤ Others (as may be required by the AFM). • <i>Elements of Airmanship:</i> • Approved Flight Manual/POH and published procedures are consistently applied. • Situational awareness is maintained. • Standard procedures are always used.
5.5	Engine shutdown and restart	• Exhibit satisfactory knowledge and skill of engine shutdown and restart
5.6	ATC liaison - Compliance, R/T procedure.	• Exhibit satisfactory knowledge ATC liaison - Compliance, R/T procedure. • Elects and identifies the navigation aids and routes necessary to properly fly the assigned • ATC clearance. • Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction.

2.9.50 Section 6: Asymmetric flight

2.9.51 Section 5 descriptions: Exhibit knowledge of the flight characteristics and controllability associated with maneuvering with engine(s) inoperative.

FLIGHT TEST REPORT

Section 6		Performance criteria
6.1	Engine failure during take-off	Exhibit satisfactory knowledge and skill for an engine failure during take-off
6.2	Asymmetric approach and go-around	- Exhibit satisfactory knowledge and skill for an Asymmetric approach and go-around - If condition not flown with sole reference to instruments, type rating will be restricted to VFR.
6.3	Asymmetric approach and full stop landing	Exhibit satisfactory knowledge and skill for asymmetric approach and full stop landing
6.4	ATC liaison - Compliance, R/T procedure.	- Exhibit satisfactory knowledge ATC liaison - Compliance, R/T procedure. - Elects and identifies the navigation aids and routes necessary to properly fly the assigned - ATC clearance. - Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction.

2.9.52 Section 6: Assessment Guide

- 2.9.53 The applicant exhibits knowledge of the flight characteristics and controllability associated with maneuvering with engine(s) inoperative (as appropriate to the aeroplane).
- 2.9.54 Maintains positive aeroplane control. Establishes a bank of approximately 5°, if required, or as recommended by the manufacturer, to maintain coordinated flight, and properly trims for that condition.
- 2.9.55 Sets engine controls, reduces drag as necessary, correctly identifies and verifies the inoperative engine(s) after the failure (or simulated failure).
- 2.9.56 Maintains the operating engine(s) within acceptable operating limits.
- 2.9.57 The feathering of one propeller and engine shutdown must be demonstrated in any multiengine aeroplane (or simulator /qualified SFTD) equipped with propellers (includes turboprop), unless the aeroplane is an exception by the type rating and aeroplane certification.
- 2.9.58 The propeller must be safely feathered and un-feathered while

FLIGHT TEST REPORT

airborne.

- 2.9.59 In a multiengine jet aeroplane (or simulator/qualified FTD), one engine must be shut down and a restart must be demonstrated while airborne.
- 2.9.60 Feathering or shutdown should be performed only under conditions and at such altitudes (no lower than 3,000 feet AGL) and in a position where a safe landing can be made on an established airport in the event difficulty is
- 2.9.61 encountered in unfeathering the propeller or re-starting the engine. At an altitude lower than 3,000 feet AGL, simulated engine failure will be performed by setting the engine controls to simulate zero-thrust. In the event the propeller cannot be unfeathered or the engine air started during the test, it should be treated as an emergency.
- 2.9.62 When authorized and conducted in a flight simulator, feathering or shutdown may be performed in conjunction with any procedure or maneuver and at locations and altitudes at the discretion of the
- 2.9.63 Examiner.
- 2.9.64 Follows the prescribed aeroplane checklist or coordinates with crew to ensure completion of checklist items in a timely manner and as recommended by the manufacturer, and verifies the procedures for securing the inoperative engine(s).
- 2.9.65 Determines the cause for the engine(s) failure and if a restart is a viable option.
- 2.9.66 Maintains desired altitude within ± 100 feet, when a constant altitude is specified and is within the capability of the aeroplane.
- 2.9.67 Maintains the desired airspeed within ± 10 knots.
- 2.9.68 Maintains the desired heading within $\pm 10^\circ$ of the specified heading.
- 2.9.69 Demonstrates proper engine restart procedures (if appropriate) in accordance with approved procedure/ checklist or the manufacturers recommended procedures and pertinent checklist items.

FLIGHT TEST REPORT

Section 6		Evidence
6.1	Engine failure during take-off	• Exhibit satisfactory knowledge and skill for an engine failure during take-off; • In a multiengine aeroplane certificated under 14 CFR part 23(except commuter category), (for which no V1, VR, or V2 speeds are published) the failure of the most critical engine should be simulated at a point after reaching a minimum of VSSE and, if accomplished in the aircraft, at an altitude not lower than 400 feet AGL, giving consideration to local atmospheric conditions, terrain, and aircraft performance available. • In a simulator, there are no limitations on engine failures in either aeroplane by certification basis. • Exhibits satisfactory knowledge of the procedures used during engine failure on takeoff, the appropriate reference airspeeds, and the specific pilot actions required. • Takes into account prior to beginning the takeoff, operational factors which could affect the maneuver, such as aeroplane characteristics, runway length, surface conditions, wind, wake turbulence, visibility, precipitation, obstructions, and other related factors that could adversely affect safety. • Completes required checks prior to starting takeoff to verify the expected engine performance. • Performs all required pre-takeoff checks as required by the appropriate checklist items or coordinates with crew to ensure completion of checklist items in a timely manner and as recommended by the manufacturer. • Aligns the aeroplane on the runway/waterway. • Applies the controls correctly to maintain longitudinal alignment on the centerline of the runway, if appropriate, prior to initiating and during the takeoff. • Adjusts the engine controls as recommended by the approved guidance for the existing conditions.

FLIGHT TEST REPORT

		• Single-engine aeroplanes - establishes a power - off descent approximately straight - ahead, if the engine failure occurs after becoming airborne and before reaching an altitude where a safe turn can be made. • Continues the takeoff (in a 4 CFR part 25 or 14 CFR section 23.3(d) commuter multiengine aeroplane) if the (simulated) engine failure occurs at a point where the aeroplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the aeroplane's performance capabilities and operating limitations. • Maintains the aeroplane alignment with the heading appropriate for climb performance and terrain clearance, when engine failure occurs. Maintains (in a multiengine aeroplane), after a simulated engine failure and after a climb has been established, the desired heading within $\pm 5^\circ$, desired airspeed within ± 5 knots, and, if appropriate for the aeroplane, establishes a bank of approximately 5°, or as recommended by the manufacturer, toward the operating engine. • Acknowledges and makes appropriate callouts to crew, if in crew served aircraft.
--	--	--

2.9.70 Section 6.2 & 6.3: Approach and Landing with (Simulated) Powerplant Failure-Multiengine Aeroplane

2.9.71 Section 6.2 & 6.3 description: To determine that the applicant exhibits satisfactory knowledge and skill of the flight characteristics and controllability associated with maneuvering to a landing with engine(s) inoperative (or simulated in-operative).

FLIGHT TEST REPORT

Section 6		Performance Criteria
6.2	Asymmetric approach and go-around	• Exhibit satisfactory knowledge and skill for an Asymmetric approach and go-around • If condition not flown with sole reference to instruments, type rating will be restricted to VFR. • Exhibit satisfactory knowledge and skill of the flight characteristics and controllability associated with maneuvering to a landing with engine(s) inoperative (or simulated in-operative).

2.9.72 Section 6.2: Assessment Guide

2.9.73 In aeroplanes with three power-plants, the applicant must follow a procedure (if approved) that approximates the loss of two power-plants, the center and one outboard power-plant. In other multiengine aeroplanes, the applicant must follow a procedure, which simulates the loss of 50 percent of available engines, the loss being simulated on one side of the aeroplane.

Section 6.2		Evidence
6.2	Asymmetric approach and go-around	• Exhibits satisfactory knowledge of the flight characteristics and controllability associated with maneuvering to a landing with engine(s) inoperative (or simulated inoperative) including the controllability factors associated with maneuvering, and the applicable emergency procedures. • Maintains positive aeroplane control. • Establishes a bank of approximately 5°, if required, or as recommended by the manufacturer, to maintain coordinated flight, and properly trims for that condition. • Sets engine controls, reduces drag as necessary, correctly identifies and verifies the inoperative engine(s) after the failure (or simulated failure). • Maintains the operating engine(s) within acceptable operating limits. • Follows the prescribed aeroplane checklist or coordinates with crew to ensure timely completion of checklist items in a timely manner and as recommended by the manufacturer,

FLIGHT TEST REPORT

Section 6.2		Evidence
		and verifies the procedures for securing the inoperative engine(s). • Proceeds toward the nearest suitable airport. • Maintains, prior to beginning the final approach segment, the desired altitude ± 100 feet, the desired airspeed ± 10 knots, the desired heading $\pm 5^\circ$; and accurately tracks courses, radials, and bearings. • Commence a missed approach if visual reference to the runway is lost during circling. • Manoeuvre aircraft on climb to MAPT within circling area. • Conduct a missed approach procedure from MAPT as specified on the instrument approach chart. • Maintain obstacle clearance in IMC/simulated IMC in accordance with the IFR. • <i>Elements of Airmanship</i>: Make a positive decision and conduct a missed approach if ceiling and visibility minima is not achieved at MDA or if visibility reduces below minima while manoeuvring for landing.

6.3	Asymmetric approach and full stop landing	• Exhibit satisfactory knowledge and skill for an asymmetric approach and full stop landing • Establishes the approach and landing configuration appropriate for the runway or landing area, and meteorological conditions; and adjusts the engine controls as required. • Maintains a stabilized approach and the desired airspeed/ V-speed within ± 5 knots. • Accomplishes a smooth, positively controlled transition from final approach to touchdown. • Maintains positive directional control and crosswind corrections during the after-landing roll. • Uses spoilers, prop reverse, thrust reversers, wheel brakes, and other drag/braking devices, as appropriate, in such a manner to bring the aeroplane to a safe stop after landing. • Accomplishes the appropriate after landing checklist items or coordinates with crew to ensure completion of after-landing checklist items in a timely manner and as recommended by the manufacturer.
-----	---	---

FLIGHT TEST REPORT

6.4	ATC liaison - Compliance, R/T procedure.	• Exhibit satisfactory knowledge ATC liaison - Compliance, R/T procedure. • Elects and identifies the navigation aids and routes necessary to properly fly the assigned • ATC clearance. • Establishes communications with ATC, using proper phraseology and advises ATC when unable to comply with a clearance or restriction.
-----	--	--

2.9.74 Section 7: Post-Flight Procedures

2.9.75 Section 7 description: To determine that the applicant exhibits satisfactory knowledge of safe after-landing, taxi, ramping, and mooring procedures, as appropriate.

Section 7		Performance Criteria
7	Post-Flight Procedures	• Exhibits satisfactory knowledge of safe after-landing, ramping, and mooring procedures, as appropriate.

1.1.1 Section 7: Assessment Guide

Section 7		Evidence
7	Post-Flight Procedures	• Exhibits knowledge of safe after-landing, taxi, ramping, anchoring, docking, and mooring procedures, as appropriate. • Exhibits procedures to ensure the pilot maintains strict focus on the movement of the aircraft and ATC communications. • Utilizes procedures for holding the pilot's workload to a minimum during taxi operations. • Maintains proper spacing on other aircraft, obstructions, and persons. • Utilizes taxi operation planning procedures, such as recording taxi instructions, reading back taxi clearances, and reviewing taxi routes on the airport diagram. • Utilizes procedures to ensure that clearance or

FLIGHT TEST REPORT

Section 7	Evidence
	• Instructions that are actually received are adhered to rather than the ones expected to be received. • Demonstrates procedures for briefing if a landing rollout to a taxiway exit will place the pilot in close proximity to another runway which can result in a runway incursion. • Accomplishes the applicable checklist items or co-ordinates with crew to ensure completion of checklist items in a timely manner and as recommended by the manufacturer and performs the recommended procedures. • Conducts appropriate after landing/taxi procedures in the event the aircraft is on a taxiway that is between parallel runways. • Demonstrates specific procedures for operations at an airport with an operating air traffic control tower, with emphasis on ATC communications and runway entry/crossing authorizations. • Demonstrates and explains ATC communications and pilot actions before landing, and after landing at airports. • Maintains the desired track and speed. • Complies with instructions issued by ATC (or the Examiner simulating ATC). • Observes runway hold lines, localizer and glide slope critical areas, and other surface control markings and lighting to prevent a runway incursion. • Maintains constant vigilance and airplane control during the taxi operation. • Demonstrates and/or explains procedural differences for night operations. • Demonstrates and explains the use(s) of aircraft exterior lighting and differences for day and night operations. • Explains and discusses the hazards of low visibility operations.

2.9.76 Section 8: Parking and Securing

2.9.77 Section 8 description: To determine that the applicant exhibits satisfactory knowledge of parking and securing procedures and related administrative duties.

FLIGHT TEST REPORT

Section 8		Performance Criteria
8	Parking and Securing	Exhibit satisfactory knowledge of parking and securing procedures and related administrative duties.

2.9.78 Section 8: Assessment guide

Section 8		Evidence
8	Parking and Securing	- Demonstrates knowledge of the parking, and the securing airplane procedures. - Demonstrates knowledge of the airplane forms/logs to record the flight time/discrepancies. - Demonstrates knowledge of any installed and auxiliary aircraft security equipment, as appropriate.

FLIGHT TEST REPORT

1. Class Rating and Type Rating Achievement Record

1.1 APPLICANT NAME: (_____)

1.2 ATO ARN: (_____)

1.3 TYPE RATING & Class Rating and Type Rating ACHIEVEMENT RECORD

1.3.1 The following symbols mean:

P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.

X = Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure.

P# = The training shall be complemented by supervised aeroplane inspection.

1.3.2 The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (→). The following abbreviations are used to indicate the training equipment used:

- A = Aeroplane
- FS = Flight Simulator (meaning FSTD level D or higher)
- FTD = Flight Training Device (meaning FSTD level C or higher)
- OTD = Other Training Device

1.3.3 The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skills test or proficiency check, the type rating will be restricted to VFR only.

1.3.4 Where the letter 'M' appears in the skills test/proficiency check column this will indicate the mandatory exercise.

1.3.5 A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:

1.3.5.1 The qualification of the flight simulator or FNPTII as set out in NAMCATS 60.;

1.3.5.2 The qualifications of the instructor and examiner;

FLIGHT TEST REPORT

- 1.3.5.3 The amount of line-orientated simulator training provided on the course;
- 1.3.5.4 The qualifications and previous line operating experience of the pilot under training; and
- 1.3.5.5 The amount of supervised line flying experience provided after the issue of the new type rating.

Achievement Record	PRACTICAL TRAINING			
Manoeuvres/ Procedures (Including Multi Crew Co-operation)	FTD	FS	A	Instructor's initials & date training completed
SECTION 1				
1. Flight preparation & oral assessment	P			
1.1 Performance calculation				
1.2 Aeroplane ext. visual inspect; location of each item and purpose of inspection	P#		P	
1.3 Cockpit inspection	P			
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P→	→	→	
1.5 Taxiing in compliance with air traffic control or instructions of instructor		P→	→	
1.6 Before take-off checks	P→	→	→	
SECTION 2				
2. Take-offs				
2.1 Normal take-offs with different flap settings, including expedited take-off		P→	→	
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne		P→	→	
2.3 Cross-wind take-off (A, if practicable)		P→	→	
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		P→	→	

FLIGHT TEST REPORT

2.5 Take-offs with simulated engine failure		P→	→	
2.5.1* shortly after reaching V2				
2.5.2* between V1 and V2				
OR				
2.5.3* as close as possible after V1, when V1 and V2 or V1 and VR are identical.		P	X	
2.6 Rejected take-off at a reasonable speed before reaching V1		P→	X	
2.7 Departure Procedures	P→			
SECTION 3				
3. Flight Manoeuvres and Procedures		P→	→	
3.1 Turns with and without spoilers				
3.2 Tuck under and Mach buffets after reaching critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)		P→	X	
3.2.1 Recovery from unusual attitudes		P→		
3.3 Normal operation of systems and controls engineer's panel	P→	→	→	
3.4 Normal and abnormal operations of flowing systems				
3.4.0 Engine (if necessary propeller)	P→	→	→	
3.4.1 Pressurization and air conditioning	P→	→	→	
3.4.2 Pitot/static system	P→	→	→	
3.4.3 Fuel system	P→	→	→	
3.4.4 Electrical system	P→	→	→	
3.4.5 Hydraulic system	P→	→	→	
3.4.6 Flight control and Trim system	P→	→	→	
3.4.7 Anti- and de-icing system, Glare shield heating	P→	→	→	
3.4.8 Autopilot/Flight director	P→	→	→	
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P→	→	→	

FLIGHT TEST REPORT

3.4.10 Ground proximity warning system, Weather radar, radio altimeter, transponder	P→	→	→	
3.4.11 Radios, navigation equipment, instruments, flight management system	P→	→	→	
3.4.12 Landing gear and brake	P→	→	→	
3.4.13 Slat and flap system	P→	→	→	
3.4.14 Auxiliary power unit	P→	→	→	
3.6 Normal and abnormal operations of flowing systems				
3.6.1 Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P→	→	→	
3.6.2 Smoke control and removal	P→	→	→	
3.6.3 Engine failure, shut-down and restart at a safe height	P→	→	→	
3.6.4 Fuel dumping (simulated)	P→	→	→	
3.6.5 Windshear at take-off/landing		P	X	
3.6.6 Simulated cabin pressure failure/Emergency descent		P→	→	
3.6.7 Incapacitation of flight crew member	P→	→	→	
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual	P→	→	→	
3.6.9 ACAS event	P→	→		
3.7 Steep turns with 45° bank, 180° to 360° left and right	P→	→	→	
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)		P→	→	
3.8.1 Recovery for full stall or after activation of stall warning device in climb, cruise and approach configuration		P	X	
3.9 Instrument Flight Procedures				

FLIGHT TEST REPORT

3.9.1* Adherence to departure and arrival routes and ATC instructions	P→	→		
3.9.2* Holding procedures	P→	→		
3.9.3* Precision approaches down to a decision height (DH) not less than 60 m (200 ft)				
3.9.3.1* Manually, without flight director		P→	→	
3.9.3.2* Manually, with flight director		P→	→	
3.9.3.3* With auto-pilot		P→	→	
3.9.3.4* Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure		P→	→	
3.9.4* NDB or VOR/LOC-approach down to the MDH/A		P*→	→	
3.9.4.1 RNP approach		P*→	→	
3.9.5 Circling approach under the following conditions: (a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions;		P*→	→	
Followed by: (b) circling approach to another runway at least 90° off centerline from the final approach altitude; Remark: if (a) and (b) are not possible due to ATC reasons a simulated low visibility pattern may be performed		P→	→	
SECTION 4*				
4. Missed Approach Procedures		P*→	→	

FLIGHT TEST REPORT

4.1 Go-around with all engines operating* after an ILS approach on reaching decision height				
4.2 Other missed approach procedures		P*→	→	
4.3* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAP		P*→	→	
4.4 Rejected landing at 15 m (50 ft) above the runway threshold and go-around		P*→	→	
SECTION 5				
5 Landings				
5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH		P		
5.2 Landing with simulated jammed horizontal stabilizer in any out-of-trim position		P→		
5.3 Cross wind landings (a/c, if practicable)		P→	→	
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats		P→	→	
5.5 Landing with critical engine simulated inoperative		P→	→	
5.6 Landing with two engines inoperative – Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM/ FCOM – Aeroplanes with four engines, two engines at one side		P	X	
SECTION 6				
6. Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)				
6.1* Rejected take-off at minimum authorised RVR		P→	X	

FLIGHT TEST REPORT

6.2* ILS Approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed		P→	→	
6.3* Go-around After approaches as indicated in 6.2 on reaching DH.		P→	→	
6.4* Landing(s) With visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed		P→	→	
SECTION 7				
7.1 Post flight procedures		P→	→	
7.2 Parking and securing		P→	→	
SECTION 8				
8.1 ADM	P→			
8.2 TEM	P→			
1.4 Special emphasis items: 1.4.1 Positive aircraft control; 1.4.2 Positive exchange of flight control; 1.4.3 Stall awareness; 1.4.4 Collision avoidance; 1.4.5 Wake turbulence; 1.4.6 Runway incursion avoidance; 1.4.7 LAHSO; 1.4.8 CFIT; and 1.4.9 Checklist use.	P→			

NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.

1.1.1 I have completed the training specified in the elements, which have been certified on this Achievement Record.

FLIGHT TEST REPORT

1.1.2 When each unit and element of competency has been achieved to the specified standard both the instructor responsible for the assessment and the student must certify in the appropriate column. All instrument flight competencies and relevant FPEs required for the issue of an Class Rating and Type Rating must be achieved prior to the skill test/ proficiency check/ assessment of competence.

1.1.3 Applicant Signature (_____)

1.2 Skills Test Recommendation and Advice

Name of applicant:	ARN
Flight Training Operator:	ARN
Examiner:	ARN
Type of test:	Date of test:
Place of test	Time of test:

1.2.1 I have personally checked that the applicant meets all of the following requirements, in terms of Part 61 CAR's and CATS, for the issue of a;
Class Rating and Type Rating/ Type Rating for
(_____)

Training requirements and achievement record are complete Y/N				
Passed examination Y/N				
Age				
Current Medical Class Valid to:				
Aeronautical experience	Dual	PIC	IF	Night



FSS PEL 61-48 – Class & Type Rating – SE ME SP (A)

FLIGHT TEST REPORT

1.2.2 In my opinion the applicant meets the standard required to pass the skills test as specified in Part 61.

Signature CFI (_____) Date: (_____)

Name CFI:	ARN
-----------	-----

FLIGHT TEST REPORT

APPLICANT NAME:		Licence #							
------------------------	--	------------------	--	--	--	--	--	--	--

Initial/Reissue ☐ OR Renewal/Revalidation ☐ OR Additional endorsement ☐

S = Satisfactory **U** = Unsatisfactory **N** = Not Tested **TR** = Training Record **M**=Mandatory

Item No.	Description	Unit Ref	Result
GROUND COMPONENT			
(a)	Air Law		M
(b)	Privileges and limitations of the licence and category rating		M
(c)	Aircraft General Knowledge		M
(d)	Flight Performance and Planning	S1.1	M
(e)	Human Performance and Limitations		M
(f)	Meteorology		M
(g)	Navigation		M
(h)	Operational Procedures		M
(i)	Principles of Flight		M
(j)	VFR Communications		M
(k)	Communications (IFR).		M
(l)	English Communication Standard		M
(m)	Special emphasis - RWY incursion, CFIT, Ice, Wake turbulence		
(n)	RNP		M
FLIGHT COMPONENT			
(a)	Manage Pre-and Post-Flight Actions	S1/S7/S8	M
(b)	Control Aeroplane on the Ground	S1.2/1.4	M
(c)	Take-off	S1.5/1.6/1.7	M
(d)	Control Aeroplane in Normal Flight	S2	M
(e)	Landing of aeroplane	S4/S5	M
(f)	Instrument flight procedures	S3	M
(g)	Manage Abnormal Situations	S5/S6	M
(h)	Manage Fuel	C3	M
(i)	Control aeroplane - Full Instrument Panel	S10&12	M
(j)	Navigate Aeroplane	S3	M
3.8 General requirements			
(a)	Operate Radio	S2.5	M
(b)	Manage Passengers		M
(c)	Manage Flight		M
(d)	Aeronautical Decision-Making, Risk Management, Crew Resource Management and Single-Pilot Resource Management		

