

Flight Examiners Handbook

This Manual Flight Examiners' Handbook (FEH) replaces the previously published Flight Examiners' Manual (FEM)!

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Flight Examiners Handbook – Aeroplane and Helicopter

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Flight Examiners Handbook – Aeroplane and Helicopter

Abstract:	This handbook covers the aspects of a structured Safety Management System (SMS) for Air Navigation Services as defined in chapter 2, Scope.
Clause of equal treatment:	For readers convenience notions relating to persons will be used in gender neutral and/or male form. Nevertheless the respective notion is to be applied to both genders equally and shall not be deemed to be discriminatory.
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0 Actual changes compared to the prior version

See log of revisions

1 Objective

This Examiners Handbook has to be taken as a guidance and instruction for the Flight examiners in the respective valid version.

2 Scope

This handbook is applicable for all LSA/PEL employees.

3 Description

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Administrative and Guidance Material
Section 5: Personnel Licensing Part 2: Procedures

Chapter 11 Standardisation of Examiners

This chapter is designed to be copied as a stand alone Flight Examiners Handbook (FEH).

With the exception of extracts from JAR-FCL this chapter contains guidance for training and management of examiners. The guidance and procedures contained in this chapter will enhance the application of standards and best practices to meet JAR-FCL requirement.

Contents of the FEH

The FEH comprises 11 modules. The FEH is intended to be the main reference Handbook for the training and subsequent reference of examiners.

JAR-FCL references are shown in italics. Examiners are not to rely on those references unless they are checked against the most recent version of JAR-FCL.

Each module contains quick reference tables. These are intended to provide the examiner with a precise of the essential requirements for each test/check. At the discretion of the National Authority these tables are extracted into the present Flight Examiners Handbook (FEH).

General:

Every examiner will be assessed and authorized via the authority. Examiners are obliged to be in general fit, firm and fair for their duty when they are going to carry out examiner privileges. They must always release true and proper filled out forms to the authority. A big part of Aviation Safety is only possible if well trained and experienced examiners perform skill and proficiency oversight during all required flight checking duties.

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An index to the topics within each module is shown at the start of that module. The following table describes the purpose of each module.

Module 1 – General Requirements

Guidance material for the National Authority in its management of its flight examiners

Module 2 – Examiner Training

A guide to the practical training of examiners

Module 3 – Test Standards Aeroplane

Tables give a practical guide to the criteria to be considered by the examiner when assessing each item of JAR-FCL Aeroplane tests and checks

Module 4 – Test Standards Helicopter

Tables give a practical guide to the criteria to be considered by the examiner when assessing each item of JAR-FCL Helicopter tests and checks

Module 5 – Test Tolerances (Aeroplane and Helicopter)

One table shows the tolerances applicable to all JAR-FCL tests and checks

Module 6 – PPL Skill Test (Aeroplane and Helicopter)

A guide to the structure of the PPL skill test for the training of the FE for the PPL

Module 7 – CPL Skill Test (Aeroplane and Helicopter)

A guide to the structure of the CPL skill test for the training of the FE for the CPL

Module 8 – Instrument Rating - IR (Aeroplane and Helicopter)

A guide to the structure of the IR skill test for the IRE and proficiency checks for the IRE and CRE

Module 9 – Type and Class Skill Test and Proficiency Checks (Aeroplane and Helicopter)

A guide to the structure of the skill test for rating issue and the revalidation proficiency check for the TRE and CRE

Module 10 – ATPL Skill Test

A guide to the structure of the ATPL skill test for the TRE

Module 11 – Instructor Skill Test and Proficiency Checks (Aeroplane and Helicopter)

A guide to the structure of flight instructor initial skill tests and revalidation proficiency checks for the FIE

Appendix

All publications and guidance material released and published by the authority

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3.1 MODULE 1 – GENERAL REQUIREMENTS

Guidance material:

Contents:

- 3.1.1 Standardisation arrangements for examiners**
- 3.1.2 Register of Examiners**
- 3.1.3 Initial Selection and Knowledge tests**
- 3.1.4 Examiner Qualifications and Roles**
- 3.1.5 Examiner Training**
- 3.1.6 Authorisation**
- 3.1.7 Addition of Privileges**
- 3.1.8 Multiple roles**
- 3.1.9 Period of validity of an authorisation**
- 3.1.10 Examiner Reauthorisation**
- 3.1.11 Authority to sign documentation after the Skill Test/Proficiency Check**
- 3.1.12 Restrictions to the testing of applicants**

3.1.1 Standardisation arrangements for examiners

JAR-FCL 1.030/2.030

Austro Control as a civil aviation authority will designate and authorise as Examiners suitably qualified persons of integrity to conduct, on its behalf, skill tests and proficiency checks. The minimum ratings for Examiners are detailed in JAR-FCL 1 and 2, Subpart I. The Authority will notify examiner responsibilities and privileges to them via the [Flight Examiner Handbook](#) (valid revision), specifying the type of skill tests and proficiency checks that may be conducted.

Appendix 1 to JAR-FCL 1.425/2.425 paragraph 4

All Examiners must be suitably trained, qualified and experienced for their role on the relevant type/class of aeroplane/helicopter. No specific rules on qualification can be made because the particular circumstance of each organisation will differ. It is important, however, that in every instance, the Examiner should, by background and experience, have the professional respect of the aviation community.

Appendix 1 to JAR-FCL 1.425/2.425 paragraph 3

An examiner will be designated and authorised in accordance with JAR-FCL and will be:

- (a) a flight inspector from an Authority; or
- (b) an instructor from a Registered Facility, FTO, TRTO; manufacturer's facility or subcontracted facility; or
- (c) a pilot holding a specific authorisation from a JAA Member State.

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AMC FCL 1.425/2.425 paragraph 2

Any dispensation from the qualification requirements of JAR-FCL 1.425/2.425(a) through (c) should be limited to circumstances in which a fully qualified examiner cannot be made available. Such circumstances may, for example, include skill tests on a new or rare type or class, for which the examiner should at least hold an instructor rating on an aeroplane/helicopter having the same kind and number of engines and of the same order of mass. (See also **JAR-FCL 1.220/2.220(a)(4)**- consider also the level of technology)

AMC FCL 1.425/2.425 paragraph 3

Inspectors of the Authority supervising examiners will ideally meet the same requirements as the examiners being supervised. However, it is unlikely that they could be so qualified on the large variety of types and tasks for which they have a responsibility and, since they normally only observe training and testing, it is acceptable if they are qualified for the role of an inspector.

3.1.1.1 Authorisation as Senior Examiner

- Hold a valid/current Flight Examiner Authorisation
- Have Examiner experience level acceptable to the NAA
- Have produced a number of skill tests/proficiency checks conducted as JAR-FCL Examiner
- The Authority may conduct a pre-assessment of the applicant/candidate carrying out a Skill Test/Proficiency Check under supervision of an Inspector of the Authority

Applicants will be required to attend a special Briefing / Seminar arranged by NAA. Content and duration will be determined by NAA and should include:

- Pre course self-study
- Legislation
- The role of the Senior Examiner
- JAR-FCL examiner assessment (Standardisation acc. AMC 1.425/2.425)
- NAA Administrative requirements

Period of validity

Senior Examiner has an authorisation as Examiner also with validity acc. JAR-FCL 1.430/2.430

Re-Authorisation

The re-authorisation of Senior Examiner is at the discretion of the authority and will include an activity report and other advises established by the NAA

3.1.2 Register of examiners

The Authority will maintain a register of examiners, containing the files of examiners who meet the requirements for the approvals sought.

The authority will focus on experienced FI/CRI/TRI for examiner reserve pre selection.

The main goal is to establish high performing examiner to achieve a good skill and safety level for the NAA.

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Examiners need not have a residence within the designating geographical area of jurisdiction; however, an examiner must be able to provide examiner service in the area in order to be considered for approval.

Examiner candidates shall apply to the national Authority. A recommendation for the approval of a candidate who does not meet all of the applicable requirements may be accepted and will be forwarded to the Authority for consideration. The recommendation should include a statement of all special circumstances affecting the approval.

Where an examiner has relocated to another Member state he must apply for reinstatement at the new Authority through that Authority from which his authorisation was previously issued. The application is then processed as though it were an initial application.

3.1.3 Initial Selection and Training

If the candidate meets the applicable JAR-FCL criteria, the Authority will advise the candidate in writing if that application is accepted. The candidate may be called to undergo pre-approval Initial Selection and Training.

Use of ‘Dummies’ during the Acceptance Test for an Initial Examiners Authorisation

Definitions

It is necessary to clarify the roles of the respective members of the Initial Acceptance Flight Test as follows:

Applicant:	Pilot requiring a rating etc.
Candidate:	Pilot requiring Initial Examiners Authorisation
Dummy:	Pilot acting as an Applicant
Acceptance Test:	Flight Test conducted by a Senior Examiner (SEN) for an Initial Examiners Authorisation

The purpose of the acceptance test is to prove that the candidate for an Initial Examiners Authorisation is proficient and capable to undertake the duties of an examiner.

Duties of Crew During Acceptance Tests

It is important that all Pre-Flight Briefings are thorough and that all members of the flight are aware of their duties and responsibilities throughout the Acceptance Test.

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'Dummy'

The primary duty of a 'Dummy' is to act as an applicant in all aspects of the flight and should have available the relevant paperwork to show the examiner when requested. During the flight it is important that he makes some errors (whether by accident or by design is not important), so that the candidate must observe, exercise judgement, assess and have something to debrief on. The errors are important so that the candidate can be seen completing paperwork and detailing any retesting or retraining that may be considered necessary. The 'dummy' must not make the errors too subtle or set any traps for the candidate; he must try to produce a typical flight from a marginal applicant. The purpose of the flight is to ensure that the candidate is aware of his duties as an Examiner. A 'Pass' with no errors would prove very little. Therefore the 'dummy' needs to be an experienced examiner. Any other pilot acting as 'dummy' may be reluctant to make errors in case they would be recorded against him and have the possibility of losing his rating, also, he may not be sufficiently experienced to produce convincing errors.

Senior Examiner.(SEN)

The SEN must brief the candidate at the commencement of the exercise on their relative roles; i.e. the candidate will conduct the flight test without hindrance from the SEN, including briefings, conduct of flight, assessment and debrief and documentation. The SEN should remain as unobtrusive as possible throughout the test, but at the same time observing the 'dummy' and the candidate.

Following the completed flight, the SEN and the 'dummy' compare notes of the flight, after which the SEN debriefs the candidate.

Responsibilities

Captaincy

The candidate or his company would normally provide the aeroplane. When the candidate is occupying a pilot's seat, he is the only one with a clear view and full access to the controls, and often is most familiar with the type, he must be the Captain and the safety of the flight is his responsibility. However, the SEN and the 'Dummy' also have an overriding responsibility not to endanger the aeroplane, but they may not have full access to lookout or controls.

3.1.4 Examiner Qualifications and Roles

JAR-FCL 1.420/2.420

There will be seven roles for Examiners (Aeroplanes) and six roles for Examiners (Helicopters):

- a. Flight Examiner (FE) (A) and (H).
- b. Type Rating Examiner (TRE) (A) and (H).
- c. Class Rating Examiner (CRE) (A).
- d. Instrument Rating Examiner (IRE) (A) and (H).
- e. Synthetic Flight Examiner (SFE) (A) and (H).
- f. Flight Instructor Examiner (FIE) (A) and (H).
- g. Language Proficiency Examiner (LPE)

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3.1.4.1 Pre-requisites

JAR-FCL 1.425/2.425 (a), JAR-FCL 1.440

Before training and at all times when the examiner authorisation is to be exercised (unless dispensation is given by the Authority) examiners are to:

- Hold a licence and rating granting privileges at least equal to the licence or rating for which they are authorised to conduct tests/checks.
- Be qualified to act as pilot-in-command of each aeroplane/helicopter for which they are authorised unless specified otherwise.
- Hold the relevant flight instructor rating, unless specified otherwise.
- Type rating examiner (A) must hold or had hold a valid instructor rating (TR) on type. If they are not current as TRI on type they are obliged to assure that they are qualified as pilot in command on the mentioned Type. In addition it is recommended to execute the flight in accordance to OPS 1.968 with qualification to perform the exam from either pilot seat. In case of using a flight simulator the either pilot seat qualification is not required.

3.1.4.2 Roles

Quick reference:

AEROPLANES AND HELICOPTER

FE(PPL) AUTHORISATION	
JAR reference:	JAR-FCL 1.425/2,425
Who can test:	An Inspector or Senior Examiner appointed by the Authority
Form used:	National Form
Test format:	1 Based on the PPL Skill test: brief, conduct and assess a skill test flown by an examiner acting as the applicant. 2 Where an authorisation is required for Multi engine aeroplane/helicopter the test is to be conducted in that type/class

FE(CPL) AUTHORISATION	
JAR reference:	JAR-FCL 1.425/2.425
Who can test:	An Inspector or Senior Examiner appointed by the Authority
Form used:	National Form
Test format:	1 Based on the CPL skill test: brief, conduct and assess a skill test flown by an examiner acting as the applicant. 2 Where an authorisation is required for Multi engine aeroplane/helicopter the test is to be conducted in that type/class

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TRE AUTHORISATION	
JAR reference:	JAR-FCL 1.425/2.425
Who can test:	An Inspector or Senior Examiner appointed by the Authority
Form used:	National Form
Test format:	<ol style="list-style-type: none"> 1 Based on the ATPL skill test: brief, conduct and assess a skill test flown by an applicant, or an examiner acting as the applicant. 2 The authorisation will be type specific

CRE AUTHORISATION (not applicable to helicopter)	
JAR reference:	JAR-FCL 1.425
Who can test:	An Inspector or Senior Examiner appointed by the Authority
Form used:	National Form
Test format:	<ol style="list-style-type: none"> 1 Based on the test for which the authorisation is sought: brief, conduct and assess a skill test or proficiency check profile for a SPA rating, flown by the examiner acting as the applicants. 2 Where an authorisation is required for Multi engine aeroplane the test is to be conducted in that type/class 3 Where instrument rating revalidation privileges are required the test is to include all instrument rating test/check requirements

IRE AUTHORISATION	
JAR reference:	JAR-FCL 1.425/2.425
Who can test:	An Inspector or Senior Examiner appointed by the Authority
Form used:	National Form
Test format:	<ol style="list-style-type: none"> 1 Based on the Instrument Rating skill test: brief, conduct and assess a skill test flown by an examiner acting as the applicant. 2 Where an authorisation is required for multi engine aeroplane/helicopter the test is to be conducted in that type/class

SFE AUTHORISATION	
JAR reference:	JAR-FCL 1.425/2.425
Who can test:	An Inspector or Senior Examiner appointed by the Authority
Form used:	National Form
Test format:	<ol style="list-style-type: none"> 1 Based on the type rating skill test: brief, conduct and assess a skill test flown by an applicant, or an examiner or acting as the applicant. 2 The authorisation will be flight simulator and Type Specific

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FIE AUTHORISATION	
JAR reference:	JAR-FCL 1.425/2.425
Who can test:	An Inspector or Senior Examiner appointed by the Authority
Form used:	National Form
Test format:	<ol style="list-style-type: none"> 1 Based on the Flight Instructor skill test: brief, conduct and assess an instructor skill test flown by the examiner acting as the applicant. 2 Present a Long Briefing on a subject from JAR-AMC 1.340/2.340 (45 minutes) as an example briefing to a student flight instructor. 3 Take an oral exam on a range of subjects from JAR-AMC 1.340/2.340 (2 hours) 4 Where an authorisation is required for both single and multi engine aeroplane the required multi engine elements of test are to be conducted in that type/class as a second flight

LPE AUTHORIZATION	
JAR reference	JAR-FCL 1.200
Who can test:	The Authority only, via Initial Test and Training Procedure
Form used:	National Application Form
Test format:	<input type="checkbox"/> Alpha Tango Language Proficiency Test <input type="checkbox"/> Interview <input type="checkbox"/> Special Training and Supervision

3.1.5 Examiner training

Training for a first examiner authorisation shall not commence until the Authority has selected and approved the candidate for training.

Where a current examiner authorisation is held the Authority shall specify the required elements of training required.

Where an examiner no longer holds a valid authorisation the Authority shall apply both selection requirements and specify the required elements of training required.

Examiner Training content is explained at Module 2.

3.1.6 Authorisation

JAR-FCL 1.030/2.030

The Authority will maintain a list of all examiners it has authorised stating for which roles they are authorised. The list will be made available to TRTOs, FTOs and registered facilities within the JAA Member State. The Authority will determine by which means the examiners will be allocated to the skill test.

The Authority will advise each applicant of the examiner(s) it has designated for the conduct of the skill test for the issue of an ATPL(A/(H)).

[Will come into force with amendment 7 ZLPV 2006 Noelle 2010]

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A central JAA data base of all JAR-FCL examiners is being developed for future use by all member states. Examiners shall be issued with a document showing precise details of:

- their authorisation
- aeroplane/helicopter on which they may test/check
- any restrictions to the authorisation any further privileges to the authorisation

The grant of an authorisation will require the successful completion of the appropriate examiner acceptance test

3.1.7 Addition of privileges

Where the examiner requires the addition of a Type/Class, or other previously untested privilege to his authorisation, the Authority will ensure that suitable training and testing is conducted before approving the altered authorisation

3.1.8 Multiple roles

JAR-FCL 1.425/2.425(b)

Providing that the examiners meet the ratings and experience requirements for each separate role undertaken, examiners are not confined to a single role as FE, TRE, CRE, IRE, SFE, FIE or LPE. The role of a LPE must be always connected to another role such as FE, TRE, CRE, IRE, SFE, FIE. However, the Authority may also limit number of examiners roles, types and classes or specific makes and basic models on which any examiner may test.

3.1.9 Period of validity of an Authorisation

JAR-FCL 1.430/2.430

An examiner's authorisation is valid for not more than three years. Examiners are re-authorised at the discretion of the Authority, and in accordance with Appendix 1 to JAR-FCL 1.425/2.425.

3.1.10 Examiner Reauthorisation

Appendix 1 to JAR-FCL 1.425/2.425 paragraph 5

Examiners may be re- authorised in accordance with JAR-FCL 1.430/2.430. To be re- authorised, the examiner should have conducted at least two skill tests or proficiency checks in every yearly period within the three year authorisation period. One of the skill tests or proficiency checks given by the examiner within the last 12 months of the authorisation period should have been observed by an inspector of the Authority or by a senior examiner specifically authorised for this purpose.

This is defined as the absolute minimum requirement, documented by a filled activity report. Examiners who do not meet this requirement will not be re- authorised!

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Quick reference:

AEROPLANE

FE/FIE/CRE/TRE/SFE REAUTHORISATION	
JAR reference:	Appendix 1 to JAR-FCL 1.425
Reauthorisation	An examiner's authorisation is valid for not more than three years and shall be reauthorized at the discretion of the Authority
Who can test:	An Inspector or Senior Examiner appointed by the Authority
Form used:	National forms
Test format:	1 Conduct at least 2 Skill tests or Proficiency checks in every yearly period within the 3 year authorisation period 2 1 test in the last 12 months to be observed or a 'dummy' test 3 Compliance with current standardisation arrangements 4 Demonstration of knowledge of JAR-FCL and operational documents

Quick reference

HELICOPTER

FE/FIE/TRE/SFE REAUTHORISATION	
JAR reference:	Appendix 1 to JAR-FCL 2.425
Reauthorisation	Valid 3 years, shall be reauthorized in accordance with JAR-FCL 2.430
Who can test:	An Inspector or Senior Examiner appointed by the Authority
Form used:	National forms
Test format:	1 Conduct at least 2 Skill tests or Proficiency checks in every yearly period within the 3 year authorisation period 2 1 test in the last 12 months to be observed or a 'dummy' test 3 Compliance with current standardisation arrangements 4 Demonstration of knowledge of JAR-FCL and operational documents

LPE REAUTHORISATION	
JAR reference	JAR-FCL 1.200
N/A	Shall be reauthorized during FE/FIE/CRE/TRE/SFE Reauthorization

Combined Reauthorisation

Where an examiner holds more than one authorisation the National Authority may approve the reauthorisation subject to compliance with the table 'Combination of Examiner Authorizations,' below.

The Authority will identify which of the authorisations held is to be used as the basis for observation. Other authorisations held by that examiner may then be checked orally to ensure the examiner can demonstrate:

- compliance with the required administration
- knowledge of changes to JAR-FCL formats or requirements
- standardisation with JAR-FCL and National examiner requirements

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A new authorisation cannot be added by stand alone and is to be auctioned as a separate authorisation, facing to an assessment if the following documented differences will be observed:

- differences between CS 25 and CS 23 certified aeroplanes (TRE / CRE)
- differences between Single Pilot and Multi Crew operation (TRE- MPO/ CRE –SPO)
- differences between single engine and multi engine helicopters (TRE)

Quick reference:

Combination of Examiner Re-authorisations		
Examiner Authorisations	Who can test	Combined Reauthorisation - format
IRE FIE FE.CPL FE.PPL TRE SFE CRE	Inspector or Senior Examiner authorised by the Authority	1. Observation of the test/check identified by the National Authority. 2. Oral questioning of all authorisations held to check for: <ol style="list-style-type: none"> 1 compliance with the required administration 2 knowledge of changes to JAR-FCL formats or requirements 3 standardisation with JAR-FCL and National examiner requirements.
LPE	The authority only	<input type="checkbox"/> Alpha Tango Test <input type="checkbox"/> Training and Interview

3.1.11 Authority to sign documentation after the Skill test/Proficiency check

The Authority may grant examiners authorisation to sign licence pages for the revalidation of items successfully passed by Proficiency Check.

In the case of a practical test with an actual applicant and an unsuccessful examiner applicant, the inspector will complete and sign the appropriate documentation.

3.1.12 Restrictions to the testing of applicants

Notification of Examiners

JAR-FCL 1.030/2.030

Examiners shall not test applicants to whom flight instruction has been given by them for that licence or rating except with the express consent in writing of the Authority.

Integrated course skill testing outside JAA Member States

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Appendix 1(c) to JAR-FCL 1.055 paragraph 6 and Appendix 1b to JAR-FCL 2.055 para (b)

On completion of the required training, the skill test for the CPL(A/H) in Phase 4 of the ATP integrated course may be taken with a locally-based FE(A/H) designated and authorised by the approving Authority, provided that the examiner is authorised in accordance with JAR-FCL Subpart I and completely independent from the FTO except with the expressed consent in writing of the approving Authority.

Examiner Duty outside the NAA but inside the JAA member States

In no case an examiner shall conduct a skill test or proficiency check *and language proficiency test* without prior contact to the competent authority of the issuing JAA member state of the respective licence. An examiner has to be authorized in writing by the related competent authority of the candidate's licence. The examiner has to use the published national form of the mentioned JAA member state. All recommended practices and other publications by the JAA member state have to be adhered to.

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3.2 MODULE 2 – EXAMINER TRAINING

Practical training of examiners.

Contents:

- 3.2.1 General**
- 3.2.2 Training Content**
- 3.2.3 Test/Check Standards**
- 3.2.4 Purpose of test and checks**
- 3.2.5 Examiner preparation for test/check**
- 3.2.6 Weather minima**
- 3.2.7 Pre flight – briefing**
- 3.2.8 Applicant’s planning and facilities**
- 3.2.9 Airmanship**
- 3.2.10 Assessment System**
 - 3.2.10.1 Flight Management**
 - 3.2.10.2 Conduct of test/check**
 - 3.2.10.3 Repeat items**
 - 3.2.10.4 Pass/fail criteria**
 - 3.2.10.5 The result**
- 3.2.11 Post flight – debrief**
- 3.2.12 Complaints and Appeals**

3.2.1 General

IEM FCL 1.425/2.425 paragraph 3

It is intended that all applicants for authorisation must have received an authority approved initial training for this purpose before undertaking an acceptance flight with an inspector/senior examiner.

AMC FCL 1.425/2.425 paragraph 1

The standards of competence of pilots depend to a great extent on the competence of examiners. Examiners will be briefed by the Authority on the JAR–FCL requirements, the conduct of skill tests and proficiency checks, and their documentation and reporting. Examiners should also be briefed on the protection requirements for personal data, liability, accident insurance and fees, as applicable in the JAA Member State concerned.

IEM FCL 1.425/2.425 paragraph 2

An inspector of the Authority, or a senior examiner, will observe all examiner applicants conducting a test on an ‘applicant’ in an aeroplane/helicopter for which examiner authorisation is sought. Items from the ‘Syllabi for training and skill tests/proficiency check will be selected by the inspector for examination of the ‘applicant’ by the examiner applicant. Having agreed with the inspector the content of the test, the examiner applicant will be expected to manage the entire test. This will include briefing, the conduct of the flight, assessment and debriefing of the ‘applicant’. The inspector/senior examiner will discuss the assessment with the examiner applicant before the ‘applicant’ is debriefed and informed of the result.

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3.2.2 Training Content

3.2.2.1 Trainers

AMC FCL 1.425/2.425 paragraph 3

Inspectors of the Authority supervising examiners will ideally meet the same requirements as the examiners being supervised. However, it is unlikely that they could be so qualified on the large variety of types and tasks for which they have a responsibility and, since they normally only observe training and testing, it is acceptable if they are qualified for the role of an inspector.

AMC FCL 1.425/2.425 paragraph 4

The Authority will have available, a sufficient number of inspectors or senior examiners to conduct, supervise and/or inspect the standardisation arrangements according to JAR-FCL 1.425(c)/2.425(c).

3.2.2.2 Role and duties of the examiner

AMC-FCL 1.425/2.425 paragraph 4

The standardisation arrangements should include, as appropriate to the role of the examiner, at least the following instruction:

- (i) Those national requirements relevant to their examination duties;
- (ii) Fundamentals of human performance and limitations relevant to flight examination;
- (iii) Fundamentals of evaluation relevant to examinee's performance;
- (iv) JAR-FCL, related JARs and Joint Implementation Procedures (JIP)
- (v) Quality System as related to JAR-FCL; and
- (vi) Multi-Crew Co-operation (MCC), Human Performance and Limitations, if applicable.
- (vii) Language Proficiency (English Level 4 or higher)

All items above are core knowledge requirements for an examiner and are recommended as core course material. This core course may be studied before recommended examiner training is commenced. The core course may utilise any training format and would be prepared by the Authority.

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3.2.2.3 Specific Flight Test and Check training

Detailed knowledge of the tests and checks for which the authorisation is sought is required. Training is to cover:

- a. Knowledge and management of the test for which the authorisation is to be sought. These are described in the relevant Modules in this FEM.
- b. Knowledge of the administrative procedures pertaining to that test/check
- c. For an initial examiner authorisation practical training in the examination of the test profile sought is required.
- d. An Examiner Authorisation Acceptance Test (EAAT) flight with an Inspector or senior examiner designated by the Authority, e.g. for FE (PPL) this is to be the PPL skill test.

Examples of acceptable means of compliance for initial examiner training

	CRE	TRE	FE(PPL)	FE(CPL)	FIE	IRE
Core course	<p>JAR-FEM package</p> <p>1 FEH where this is used nationally</p> <p>2 Training course on JAR-FCL requirements and procedures</p> <p>3 Package self test</p>					
Ground training	<p>Test of Core Course material</p> <p>4 Test /check profiles</p> <p>5 SE/ME test/check differences training (as required)</p> <p>6 Partial pass criteria</p> <p>7 Repeat criteria</p> <p>8 Aborted test</p> <p>9 Fail criteria</p> <p>10 Use of STDs for test/check (as required)</p> <p>One half day to cover:</p> <p>11 Administration</p> <p>12 Revalidation by experience (SEP & TMG) only</p>					
Flight test and check training (flight)	Two skill test/ proficiency check under supervision	One skill test or proficiency check under supervision	Two skill test/ proficiency check under supervision			
Additional training	To be determined by the National Authority					
Flight test (additional to course)	Examiner Authorisation Acceptance Test (EAAT) with an inspector/senior examiner authorised by the Authority					
LPE	Alpha Tango Test and special Training					

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3.2.3 Test/Check Standards

Standards of performance are central to a consistent conduct of tests and checks by Examiners throughout JAA member states:

- a. **Appendix 1 to JAR-FCL 1.425/2.425 paragraph 2**
Examiners shall consistently apply JAR-FCL standards during a test/check. However, as the circumstances of each test/check conducted by an examiner may vary, it is also important that an examiner's test/check assessment takes into account any adverse condition(s) encountered during the test/check.
- b. It is emphasised that test/check applicants should concern themselves only with flying and operating the aeroplane/helicopter to the best of their ability. Definition of, and compliance with, the Test Standards is the responsibility of the Examiner, however these are shown in Modules 3 and 4 in the interest of openness and as a reference for the Examiner and applicant
- c. The Examiner is expected to display sound judgement particularly when establishing any abnormal or simulated emergency exercise so that the safety of the flight is never placed at risk.
- d. Throughout the flight compliance with briefing/checklists, procedures, anti-icing and de-icing precautions, airmanship, ATC liaison and compliance, RT procedures, flight management and MCC (where applicable) will be assessed.
- e. Examiners are reminded that applicants may appeal against the conduct of any test/check in accordance with National regulations.

Additionally to the standards stated above the Austrian authority stipulates clearly and precisely that no exam may be conducted with passengers on board of an aircraft.

3.2.4 Purpose of a test/check

Definitions: JAR-FCL 1.001/2.001

- A Flight Test or Skill test is a demonstration of knowledge and skill for a licence or rating issue and may include such oral examination as the Examiner may determine necessary.
- A Proficiency Check is a demonstration of continuing knowledge and skill to revalidate or renew ratings and may include such oral examination as the Examiner may determine necessary.

The purpose of a test/check is to:

- **AMC FCL 1.425/2.425 paragraph 9:** Determine through practical demonstration during a test/check that an applicant has acquired or maintained the required level of knowledge and skill/proficiency;

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- **AMC FCL 1.425/2.425 paragraph 10:** Improve training and flight instruction in registered facilities, FTOs and TRTOs by feedback of information from examiners concerning items/sections of tests/checks that are most frequently failed;
- **AMC FCL 1.425/2.425 paragraph 11:** Assist in maintaining and, where possible, improving air safety standards by having examiners display good airmanship and flight discipline during tests/checks.

AMC FCL 1.425/2.425 paragraph 22

Before undertaking a test/check an examiner will verify that the aeroplane/helicopter or synthetic training device intended to be used, is suitable and appropriately equipped for the test/check. Only aeroplane/helicopter or synthetic training devices approved by the Authority for skill testing/proficiency checking may be used.

- a. **AMC FCL 1.425/2.425 paragraph 25c:** Pre-flight briefing should include:
 - test/check sequence;
 - power setting and speeds; and
 - safety considerations
- b. **AMC FCL 1.425/2.425 paragraph 25d:** In-flight exercises will include:
 - each relevant item/section of the test/check
- c. **AMC FCL 1.425/2.425 paragraph 25e:** Post-flight de-briefing should include:
 - assessment/evaluation of the applicant
 - documentation of the test/check with the applicants FI present, if possible.

3.2.5 Examiner preparation for test/check

AMC FCL 1.425/2.425 paragraph 25a

A test/check is comprised of:

- oral examination on the ground (where applicable);
- pre-flight briefing;
- in-flight exercises; and
- post-flight de-briefing

Examiner Approach

AMC FCL 1.425/2.425 paragraph 20

An examiner should encourage a friendly and relaxed atmosphere to develop both before and during a test/check flight. A negative or hostile approach should not be used. During the test/check flight, the examiner should avoid negative comments or criticisms and all assessments should be reserved for the de-briefing.

AMC FCL 1.425/2.425 paragraph 18

An examiner should supervise all aspects of the test/check flight preparation, including, where necessary, obtaining or assuring an ATC “slot” time.

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AMC FCL 1.425/2.425 paragraph 19

An examiner will plan a test/check in accordance with JAR-FCL requirements. Only the manoeuvres and procedures set out in the appropriate test/check form will be undertaken. The same examiner should not re-examine a failed applicant without the agreement of the applicant.

The examiner shall be the pilot-in-command, except in circumstances agreed by the examiner.

Test/check scheduling

AMC-FCL 1.425/2.425 paragraph 5

An examiner should plan per working day not more than three test checks relating to PPL, CPL, IR or class rating, or more than two tests/checks related to FI, CPL/IR and ATPL or more than four tests/checks relating to type/rating.

AMC FCL 1.425/2.425 paragraph 6

An examiner should plan at least three hours for a PPL, CPL, IR or class rating test/checks, and at least four hours for FI, CPL/IR, ATPL or type rating tests/checks, including pre-flight briefing and preparation, conduct of the test/check, de-briefing and evaluation of the applicant and documentation.

AMC FCL 1.425/2.425 paragraph 7

An examiner should allow an applicant adequate time to prepare for a test/check, normally not more than one hour.

AMC FCL 1.425/2.425 paragraph 8

An examiner should plan a test/check flight so that the flight time in an aeroplane/helicopter or ground time in an approved synthetic training device is not less than:

- 90 minutes for PPL and CPL, including navigation section;
- 60 minutes for IR, FI and single pilot type/class rating; and
- 120 minutes for CPL/IR and ATPL.

However this timeframe is noted as a recommendation

Preparing for the applicant

AMC FCL 1.425/2.425 paragraph 18 (modified)

Before meeting the applicant the Examiner must be properly prepared for the flight. The Examiner should supervise all aspects of the test/check flight preparation, including, where necessary, obtaining or assuring an ATC services as required.

AMC FCL 1.425/2.425 paragraph 19

The Examiner will plan a test/check in accordance with JAR-FCL requirements. Only those manoeuvres and procedures required in the appropriate test/check form will be undertaken.

- a. Adequate and appropriate briefing/debriefing facilities must be used for all tests.
- b. Instruction for the associated theoretical knowledge examinations shall always have been completed before each skill test is taken.

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- c. Knowledge elements not evident in the demonstrated skills may be tested by questioning, at anytime, during the flight event. Questioning in flight should be used judiciously so that safety is not jeopardised. Questions may be deferred until after the flight portion of the test is completed.
- d. For aeroplane/helicopter requiring only one pilot, the examiner may not assist the applicant in the management of the aeroplane/helicopter, radio communications, tuning and identifying navigational equipment, and using navigation charts.
- e. If occupying a pilot seat the examiner shall not take part in the operation of the aeroplane/helicopter other than for safety.
- f. Flight Safety shall be the prime consideration at all times. The examiner, applicant and any other crew shall be alert for other traffic.

Expansion of the details of the items a. to f. above is covered under the relevant paragraph headings below.

Route/profile planning

AMC FCL 1.425/2.425 paragraph 26

A test/check is intended to **represent** a practical flight. Accordingly, an examiner may set practical scenarios for an applicant while ensuring that the applicant is not confused and air safety is not compromised.

3.2.6 Weather minima

AMC FCL 1.425/2.425 paragraph 23

A test/check flight will be conducted in accordance with the aeroplane/helicopter flight manual (AFM) and, if applicable, the aeroplane/helicopter operators manual (AOM).

AMC FCL 1.425/2.425 paragraph 24

A test/check flight will be conducted within the limitations contained in the operations manual of a FTO/TRTO and, where applicable, the operations manual of a registered facility.

Austro Control has determined for examiners the minimum conditions below which assessment may be considered too difficult, by using the table below

Quick reference:

<p><i>Surface Wind:</i> Max 35 knots and lower depending on AOM Limitations</p>
<p><input type="checkbox"/> Cloud Ceiling: VFR 2500 ft AGL / IR = published IR Minimum 200 ft AGL (CI) for all CII and CIII+ approaches is the use of FS is mandatory</p>
<p><input type="checkbox"/> Visibility: VFR 5 km or special VFR IR = 500 m</p>

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Pre-flight preparation requires the applicant to assess the weather conditions and make his decision whether to proceed with the flight. The applicant must take into account the requirements of all the sections of the test that he is taking. The Examiner is to assess the applicant's decision. A decision to continue when the weather is forecast below the limits required to complete the flight shall be considered a fail item for test/check

Those sections/items of the test which are required to be flown by sole reference to instruments will be simulated by using suitable equipment to simulate IMC.

Awareness of icing conditions must be displayed by regularly checking the outside air temperature and carburettor heat where appropriate. The applicant should be able to use any anti/de-icing equipment fitted to the aeroplane/helicopter. If actual ice is present the necessary equipment or actions must be used. Training or preparation must ensure an operating procedure for using aeroplane/helicopter icing equipment particularly with reference to pitot heaters, carburettor heat, engine/propeller and airframe anti-icing. The aeroplane/helicopter must not be flown deliberately into icing conditions if this is contrary to the aeroplane/helicopter flight manual

3.2.7 Pre Flight – briefing

Examiner approach

The performance of an applicant under test conditions will often be adversely affected by some degree of nervous tension, but the Examiner can do much to redress the balance in his favour by the adoption of a friendly and sympathetic attitude. Any suggestion of haste during briefing should be avoided and the applicant should be encouraged to ask as many questions as he wishes at the conclusion of each section. Clear and unhurried instructions at this stage will not only serve to put the applicant at his ease, but will ensure when airborne that the flight proceeds smoothly and without unnecessary delay.

Construction of the Briefing

The pre flight briefing may be given as one or more separate elements, as required, to give the applicant the maximum opportunity to understand and prepare what is required of him.

Briefing content

IEM FCL 1.425/2.425 paragraph 4

The applicant should be given time and facilities to prepare for the test flight. The briefing should cover the following:

- a. the objective of the flight
- b. licensing checks, as necessary
- c. freedom for the applicant to ask questions
- d. operating procedures to be followed (e.g. operators manual)
- e. weather assessment
- f. operating capacity of applicant and examiner
- g. aims to be identified by applicant
- h. simulated weather assumptions (e.g. icing, cloud base)
- i. contents of exercise to be performed

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- j. agreed speed and handling parameters (e.g. V-speeds, bank angle)
- k. use of R/T
- l. respective roles of applicant and examiner (e.g. during emergency)
- m. administrative procedures (e.g. submission of flight plan) in flight

IEM FCL 1.425/2.425 paragraph 5

Examiner training must focus on the requirements to maintain the necessary level of communication with the applicant. The following check details should be followed by the examiner applicant:

- a. involvement of examiner in a multi-pilot operating environment
- b. the need to give the 'applicant' precise instructions
- c. responsibility for safe conduct of the flight
- d. intervention by examiner, when necessary
- e. use of screens
- f. liaison with ATC and the need for concise, easily understood intentions
- g. prompting the 'applicant' regarding required sequence of events (e.g. following a go - around)
- h. keeping brief, factual and unobtrusive notes

3.2.8 Applicant's Planning and facilities

The Examiner shall conduct each test/check in such a manner as to conform to the guidance given by the Authority such that each applicant is allowed adequate time for the test, normally not more than one hour.

Adequate Planning facilities must be available to the applicant. The examiner will check that the applicant is aware of where resources are. A quiet briefing room should be used so that the planning can be completed without interruption or distraction.

Planning shall be completed without assistance from other students or instructors. Current ATC and Met information must be obtained. Any booking requirements should be made, by the applicant, in adequate time for the flight.

A flight log should be prepared and the Examiner may request a copy. The log may include such items as:

- 1 Route (including flight to the planned alternate aerodrome)
- 2 Communication and navaid frequencies (note that where this information is clearly displayed on planning documents, such as the charts to be used, it is not necessary to copy that information to the log)
- 3 Planned levels and altitudes
- 4 Timings, ETAs
- 5 MSA, safety height or minimum levels/altitudes
- 6 Fuel (showing contingency fuel and space to plot fuel remaining at way points)
- 7 Space for logging ATIS and clearances in a chronological order

The route may require flight through airspace other than Class G airspace and consideration should be given to any special precautions during planning.

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Planning and preparation must be completed by the crew using material acceptable to the Authority. Computerised flight/navigation plans or aeroplane/helicopter mass and balance calculations may be used during the allowed planning period. The applicant remains solely responsible for all planning calculations.

Applicants will be required to calculate take off and landing performance for the conditions prevailing, usually for the most limiting runway expected on the flight.

3.2.9 Airmanship

3.2.9.1 Definition

The complex of all resources (knowledge, attitude and skills) enabling the pilot to safely handle his aeroplane/helicopter with due regard to rules and regulations, whatever the circumstances, both on the ground and in the air. Human resources include all other groups routinely working with the pilot who are involved in decisions that are required to operate a flight safely. These groups may include, but are not limited to: dispatchers, cabin crewmembers, maintenance personnel and air traffic controllers. Airmanship is not a single task but is a set of competencies, which must be evident in all tasks, conducted throughout the practical test standard as applied to a skill test or proficiency check.

Special airmanship topics to cover:

- Know yourself
- Know your aircraft
- Know your environment
- Know your risk

3.2.9.2 Airmanship competencies

Airmanship competencies may be grouped into three clusters of observable behaviour:

1. COMMUNICATIONS PROCESSES AND DECISIONS
 - a. Briefing
 - b. Inquiry/Advocacy/Assertiveness
 - c. Self-Criticism
 - d. Communication with available personnel resources
 - e. Use of checklists
 - f. Decision making

2. BUILDING AND MAINTENANCE OF FLIGHT COOPERATION
 - a. Leadership/Team skills
 - b. Interpersonal Relationships

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3. WORKLOAD MANAGEMENT AND SITUATIONAL AWARENESS

- a. Preparation/Planning
- b. Vigilance
- c. Workload Distribution
- d. Distraction Avoidance
- e. Avoidance of undesirable situations (e.g., wake turbulence, inadequate aeroplane/helicopter spacing)

3.2.9.3 How the Examiner Assesses Airmanship

The majority of aviation accidents and incidents are due to poor resource management failures by the pilot. Fewer are due to technical failures.

Pass/Fail judgements based solely on Airmanship issues must be carefully chosen since they may be entirely subjective. It is not practical to give a comprehensive list of Airmanship considerations, however, the 3 'cluster areas' described above include items which the applicant may forget to complete (e.g. correct radio calls) while others are an indication of his capacity to deal with present or evolving flight conditions (e.g. poor spacing from other aeroplane/helicopter or airspace awareness). It is, therefore, the examiner's role to observe how the applicant manages the resources available to him to achieve a safe and uneventful flight. The examiner must be satisfied that the success of the flight was a result of good airmanship and not good luck.

If the applicant shows early and consistent awareness of airmanship considerations (e.g. repetitive checking of icing conditions in a level cruise clear of icing conditions) the examiner may allow the applicant to brief only changes during the remainder of the flight.

Examiners themselves are required to exercise proper Airmanship competencies in conducting tests/checks as well as expecting the same from applicants.

3.2.10 Assessment System

3.2.10.1 Flight management

AMC FCL 1.425/2.425 paragraph 27

An examiner should maintain a flight log and assessment record during the test/check for reference during the post/flight de-brief.

This record should be compiled without alerting or attracting the attention of the applicant.

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Communications in flight should only be necessary:

- to prompt the applicant regarding required sequence of events using concise and easily understood intentions (e.g. following a go-around)
- **AMC FCL 1.425/2.425 paragraph 28:** An examiner should be flexible to the possibility of changes arising to pre-flight briefs due to ATC instructions, or other circumstances affecting the test/check.
- **AMC FCL 1.425/2.425 paragraph 29:** Where changes arise to a planned test/check an examiner should be satisfied that the applicant understands and accepts the changes. Otherwise, the test/check flight should be terminated.
- **JAR FCL 1.170/2.170 paragraph 6:** Should an applicant choose not to continue a test/check for reasons considered inadequate by an examiner, the applicant shall retake the entire skill test. If the test/check is terminated for reasons considered adequate by the examiner, only those items/sections not completed will be tested in a further flight.
- **AMC FCL 1.425/2.425 paragraph 21 (last sentence):** An examiner should terminate a test/check only for the purpose of assessing the applicant, or for safety reasons.

Except when the Examiner has to give guidance or a reminder, the applicant should be allowed to conduct the flight without interruption. It should be remembered, however, that the Examiner is responsible for the safe conduct of the flight and the prevention of any infringements.

3.2.10.2 Conduct of Test/check

AMC FCL 1.425/2.425 paragraph 13

Each item within a test/check section should be completed and assessed separately. The test/check schedule, as briefed, should not, normally, be altered by an examiner.

AMC FCL 1.425/2.425 paragraph 14

Marginal or questionable performance of a test/check item should not influence an examiner's assessment of any subsequent items.

AMC FCL 1.425/2.425 paragraph 15

An examiner should verify the requirements and limitations of a test/check with an applicant during the pre-flight briefing.

AMC FCL 1.425/2.425 paragraph 16

When a test/check is completed or discontinued, an examiner should de-brief the applicant and give reasons for items/sections failed. In the event of a failed or discontinued skill test or proficiency check, the examiner should provide appropriate advice to assist the applicant in re-tests/re-checks.

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AMC FCL 1.425/2.425 paragraph 17

Any comment on, or disagreement with, an examiner's test/check evaluation/assessment made during a debrief will be recorded by the examiner on the test/check report, and will be signed by the examiner and countersigned by the applicant.

AMC FCL 1.425/2.425 paragraph 21

Although test/checks may specify flight test tolerances, an applicant should not be expected to achieve these at the expense of smoothness or stable flight. An examiner should make due allowance for unavoidable deviations due to turbulence, ATC instructions, etc.

IEM FCL 1.425/2.425 paragraph 6

The examiner applicant should refer to the flight test tolerances given in (JAR-FCL and Module 5 for the appropriate test) Attention should be paid to the following points:

- a. questions from the 'applicant'
- b. gives results of the test and any sections failed
- c. gives reasons for failure

3.2.10.3 Repeat items

AMC FCL 1.425/2.425 paragraph 31

At the discretion of the examiner, any manoeuvre or procedure of the test/check may be repeated once by the applicant. An examiner may terminate a test/check at any stage, if it is considered that the applicant's competency requires a complete re-test/re-check.

3.2.10.4 Pass/Fail criteria

The examiner is to check JAR-FCL references for pass fail criteria relevant to the test to be conducted. In general the guidance is:

For SPA: The applicant shall pass all sections of the skill test/proficiency check. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test/check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test/re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test/check again.

For MPA: The applicant shall pass all sections of the skill test/proficiency check. Failure of more than five items will require the applicant to take the entire test/check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again.

2.10.5 The Result

There are several methods for evaluating an applicant's performance. National Authorities may select the method which they wish to use. Two methods will be considered here:

- A *Grading*
- B *Objective Assessment*

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A Grading

Grading is an option on some forms used for tests/checks. However, its use is optional.

The "Acceptable Performance" section of each exercise outlines the grading criteria. These criteria assume no unusual circumstances. Consideration shall be given to unavoidable deviations from the published criteria due to weather, traffic or other situations beyond the reasonable control of the applicant. To avoid the need to compensate for such situations, the tests should be conducted under normal conditions whenever possible.

Grade	Description
AS	The ideal performance under existing conditions. Anticipates and adapts easily to changing or unusual flight situations. Aim of exercise safely achieved with very few minor variations from ideal. Performance shows smooth control of aeroplane/helicopter.
S	Aim of the exercise safely achieved with frequent minor but no major variations from the ideal. Or Aim of the exercise safely achieved. Performance includes not more than one major variation from the ideal and may include frequent minor variations from the ideal.
BS	Aim of exercise safely achieved in a rough manner. Performance includes more than one major variation from the ideal and indicates a level of skill or knowledge, which results in a marginally acceptable performance.
US	Any one of the following will result in an assessment of fail: <ul style="list-style-type: none"> <input type="checkbox"/> Aim of exercise not completed <input type="checkbox"/> Insufficient level of knowledge to ensure safety. <input type="checkbox"/> Aim of exercise completed but at expense of using unsafe airmanship and/or handling errors. <input type="checkbox"/> Dangerous aeroplane/helicopter handling requiring assistance from examiner. Tolerances specified in the flight test standards exceeded.

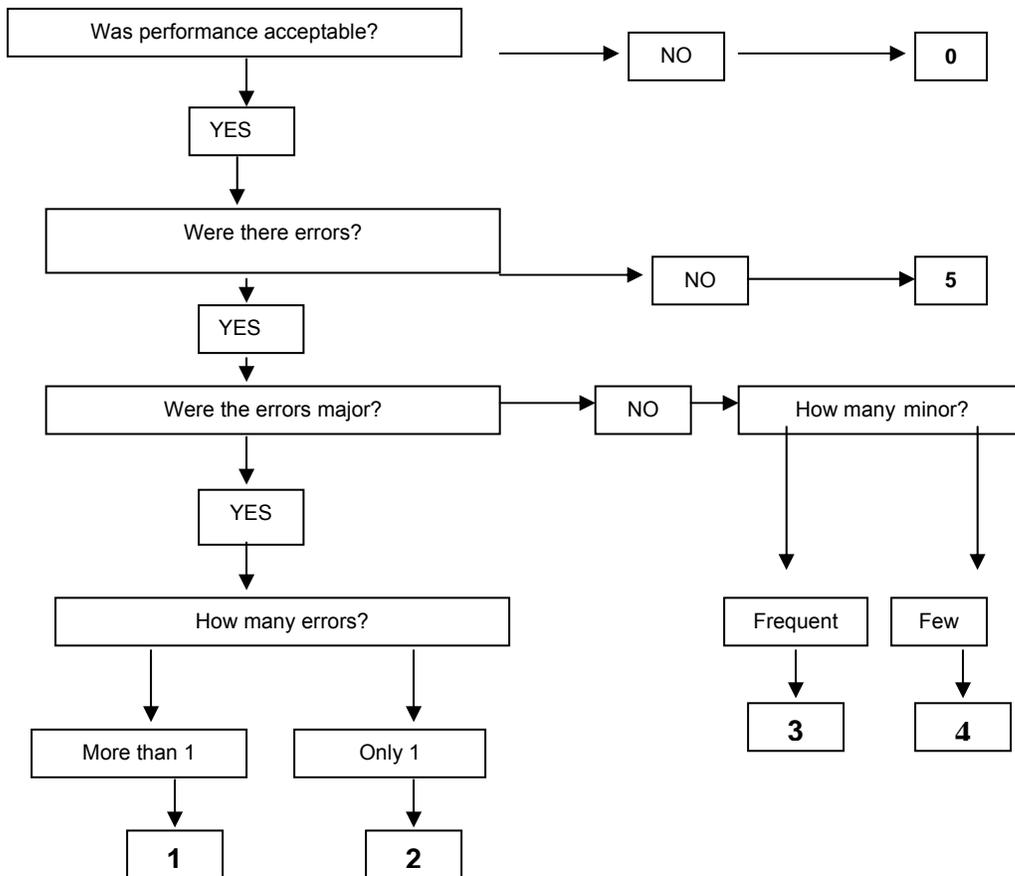
Written remarks are required when awarding a flight test exercise a mark of 2 or less. The remarks should be clear and concise and in the case of an exercise assessed as:

Grades **AS / Above Standard** reflect the major variation(s) from the Acceptable Performance for the exercise as outlined in the appropriate flight test standards; **S / Satisfactory** reflects to the outlined flight test standard, **BS / Below** standard reflects that major parts of the test are stated as Satisfactory, but some parts are only accepted in a marginal manner. **US / Unsatisfactory** reflect the appropriate item or items that result in an assessment of fail as listed in the Grading Scale section of the flight test Standard(s).

During a flight test, it is sometimes difficult to write clear and concise remarks. It is recommended that examiners use notes made during the flight test to complete a final copy of the Flight Test Report. This provides the examiner with the opportunity of referencing the appropriate flight test standards while writing final comments.

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The diagram shown below will assist the examiner in following a logical sequence of steps to arrive at a mark when evaluating the applicant's performance of a particular flight test item. By starting at the top of the diagram and mentally reviewing and answering each question in sequence, it is possible to arrive at a mark to be awarded. The accuracy of the assessment will depend entirely on the examiner's knowledge of the Acceptable Performance requirements for each flight test exercise and the Grading Scale.



B Objective Assessment

Satisfactory Performance

The ability of an applicant to safely perform the required assignments is based on:

- Performing the assignments specified in the Examiner's Handbook for the licence or rating sought within the approved standards
- Demonstrating control of the aeroplane/helicopter and flight with the successful outcome of each assignment performed never seriously in doubt
- Demonstrating sound judgement and crew resource management and single-pilot competence if the aeroplane/helicopter is type certificated for single-pilot operations

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Unsatisfactory Performance

Consistently exceeding the relevant tolerances stated in Module 5, or failure to take prompt, corrective action when tolerances are exceeded is indicative of unsatisfactory performance. The tolerances represent the performance expected in good flying conditions. Any action or lack thereof, by the applicant, who requires corrective intervention by the examiner to maintain safe flight, shall be disqualifying.

If a repeat item is not clearly satisfactory, the examiner shall consider it unsatisfactory

Result

An examiner will use one of the following terms of assessment:

Quick reference:

AEROPLANE

Reference	The examiner is to check JAR-FCL references for pass fail criteria relevant to the test to be conducted. In general the guidance is:
Pass	The applicant shall pass all sections of the skill test or proficiency check
Partial Pass	<p>For SPA: If any item in a section is failed, that section is failed. Any applicant failing only one section shall take the failed section again. The applicant retaking only that failed section, plus the departure section often completes the partial pass. Should either of those two be failed at a second attempt then the result of that test is a fail.</p> <p>For MPA: Any applicant failing 5 or less items shall take the failed items again.</p>
Fail	<p>For SPA: If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test/check again. Failure in any section of the re-test/re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test/check again.</p> <p>For MPA: The applicant shall pass all sections of the skill test/proficiency check. Failure of more than five items will require the applicant to take the entire test/check again. Failure in any item on the re-test/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again.</p> <p>AMC FCL 1.425 PARAGRAPH 21 <i>provided that any of the following apply:</i></p> <ul style="list-style-type: none"> i. the flight test tolerances have been exceeded after the examiner has made due allowance for turbulence or ATC instructions; ii. the aim of the test/check is not completed; iii. the aim of exercise is completed but at the expense of unsafe flight, violation of a rule or regulation, poor airmanship or rough handling; iv. an acceptable level of knowledge is not demonstrated;

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	<ul style="list-style-type: none"> v. an acceptable level of flight management is not demonstrated; or vi. the intervention of the examiner or safety pilot is required in the interest of safety.
Incomplete tests	Should an applicant choose not to continue a test/check for reasons considered inadequate by an examiner, the applicant shall retake the entire skill test. If the test/check is terminated for reasons considered adequate by the examiner, only those items/sections not completed will be tested in a further flight.

Quick reference:

HELICOPTER

Reference	The examiner is to check JAR-FCL references for pass fail criteria relevant to the test to be conducted. In general the guidance is:
Pass	Provided the applicant demonstrates the required level of knowledge, skill/proficiency and, where applicable, remains within the flight test tolerances for the licence or rating
Partial Pass	The partial pass is not always an option on test/check. However, when applicable it is used to indicate that only one section of the test profile was failed. The applicant retaking only that failed section, plus the departure section often completes the partial pass. Should either of those two be failed at a second attempt then the result of that test is a fail.
Fail	<p>Appendix 1 to JAR-FCL 2.425 paragraph 21 b. A “fail” provided that any of the following apply:</p> <ul style="list-style-type: none"> i. the flight test tolerances have been exceeded after the examiner has made due allowance for turbulence or ATC instructions; ii. the aim of the test/check is not completed; iii. the aim of exercise is completed but at the expense of unsafe flight, violation of a rule or regulation, poor airmanship or rough handling; iv. an acceptable level of knowledge is not demonstrated; v. an acceptable level of flight management is not demonstrated; or vi. the intervention of the examiner or safety pilot is required in the interest of safety.
Incomplete tests	Should an applicant choose not to continue a test/check for reasons considered inadequate by an examiner, the applicant shall retake the entire skill test. If the test/check is terminated for reasons considered adequate by the examiner, only those items/sections not completed will be tested in a further flight.

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3.2.11 Post flight - debrief

Post flight procedures will require accurate assessment of the flight and communication to the applicant of his result. The examiner must:

- 1 take the time necessary to consider a fair, unbiased and correct assessment of the test/check
- 2 deliver a clear decision on the result of the test/check with precise details of the reason for each failed item indicating any fail result in a friendly but firm manner.
- 3 where an existing rating has been failed instruct the applicant on the implications of his result
- 4 direct the applicant in the administration required following his result

Having completed the flight and the administration the examiner may then offer guidance on any aspect of the flight.

IEM FCL 1.425/2.425 paragraph 7 (modified)

The following points may be discussed:

- a. advise the applicant how to avoid or correct mistakes
- b. mention any other points of criticism noted
- c. gives any advice considered helpful

3.2.12 Complaints and Appeals

If at any time during or after the test a complaint of a serious nature is made by an applicant on the conduct of his test/check, the Examiner should not become involved in discussion with the applicant. Complaints or appeals shall be dealt with according to Authority regulations

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3.3 MODULE 3 – TEST STANDARDS – AEROPLANE

The Tables in this module give a practical guide to the criteria to be considered by the examiner when assessing each item of JAR-FCL aeroplane/helicopter tests and checks. The table should be used in conjunction with the appropriate JAR-FCL 1 test schedule.

INTRODUCTORY NOTES

Using a reference system of 7 Phases of Flight the Module 3 table describes the required competency standards for every item of tests or check listed in JAR-FCL 1.

The Phase of Flight headings are:

- 3.3.1 Pre Flight Procedures**
- 3.3.2 Take off and Departure Procedure**
- 3.3.3 General Handling**
- 3.3.4 Enroute procedures**
- 3.3.5 Abnormal and Emergency procedures**
- 3.3.6 Instrument procedures**
- 3.3.7 Arrival and Landing procedures**
- 3.3.8 Night Operations (Applies to all phases of flight)**

The table is separated into 4 columns as follows:

PHASE OF FLIGHT			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Title of assessed item taken from JAR-FCL schedule			
This cell describes that which is to be determined by the examiner.	This cell describes competence criteria that involve the applicant demonstrating knowledge and skills in operating systems or controlling the aeroplane	This cell describes competence criteria in complying with procedures, operating manuals, ATC clearances, published procedures and checklists.	This cell describes competence criteria encapsulated by Airmanship, CRM, decision making, awareness, threat and error management etc.
General			
<p>In most phases of flight there are competencies that apply to a group of manoeuvres e.g. turns, or even the whole phase. In order to avoid repetition, the common competencies are grouped under the 'General' item heading. Examiners must refer to both the 'General' heading criteria and the criteria under the specific item being assessed e.g. 'Turns General' plus 'Steep Turns' as the specific item. Multiple cell borders at the beginning and end of the group identify the group.</p>			

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Note: It is possible sometimes to place a competence in either of 2 columns because physical skills, knowledge etc cannot always be clearly separated; for assessment this is not critical. The intention is to assist the examiner in identifying what competencies are required for satisfactory performance of a test item and to assist in identifying why an applicant may have failed to achieve a pass in an item.

Airmanship. Several of the test schedules require the assessment of Airmanship. In general and especially for SPA tests this word covers Non-technical areas of competency. Airmanship is the complex of all resources enabling the pilot safely to handle his aircraft with due regard to rules and regulations and good aviation practice, whatever the circumstances, both on the ground and in the air. It is not practical to give a comprehensive list of airmanship considerations, however, the Nontechnical column attempts to describe as many of these items as possible. Errors in this area should not constitute reason for failure unless satisfactory achievement of the Objective or the safety of the flight is compromised. It is the examiner's role to observe how the applicant manages the resources available to him to achieve a safe and uneventful flight. If the applicant shows early and consistent awareness of particular airmanship considerations (e.g. repetitive checking of icing conditions in a level cruise clear of icing conditions) the examiner may allow the applicant to brief only changes during the remainder of the flight.

Examiners are required to exercise proper Airmanship/nontechnical competencies in conducting tests/checks as well as expecting the same from applicants.

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Licences			
To determine that the applicant exhibits knowledge of the elements related to licence and documents by explaining		<input type="checkbox"/> Pilot licence privileges and limitations. <input type="checkbox"/> Medical certificate class and duration and how to renew it. <input type="checkbox"/> Pilot logbook or flight records.	
Flight Documents			
To determine that the applicant exhibits knowledge of the elements related to flight preparation, with regard to:		<input type="checkbox"/> Airworthiness and registration certificates. <input type="checkbox"/> Operating limitations, placards, and instrument markings. <input type="checkbox"/> Weight and balance data and equipment list. <input type="checkbox"/> Airworthiness directives, compliance records, maintenance requirements, and appropriate records. <input type="checkbox"/> NOTAMS	
Weather information			
To determine that the applicant exhibits adequate knowledge of the elements related to aviation weather information by obtaining, reading, and analysing the applicable items such as		<input type="checkbox"/> Weather reports and forecasts. <input type="checkbox"/> Pilot and radar reports. <input type="checkbox"/> Surface analysis charts. <input type="checkbox"/> Radar summary charts. <input type="checkbox"/> Significant weather prognostics. <input type="checkbox"/> Winds and temperatures	

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
		aloft. <input type="checkbox"/> Freezing level charts <input type="checkbox"/> Stability charts. <input type="checkbox"/> Severe weather outlook charts. <input type="checkbox"/> Tables and conversion graphs. <input type="checkbox"/> SIGMETs. <input type="checkbox"/> ATIS and VOLMET reports. <input type="checkbox"/> Correctly analyses the assembled weather information pertaining to the proposed route of flight and destination aerodrome, and determines whether an alternate aerodrome is required, and, if required, whether the selected alternate aerodrome meets the regulatory requirement. <input type="checkbox"/> Makes a competent “go/no-go” decision based on available weather information. <input type="checkbox"/> Completes the appropriate checklist.	
National Airspace System			
To determine that the applicant exhibits knowledge of the elements related to the National Airspace System by		<input type="checkbox"/> Basic VFR Weather Minimums - for all classes of airspace. <input type="checkbox"/> Airspace classes – their	

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
explaining:		boundaries and specifications IFR/VFR for the following : <ul style="list-style-type: none"> o Class A. o Class B. o Class C. o Class D. o Class E. o Class F. o Class G. <input type="checkbox"/> Special use airspace and other airspace areas.	
Preparation of Flight Plan			
To determine that the applicant exhibits adequate knowledge of the elements by presenting and explaining a pre-planned flight as previously assigned by the examiner (pre-planning at examiner's discretion). The Examiner must ensure that the Applicant: <i>Note: The flight should be planned using marginal weather conditions and conform to the regulatory requirements for flight rules within the airspace in which the flight will be conducted.</i>		<input type="checkbox"/> Exhibits adequate knowledge of the aeroplane's performance capabilities by calculating the estimated time en-route and total fuel requirement based upon such factors as <ul style="list-style-type: none"> o Power settings. o Operating altitude or flight level. o Wind. o Fuel reserve requirements. <input type="checkbox"/> Selects and correctly interprets the current and applicable en-route charts, maps, SID (standard instrument departure),	

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
		STAR (standard terminal arrival), and standard instrument approach procedure charts, as appropriate to the flight. <ul style="list-style-type: none"> <input type="checkbox"/> Obtains and correctly interprets applicable NOTAM information. <input type="checkbox"/> Determines the calculated performance is within the aeroplane’s capability and operating limitations. <input type="checkbox"/> Completes and files a flight plan in a manner that accurately reflects the conditions of the proposed flight. 	
Mass and Balance Calculation			
To determine that the applicant:	<ul style="list-style-type: none"> <input type="checkbox"/> Computes the centre-of-gravity location for a specific load condition (as specified by the examiner), including adding, removing, or shifting mass. <input type="checkbox"/> Determines if the computed centre of gravity is within the forward and aft centre-of-gravity limits, and that lateral fuel balance is within limits for takeoff and landing. 	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates good planning and knowledge of procedures in applying operational factors affecting aeroplane performance. 	

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Performance Calculation			
To determine that the applicant exhibits adequate knowledge of performance and limitations, including:	<ul style="list-style-type: none"> <input type="checkbox"/> A thorough knowledge of the adverse effects of exceeding any limitation. <input type="checkbox"/> Proficient use of (as appropriate to the aeroplane) performance charts, tables, graphs, or other data relating to items such as: <ul style="list-style-type: none"> o Accelerate-stop distance. o Accelerate-go distance. o Takeoff performance-all engines, engine(s) inoperative. o Climb performance including segmented climb performance; with all engines operating-with one or more engine(s) inoperative, and with other engine malfunctions as may be appropriate. o Service ceiling-all engines, engine(s) inoperative(s), including drift down, if appropriate. 		

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	<ul style="list-style-type: none"> o Cruise performance. o Fuel consumption, range, and endurance. o Descent performance. o Go-around from rejected landings. o Operational factors affecting aeroplane performance. o Other performance data appropriate to the test aeroplane. <input type="checkbox"/> Describing (as appropriate to the aeroplane) the airspeeds used during specific phases of flight. <input type="checkbox"/> Describing the effects of meteorological conditions upon performance characteristics and correctly applies these factors to a specific chart, table, graph or other performance data. 		
Theoretical Knowledge			
To determine that the applicant exhibits adequate knowledge appropriate to the aeroplane; its systems and components; its normal, abnormal, and emergency procedures; and uses the correct terminology	The examiner is expected to question the applicant on a selection from the following list. <ul style="list-style-type: none"> <input type="checkbox"/> Landing gear-indicators, brakes, antiskid, tyres, nose-wheel steering, and 		

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
<p>with regard to the following items:</p> <p>Note: Applicants must exhibit adequate knowledge of the contents of the Pilot's Operating Manual or AFM with regard to the systems and components listed; the Minimum Equipment List (MEL), if appropriate; and the Operations Specifications, if applicable</p>	<p>shock absorbers.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Engine-controls and indications, induction system, carburettor and fuel injection, turbocharging, cooling, fire detection/protection, mounting points, turbine wheels, compressors, and de-icing, anti-icing, and other related components. <input type="checkbox"/> Propellers-type, controls, feathering/unfeathering, autofeather, negative torque sensing, synchronising, and synchrophasing. <input type="checkbox"/> Fuel system-capacity; drains; pumps; controls; indicators; crossfeeding; transferring; jettison; fuel grade, colour and additives; fuelling and defueling procedures; and substitutions, if applicable. <input type="checkbox"/> Oil system-capacity, grade, quantities, and indicators. <input type="checkbox"/> Hydraulic system-capacity, pumps, pressure, reservoirs, grade, and regulators. <input type="checkbox"/> Electrical system-alternators, generators, 		

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	battery, circuit breakers and protection devices, controls, indicators, and external and auxiliary power sources and ratings. <ul style="list-style-type: none"> <input type="checkbox"/> Environmental systems heating, cooling, ventilation, oxygen and pressurisation, controls, indicators, and regulating devices. <input type="checkbox"/> Avionics and communications-autopilot; flight director; Electronic Flight Indicating Systems (EFIS); Flight Management System(s) (FMS); Radar; Inertial Navigation Systems (INS); Global Positioning System (GPS); VOR, NDB, ILS/MLS, RNAV systems and components; indicating devices; transponder; emergency locator transmitter, TCAS, EGPWS. <input type="checkbox"/> Ice protection-anti-ice, de-ice, pitot-static system protection, propeller, windshield, wing and tail surfaces. <input type="checkbox"/> Crewmember and passenger equipment- 		

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	<p>oxygen system, survival gear, emergency exits, evacuation procedures and crew duties, and quick donning oxygen mask for crewmembers and passengers.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Flight controls-ailerons, elevator(s), rudder(s), winglets, control tabs, balance tabs, stabiliser, flaps, spoilers, and leading edge flaps/slats and trim systems. <input type="checkbox"/> Pitot-static system with associated instruments and the power source for the flight instruments. 		
Inspection of Aeroplane and Equipment			
<p>To determine that the applicant exhibits knowledge of the following elements:</p> <p><i>NOTE: If a flight engineer is a required crewmember for a particular type aeroplane, the actual visual inspection may be waived. The actual visual inspection may be replaced by using an approved pictorial means that realistically</i></p>		<ul style="list-style-type: none"> <input type="checkbox"/> Required instruments and equipment for day VFR.(night if applicable) <input type="checkbox"/> Procedures and limitations for operating the aeroplane with inoperative instruments. <input type="checkbox"/> Exhibits adequate knowledge of the pre-flight inspection procedures including: <ul style="list-style-type: none"> o The purpose of inspecting the items 	

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
<p><i>portrays the location and detail of inspection items. On aeroplanes requiring a flight engineer, a candidate must demonstrate adequate knowledge of the flight engineer functions for the safe completion of the flight if the flight engineer becomes ill or incapacitated during a flight.</i></p>		<p>which must be checked</p> <ul style="list-style-type: none"> o How to detect possible defects. o The corrective action to take. o Process for obtaining an MEL to include a letter of authorisation. o When a special flight permit would be required. o Procedures for obtaining a special flight permit. <p><input type="checkbox"/> Exhibits adequate knowledge of the operational status of the aeroplane by locating and explaining the significance and importance of related documents such as:</p> <ul style="list-style-type: none"> o Airworthiness and registration certificates. o Operating limitations, Manuals, and manuals. o Mass and balance data. o Maintenance requirements, tests, and appropriate records applicable to the proposed flight or 	

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
		<p>operation; and maintenance that may be performed by the pilot</p> <ul style="list-style-type: none"> <input type="checkbox"/> Uses the checklist to inspect the aeroplane externally and internally. <input type="checkbox"/> Verifies the aeroplane is safe for flight by emphasising (as appropriate) the need to look at and explain the purpose of inspecting items such as: <ul style="list-style-type: none"> o Engine, including controls and indicators. o Fuel quantity, grade, type, contamination safeguards, and servicing procedures. o Oil quantity, grade, and type. o Hydraulic fluid quantity, grade, type, and servicing procedures. o Oxygen quantity, pressures, servicing procedures, and associated systems and equipment for crew and passengers. o Hull, landing gear, float devices, brakes, and 	

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
		steering system. <ul style="list-style-type: none"> o Tires for condition, inflation, and correct mounting, where applicable. o Fire protection/ detection systems for proper operation, servicing, pressures, and discharge indications. o Pneumatic system pressures and servicing. o Ground environmental systems for proper servicing and operation. o (Reserved) o Flight control systems including trim, spoilers, and leading/trailing edge. o Anti-ice, de-ice systems, servicing, and operation. <ul style="list-style-type: none"> <input type="checkbox"/> Co-ordinates with ground crew and ensures adequate clearance prior to moving any devices such as door, hatches, and flight control surfaces. <input type="checkbox"/> Complies with the 	

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
		<p>provisions of the appropriate Operations Specifications, if applicable, as they pertain to the particular aeroplane and operation.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates proper operation of all applicable aeroplane systems. <input type="checkbox"/> Notes any discrepancies, determines if the aeroplane is airworthy and safe for flight, or takes the proper corrective action. <input type="checkbox"/> Checks the general area around the aeroplane for hazards to the safety of the aeroplane and personnel. <input type="checkbox"/> Makes a correct passenger and departure briefing <input type="checkbox"/> Performs all items up to start procedures by systematically following the check list items. 	
Engine starting			
To determine that the applicant exhibits adequate knowledge of the correct engine start procedures including:		<ul style="list-style-type: none"> <input type="checkbox"/> Use of an auxiliary power unit (APU) or external power source (GPU and/or ASU). <input type="checkbox"/> Starting under various atmospheric conditions, normal and abnormal 	

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3.3.1 Pre Flight Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
		<p>starting limitations, and the proper action required in the event of a malfunction.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Ensuring the ground safety procedures are followed during the before-start, start, and after-start phases. <input type="checkbox"/> Ensuring the use of appropriate ground crew personnel during the start procedures. <input type="checkbox"/> All items of the start procedures by systematically following the approved briefing/checklist items for the before-start, start, and after-start phases. <input type="checkbox"/> Demonstrates sound judgement and operating practices in those instances where specific instructions or briefing/checklist items are not published. <input type="checkbox"/> Completes the appropriate briefing/checklist. 	

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3.3.2 Take Off and Departure Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Taxiing			
To determine that the applicant exhibits adequate knowledge of safe taxi procedures:	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates proficiency by maintaining correct and positive aeroplane control. <input type="checkbox"/> Maintains proper spacing on other aeroplane, obstructions, and persons. 	<ul style="list-style-type: none"> <input type="checkbox"/> Exhibits adequate knowledge of safe taxi procedures (as appropriate to the aeroplane including push-back or powerback, as may be applicable). <input type="checkbox"/> Accomplishes the applicable briefing/checklist items and performs recommended procedures. <input type="checkbox"/> Complies with instructions issued by ATC (or the examiner simulating ATC). <input type="checkbox"/> Observes runway hold lines, localizer and glide slope critical areas, beacons, and other surface control markings and lighting. 	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains constant vigilance and lookout during taxi operation. <input type="checkbox"/> Demonstrates correct crew co-ordination (MPA) <input type="checkbox"/> Divides attention properly inside and outside cockpit. <input type="checkbox"/> Obtains appropriate clearance before crossing/entering active runways.
Before Take-off			
To determine that the applicant exhibits adequate knowledge of the pre-take-off procedures and actions:	<ul style="list-style-type: none"> <input type="checkbox"/> 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. <input type="checkbox"/> Ensures that the aeroplane is correctly configured for 	<ul style="list-style-type: none"> <input type="checkbox"/> Exhibits adequate knowledge of the pre-takeoff checks by stating the reason for checking the items outlined on the checklist and explaining how to detect possible malfunctions. <input type="checkbox"/> Explains, as may be requested by the examiner, 	<ul style="list-style-type: none"> <input type="checkbox"/> Divides attention properly inside and outside cockpit. <input type="checkbox"/> Determines if the aeroplane is safe for the proposed flight or requires maintenance. <input type="checkbox"/> Ensures that correct crew and passenger briefings are completed <input type="checkbox"/> Ensures or confirms that passengers, crew etc are

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3.3.2 Take Off and Departure Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	take-off	any normal or abnormal system-operating characteristic or limitation and the corrective action for a specific malfunction. <input type="checkbox"/> Determines the aeroplane's takeoff performance, considering such factors as wind, density altitude, weight, temperature, pressure altitude, and runway condition and length. <input type="checkbox"/> Completes the appropriate checklist.	correctly secured for take-off. <input type="checkbox"/> Obtains appropriate take-off clearance using standard R/T phraseology <input type="checkbox"/> Notes any surface conditions, obstructions or other hazards that might hinder a safe takeoff.

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3.3.2 Take Off and Departure Procedures (Take-off)

OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Take-off (General)			
<p>To determine the Applicant exhibits adequate knowledge of normal takeoffs and climbs including (as appropriate to the aeroplane) airspeeds, configurations, and emergency/ abnormal procedures.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Aligns the aeroplane on the runway centreline. <input type="checkbox"/> Applies the controls correctly to maintain longitudinal alignment on the centreline of the runway prior to initiating and during the take-off. <input type="checkbox"/> Correctly sets take-off power. <input type="checkbox"/> Adjusts the controls to attain the desired pitch attitude at the predetermined airspeed to obtain the desired performance. <input type="checkbox"/> Maintains the appropriate climb attitude. <input type="checkbox"/> Performs or calls for and verifies the accomplishment of gear and flap retractions, power adjustments, and other required pilot related activities at the required airspeeds within the tolerances established in the Pilot's Operating Manual or AFM. <input type="checkbox"/> Adjusts the engine controls as recommended by the 	<ul style="list-style-type: none"> <input type="checkbox"/> Verifies and correctly applies correction for the existing wind component to the takeoff performance. <input type="checkbox"/> Completes required checks prior to starting takeoff to verify the expected engine performance. Performs all required pre-takeoff checks. <input type="checkbox"/> Monitors engine controls, settings, and instruments during takeoff to ensure all predetermined parameters are maintained. <input type="checkbox"/> Uses the applicable noise abatement and wake turbulence avoidance procedures, as required. <input type="checkbox"/> Completes the appropriate briefing and checklist. 	<ul style="list-style-type: none"> <input type="checkbox"/> Correct crew co-ordination as required by type of operation (MPA) <input type="checkbox"/> Correctly assesses aeroplane acceleration during take-off. <input type="checkbox"/> Correctly assesses take-off and climb hazards particularly those related to obstacles.

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3.3.2 Take Off and Departure Procedures (Take-off)			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	<p>approved guidance for the existing conditions.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Achieves the appropriate airspeeds and climb segment airspeeds. <input type="checkbox"/> Maintains desired heading. 		
Instrument Take-off see Take-off (General)			
<p>To determine that the applicant exhibits adequate knowledge of an instrument takeoff with instrument meteorological conditions simulated at or before reaching an altitude of 100 feet (30 meters) AGL:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Sets the applicable radios/flight instruments to the desired setting prior to initiating the takeoff. <input type="checkbox"/> Transitions smoothly and accurately from visual meteorological conditions to actual or simulated instrument meteorological conditions. 	<ul style="list-style-type: none"> <input type="checkbox"/> Accomplishes the appropriate briefing/checklist items to ensure that the aeroplane systems applicable to the instrument takeoff are operating properly. <input type="checkbox"/> Complies with ATC clearances and instructions issued by ATC (or the examiner simulating ATC). 	<ul style="list-style-type: none"> <input type="checkbox"/> Takes into account, prior to beginning the takeoff, operational factors which could affect the manoeuvre such as Takeoff Warning Inhibit Systems or other aeroplane characteristics, runway length, surface conditions, wind, wake turbulence, obstructions, and other related factors that could adversely affect safety.
Crosswind Take-off see Take-off (General)			
<p>To determine that the applicant exhibits adequate knowledge of crosswind takeoff and climb techniques:</p> <p><i>NOTE: If no crosswind condition exists, the use of proper techniques may be orally checked.</i></p>	<ul style="list-style-type: none"> <input type="checkbox"/> Sets correct configuration for cross wind take-off and makes suitable adjustments to airspeed as required. <input type="checkbox"/> Applies the controls correctly for the cross wind condition, to maintain longitudinal alignment on the centreline of the 	<ul style="list-style-type: none"> <input type="checkbox"/> Ensures operation of the aircraft within the airframe limitations as determined by the Pilots' Operating Manual / AFM and Operations Manual, as appropriate 	<ul style="list-style-type: none"> <input type="checkbox"/> Correctly assesses the cross wind component

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3.3.2 Take Off and Departure Procedures (Take-off)			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	<p>runway prior to initiating and during the takeoff.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Transitions smoothly and accurately from the runway, into balanced, climbing flight maintaining the runway centreline. 		
Short field Operations see Take-off (General)			
<p>To determine that the applicant exhibits adequate knowledge of short-field take-off and initial climb:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Sets correct configuration for short field take-off and makes suitable adjustments to airspeed as required. <input type="checkbox"/> Taxies into the takeoff position so as to allow maximum utilisation of available takeoff area and aligns the aeroplane on the runway centreline. <input type="checkbox"/> Rotates at the recommended airspeed, lifts off and accelerates to the recommended obstacle clearance airspeed or V_x. <input type="checkbox"/> Establishes the pitch attitude for the recommended obstacle clearance airspeed, or V_x and maintains that airspeed until the obstacle is cleared, or until the 	<ul style="list-style-type: none"> <input type="checkbox"/> Determines maximum performance, configuration, power and airspeeds in accordance with Operations Manual or AFM. 	

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3.3.2 Take Off and Departure Procedures (Take-off)			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	aeroplane is 50 feet (20 meters) above the surface whichever is greater. <ul style="list-style-type: none"> <input type="checkbox"/> After clearing the obstacle, accelerates to and maintains best rate of climb airspeed or V_y, Maintains takeoff power to a safe manoeuvring altitude. <input type="checkbox"/> Maintains directional control and proper wind-drift correction throughout the takeoff and climb. 		
Take-off at Maximum Mass	see Take-off (General)		
To determine that the applicant exhibits knowledge of the elements of takeoff and climb at maximum take-off mass:	<ul style="list-style-type: none"> <input type="checkbox"/> Sets correct configuration for maximum mass take-off and makes suitable adjustments to airspeed as required. <input type="checkbox"/> Positions and aligns the aeroplane for maximum utilisation of available takeoff area. <input type="checkbox"/> Establishes the pitch attitude for the recommended obstacle clearance airspeed, or V_x and maintains that airspeed until the obstacle is cleared, or until the aeroplane is 50 feet (20 	<ul style="list-style-type: none"> <input type="checkbox"/> Determines maximum performance, configuration, power and airspeeds in accordance with Operations Manual or AFM. 	

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3.3.2 Take Off and Departure Procedures (Take-off)			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	meters) above the surface. <input type="checkbox"/> Establishes correct obstacle clearance track during climb.		

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3.3.2 Take Off and Departure Procedures (Aerodrome Departure)			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
ATC Clearances			
<p>To determine that the applicant exhibits adequate knowledge of the elements related to ATC clearances and pilot/controller responsibilities to include tower en-route control and clearance</p> <p><i>NOTE: The ATC clearance may be an actual or simulated ATC clearance based upon the flight plan.</i></p>	<ul style="list-style-type: none"> <input type="checkbox"/> Sets the appropriate communication and navigation frequencies and transponder codes in compliance with the ATC clearance. 	<ul style="list-style-type: none"> <input type="checkbox"/> Determines that it is possible to comply with ATC clearance <input type="checkbox"/> Uses standard phraseology when reading back clearance. 	<ul style="list-style-type: none"> <input type="checkbox"/> Copies correctly, in a timely manner, the ATC clearance as issued. <input type="checkbox"/> Interprets correctly the ATC clearance received and, when necessary, requests clarification, verification, or change. <input type="checkbox"/> Reads back correctly, in a timely manner, the ATC clearance in the sequence received.
IFR/VFR Departures			
<p>To determine that the applicant exhibits adequate knowledge of VFR or IFR departure procedures:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Makes correct use of Instruments, flight director, autopilot, navigation equipment and communication equipment appropriate to the performance of the procedure. <input type="checkbox"/> Intercepts, in a timely manner, all courses, radials, and bearings (QDM/QDR's) appropriate to the procedure, route, ATC clearance, or as directed by the examiner. <input type="checkbox"/> Maintains the appropriate airspeed, altitude, 	<ul style="list-style-type: none"> <input type="checkbox"/> Uses the current and appropriate navigation publications for the proposed flight. <input type="checkbox"/> Performs the aeroplane briefing/checklist items appropriate to the departure. <input type="checkbox"/> Establishes communications with ATC, using proper phraseology. <input type="checkbox"/> Complies, in a timely manner, with all ATC clearances, instructions, and restrictions. <input type="checkbox"/> Exhibits adequate knowledge of two-way 	<ul style="list-style-type: none"> <input type="checkbox"/> Interprets correctly the ATC clearance received and, when necessary, requests clarification, verification, or change. <input type="checkbox"/> Demonstrates terrain awareness, orientation, division of attention, and proper planning. <input type="checkbox"/> Ensures that correct crew and passenger briefings are completed <input type="checkbox"/> Liaises with other crewmembers for correct operation of the aircraft systems during departure. (MPA)

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3.3.2 Take Off and Departure Procedures (Aerodrome Departure)			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	headings.	communications failure procedures. <input type="checkbox"/> Adheres to airspeed restrictions and adjustments required by regulations, ATC, the Pilot's Operating Manual, the AFM, and the examiner. <input type="checkbox"/> Complies with the provisions of the climb profile, SID, and other departure procedures, as appropriate. <input type="checkbox"/> Performs correct altimetry procedures, in accordance with the regulations, operational procedures and ATC requirements. <input type="checkbox"/> Completes the appropriate checklist.	<input type="checkbox"/> Demonstrates orientation, division of attention, and proper planning. <input type="checkbox"/> In VMC, demonstrates adequate lookout and traffic avoidance.

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3.3.3 General Handling or Manoeuvres			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Normal Operation of All Systems			
To determine that the applicant possesses adequate knowledge of the normal and abnormal procedures of the systems, subsystems, and devices relative to the aeroplane type (as may be determined by the examiner)	<input type="checkbox"/> Demonstrates the proper use of the aeroplane systems, subsystems, and devices (as may be determined by the examiner) appropriate to the aeroplane.	<input type="checkbox"/> Completes the appropriate checklist <input type="checkbox"/> Follow correct procedures for controlling the aircraft with or without automatic flight control systems, in accordance with the Aircraft / Systems Manual and Operations manual, as appropriate	<input type="checkbox"/> Liaise with other crewmembers for correct operation of the aircraft systems.
Aeroplane control (General)			
To determine that the Applicant exhibits safe control of the aeroplane throughout the flight and any manoeuvres required by the examiner: <i>Note: Where JAR FCL requires Instrument flight to be demonstrated, Simulated IMC conditions must be generated by a means acceptable to the National Authority and the Examiner. This method is to be agreed with the applicant, before flight.</i>	Exhibits safe control of the aeroplane by observing: <ul style="list-style-type: none"> <input type="checkbox"/> Magnitude of control input <input type="checkbox"/> Smoothness of control, within the limitations of the airframe and control systems. 	<input type="checkbox"/> Demonstrates correct use of cockpit check lists <input type="checkbox"/> Demonstrates management and monitoring of engine(s) and other aeroplane systems. <input type="checkbox"/> Follows correct procedures for controlling the aircraft with automatic flight control systems, in accordance with the Pilots' Operating Manual / AFM and Operations manual, as appropriate.	<input type="checkbox"/> Maintains adequate lookout, before, during and after execution of any manoeuvre by visual references. <input type="checkbox"/> Demonstrates correct crew co-ordination as required by type of operation (MPA). <input type="checkbox"/> Divides attention properly inside and outside cockpit. <input type="checkbox"/> Demonstrates orientation throughout the manoeuvres. <input type="checkbox"/> Ensures that correct crew and passenger briefings are completed.
Turns (General)			
To determine that the Applicant	<input type="checkbox"/> Transition to the turning	<input type="checkbox"/> Follow correct procedures	<input type="checkbox"/> Maintain adequate lookout,

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3.3.3 General Handling or Manoeuvres			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
exhibits safe control of the aeroplane by reference to visual attitudes (and by instruments where appropriate to the flight) and is able to;	attitude, using proper instrument crosschecks and co-ordinated control application. <input type="checkbox"/> Turn onto specific visual references and headings by visual references (and solely by reference to instruments where appropriate to the flight).	for the controlling the aircraft with/without automatic flight control systems, in accordance with the Aircraft / Systems Manual and Operations manual, as appropriate	before, during and after turning by visual references. <input type="checkbox"/> Demonstrate orientation throughout the manoeuvre <input type="checkbox"/> Liaise with other crew members for lookout (MPA) <input type="checkbox"/> Follow appropriate SOP for the confirmation of intended heading (MPA).
Medium Turns (30° bank)	see Aeroplane Control (General) and Turns (General)		
To determine that the applicant exhibits safe control of the aircraft during level, constant airspeed, medium (30° bank) turns and;	<input type="checkbox"/> Establishes the configuration specified by the examiner. <input type="checkbox"/> Maintains the assigned altitude and airspeed throughout the turn		

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3.3.3 General Handling			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Steep Turns (45° bank or More)			
see Aeroplane Control (General) and Turns (General)			
<p>To determine that the applicant exhibits adequate knowledge of steep turns (if applicable to the aeroplane) and the factors associated with performance, wing loading, angle of bank, stall speed, pitch, power requirements, and over-banking tendencies:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Selects a safe height as recommended by the manufacturer, training syllabus, or other training directive, or as agreed with the Examiner. <input type="checkbox"/> Establishes the recommended entry airspeed, in straight and level flight. <input type="checkbox"/> Rolls into a co-ordinated turn of 360° with a bank angle of not less than 45°. Maintains the bank angle in a stable, balanced turn. <input type="checkbox"/> Applies smooth co-ordinated pitch, bank, and power adjustments to maintain the specified altitude, attitude and airspeed. <input type="checkbox"/> Avoids any indication of an approaching stall, abnormal flight attitude, or exceeding any structural or operating limitation during any part of the manoeuvre. <input type="checkbox"/> Rolls out of the turn, stabilises the aeroplane in straight-and level flight or, at the discretion of the 		

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3.3.3 General Handling			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	<p>examiner, reverses the direction of turn and repeats the manoeuvre in the opposite direction.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Recovers accurately onto the desired heading and at the desired airspeed for straight and level flight. 		
<p>Aeroplane Specific Handling Including Critical Mach No., Buffet and Tuck Under. see Aeroplane Control (General)</p>			
<p>To determine that the applicant exhibits knowledge of, and recognises, the elements related to Tuck under and Mach buffets, after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll):</p> <p>Note: an aeroplane may not be used for this exercise</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Establishes the recommended configuration and airspeed/Mach, and maintain that airspeed/Mach <input type="checkbox"/> Uses proper technique to enter into, operate within, and recover from, specific flight situations. 		
<p>Straight and level flight at constant speed and with speed changes see Aeroplane Control (General)</p>			
<p>Objective: To determine that the Applicant exhibits safe control of the aircraft, by reference to visual attitudes (and by instruments</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains altitude, heading and balance, by visual references (and solely by reference to instruments, if applicable to flight) using 		

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3.3.3 General Handling			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
where appropriate) in balanced, straight and level flight:	<p>correct instrument confirmation, and co-ordinated control application.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Maintains altitude, heading and balance, whilst accelerating / decelerating to specific speeds, as determined by the Aircraft Flight, Operations or Training manual, or as specified by the Examiner. <input type="checkbox"/> Maintains altitude, heading and balance, at different airspeeds, power settings and configurations as determined by the Aircraft Flight / Operations or Training manuals or as specified by the Examiner. 		
Climbs (General) see Aeroplane Control (General)			
To determine that the applicant exhibits knowledge of the elements related to climbing at different speeds and configurations, by visual references (and solely by reference to instruments, if applicable to flight) throughout all operational levels of the aeroplane:	<ul style="list-style-type: none"> <input type="checkbox"/> Transitions to the climb power setting and pitch attitude, on an assigned heading, using proper instrument crosschecks and interpretation, and co-ordinated control application. <input type="checkbox"/> Demonstrates climbing at correct airspeed, to specific 	<ul style="list-style-type: none"> <input type="checkbox"/> Applies correct altimeter setting procedures as appropriate to the level change required. 	<ul style="list-style-type: none"> <input type="checkbox"/> Uses correct RT phraseology for level change requests and instructions from ATC <input type="checkbox"/> Follows appropriate procedure for the confirmation of intended level (MPA)

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3.3.3 General Handling			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	altitudes / levels, in straight flight, and whilst turning onto specific headings. <input type="checkbox"/> Levels off at the assigned altitude or level and establishes straight and level cruise.		
Climbing at Vy see Aeroplane Control (General) and Climbs (General)			
To determine that the applicant exhibits knowledge of the performance elements relevant to climbing the best rate of climb in accordance with the Pilots' Operating Manual / AFM:	<input type="checkbox"/> Establishes best rate of climb speed and configuration, specified in the Pilots' Operating Manual / AFM.	<input type="checkbox"/> Demonstrates knowledge of climb performance and procedures.	
Climbing at Vx see Aeroplane Control (General) and Climbs (General)			
To determine that the applicant exhibits knowledge of the performance elements relevant to climbing at the best angle of climb (obstacle clearance climb) in accordance with the Pilots' Operating Manual / AFM:	<input type="checkbox"/> Establishes best angle of climb speed and configuration, specified in the Pilots' Operating Manual / AFM. <input type="checkbox"/> Turns onto specified headings whilst preserving the best angle of climb. <input type="checkbox"/> Transitions to climbing flight at best rate or other configuration, as determined by the examiner.	<input type="checkbox"/> Demonstrates knowledge of obstacle clearance climb requirements	
Flight at Critically High Airspeed see Aeroplane Control (General)			

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3.3.3 General Handling			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
To determine that the applicant exhibits knowledge of the elements related to critically high airspeeds.	<ul style="list-style-type: none"> <input type="checkbox"/> Recognises the critical high airspeed. <input type="checkbox"/> Establishes the recommended configuration and airspeed, and maintains that airspeed <input type="checkbox"/> Controls aeroplane smoothly within aeroplane limitations. 	<ul style="list-style-type: none"> <input type="checkbox"/> Follows the appropriate action in accordance with the flight manual 	
Flight at Critically Low Airspeed see Aeroplane Control (General)			
<p><i>Objective:</i> To determine that the applicant exhibits knowledge of the elements related to critically low airspeed.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Recognises the critical low airspeed. <input type="checkbox"/> Establishes the recommended configuration and airspeed, and maintains that airspeed and desired heading <input type="checkbox"/> Controls aeroplane smoothly within aeroplane limitations. 	<ul style="list-style-type: none"> <input type="checkbox"/> Follows the appropriate action in accordance with the flight manual 	
Stalling General see Aeroplane Control (General)			
To determine that the applicant exhibits adequate knowledge of the factors which influence stall characteristics, including the use of various drag configurations, power settings, pitch attitudes, mass, and bank	<ul style="list-style-type: none"> <input type="checkbox"/> Slowly establishes the pitch attitude (using trim or elevator/stabiliser), bank angle, and power setting that will induce stall at the desired target airspeed. Trim must not be used at 	<ul style="list-style-type: none"> <input type="checkbox"/> Selects an entry altitude in accordance with safety requirements. When accomplished in an FTD or flight simulator, the entry altitude may be at low, intermediate, or high 	<ul style="list-style-type: none"> <input type="checkbox"/> Ensures the aeroplane is in a safe area and clear of hazards prior to accomplishing an approach to a stall.

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3.3.3 General Handling			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
angles. Also, exhibits adequate knowledge of the proper procedure for resuming normal flight:	<ul style="list-style-type: none"> less than 1.3 of Vs <input type="checkbox"/> Recognizes and announces the first indication of a stall appropriate to the specific aeroplane design and initiates recovery as directed by the examiner. <input type="checkbox"/> Recovers to a reference airspeed, altitude and heading, allowing only the acceptable altitude or airspeed loss, and heading deviation using manufacturers recommended technique. <input type="checkbox"/> Demonstrates smooth, positive control during entry, approach to a stall, and recovery. 	<p>altitude as appropriate for the aeroplane and the configuration, at the discretion of the examiner</p> <ul style="list-style-type: none"> <input type="checkbox"/> Completes appropriate before stalling checklist. 	
Full Stall & Recovery in the Clean Configuration see Aeroplane Control (General) and Stalling (General)			
To determine that the applicant exhibits adequate knowledge of the full stall and recovery with entry from level flight with gear and flaps retracted:	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains level flight and desired heading on entry. <input type="checkbox"/> Recovers at the first sign of the full stall or as directed by examiner. 		
Approach to Stall & Recovery in Different Configurations see Aeroplane Control (General) and Stalling (General)			
To determine that the applicant	<input type="checkbox"/> Configures the aeroplane	<input type="checkbox"/> Selects an entry altitude in	

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3.3.3 General Handling			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
exhibits knowledge of the elements related to manoeuvring during slow flight and approaching a stall in various configurations:	<p>as required by the examiner, from level flight, or descending as if on an approach path.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Recovers at the first indication of an impending stall as appropriate to aeroplane design, and initiates recovery or as directed by the examiner. <input type="checkbox"/> Retracts gear and flaps as appropriate. 	<p>accordance with AFM or POH.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Completes the appropriate briefing/checklist including go-around or after take-off checks. 	
Descent With and Without Power see Aeroplane Control (General)			
To determine that the applicant exhibits knowledge of the elements related to visual attitude/instrument flying during straight, constant airspeed and constant rate descents:	<ul style="list-style-type: none"> <input type="checkbox"/> Establishes the descent configuration <input type="checkbox"/> Transitions to the descent pitch attitude and power setting on an assigned heading using proper instrument crosscheck and interpretation, and co-ordinated control application. <input type="checkbox"/> Level off at the assigned altitude with correct co-ordination of power, attitude and balance. <input type="checkbox"/> Achieves straight and level flight at the assigned altitude, at the correct speed, heading and in trim. 	<ul style="list-style-type: none"> <input type="checkbox"/> Apply correct changes to altimeter settings as appropriate to the level change required. <input type="checkbox"/> Use correct RT phraseology for level change requests and instructions from ATC. 	

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3.3.3 General Handling			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Recovery from Unusual Attitudes (visual and instrument flying) see Aeroplane Control (General)			
To determine that the applicant exhibits knowledge of the elements related to attitude flying during recovery from unusual attitudes. Note: includes recovery from spiral dive.	<input type="checkbox"/> Recovers promptly to a stabilised level flight attitude using smooth, co-ordinated control application in the correct sequence using visual attitude flying or instruments as required. <input type="checkbox"/> Avoids exceeding airframe limitations.		<input type="checkbox"/> Demonstrates orientation, division of attention, and proper planning. <input type="checkbox"/> Recognises unusual flight attitudes.
Limited Panel Instrument Flying see Aeroplane Control (General)			
To determine that the applicant exhibits knowledge of the elements related to attitude instrument flying with limited panel during straight-and-level flight, straight, constant airspeed climbs, straight constant airspeed descents, turns to headings and unusual attitudes solely by reference to the basic flight instruments to simulate a system failure, a failure of the vacuum- and gyro-powered instruments (e.g. the attitude and heading indicators) using proper instrument crosscheck and interpretation, and co-ordinated	<input type="checkbox"/> Does not exceed airframe limitations. <input type="checkbox"/> Turns using no more than rate 1. <input type="checkbox"/> When making small heading corrections with the magnetic compass — as when tracking a VOR radial or localizer — use timed turns <input type="checkbox"/> Does not chase instrument indications or is not overcontrolling <input type="checkbox"/> Maintains a proper instrument scan. <input type="checkbox"/> Maintains heading altitude and airspeed within the prescribed limits	<input type="checkbox"/> Turns on the pitot heat well before flying in cloud or visible precipitation no matter what the temperature. <input type="checkbox"/> Opens a dedicated alternate source of static air for the aeroplane's pitot-static instruments. <input type="checkbox"/> Completes the appropriate checklist. <input type="checkbox"/> Use correct R/T procedures with ATC.	<input type="checkbox"/> Demonstrates orientation, division of attention, and proper planning.

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3.3.3 General Handling			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
control application			

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3.3.4 Enroute Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Flight Planning			
To determine that the applicant exhibits knowledge of flight planning by planning a VFR navigation flight as assigned by the examiner. The flight shall be planned using latest forecast/actual weather.	<ul style="list-style-type: none"> <input type="checkbox"/> Plots a course for the intended route of flight. <input type="checkbox"/> Identifies airspace, obstructions, and terrain features. <input type="checkbox"/> Selects easily identifiable en route checkpoints. <input type="checkbox"/> Selects the most favourable altitudes. <input type="checkbox"/> Computes headings, flight time, and fuel requirements. <input type="checkbox"/> Selects appropriate navigation systems/facilities and communication frequencies. <input type="checkbox"/> Confirms availability of alternate aerodromes. 	<ul style="list-style-type: none"> <input type="checkbox"/> Uses appropriate current aeronautical charts. <input type="checkbox"/> Extracts and records pertinent information from NOTAM'S, the Aerodrome/Facility Directory, and other flight publications. <input type="checkbox"/> Completes a navigation log and files a VFR flight plan. 	
VFR Navigation (Dead reckoning, Map reading and Orientation.)			
<i>To determine that the applicant exhibits knowledge of the elements related VFR navigation.</i>	<ul style="list-style-type: none"> <input type="checkbox"/> Follows the pre-planned track solely by reference to landmarks. <input type="checkbox"/> Identifies landmarks by relating surface features to chart symbols. <input type="checkbox"/> Navigates by means of pre-computed headings, 	<ul style="list-style-type: none"> <input type="checkbox"/> Corrects for and records the differences between pre-flight fuel, groundspeed, and heading and time calculations and those determined en route. <input type="checkbox"/> Completes all appropriate checklists. 	<ul style="list-style-type: none"> <input type="checkbox"/> Divides attention properly inside and outside cockpit. <input type="checkbox"/> Demonstrates orientation, division of attention, and proper planning <input type="checkbox"/> Maintains adequate lookout for other air traffic.

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3.3.4 Enroute Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	<p>groundspeeds, and elapsed time.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Verifies the aeroplane's position in relation to the flight-planned route. <input type="checkbox"/> Correctly assesses track error and makes suitable adjustments to heading. <input type="checkbox"/> Arrives at the en route checkpoints and destination at the revised ETA. 	<ul style="list-style-type: none"> <input type="checkbox"/> Uses correct altimetry procedures. 	
Navigation Systems & Radar Services			
<p>To determine that the applicant exhibits knowledge of the elements related to navigation systems and radar services.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Locates the aeroplane's position using radials, bearing (QDM/QDR's), DME range or co-ordinates, as appropriate. <input type="checkbox"/> Intercepts and tracks a given radial or bearing (QDM/QDR), if appropriate. <input type="checkbox"/> Recognises and describes the indication of station passage, if appropriate. <input type="checkbox"/> Recognises signal loss and takes appropriate action. 	<ul style="list-style-type: none"> <input type="checkbox"/> Selects, identifies and checks the appropriate navigation system/facility. <input type="checkbox"/> Uses proper communication procedures when utilising ATC radar services <input type="checkbox"/> Completes all appropriate checklists <input type="checkbox"/> Uses the appropriate level of service for phase of flight 	
Lookout & Collision Avoidance			
<p>To determine that the applicant exhibits collision avoidance by</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Uses proper visual scanning technique. 		<ul style="list-style-type: none"> <input type="checkbox"/> Correctly divides attention inside and outside the cockpit.

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3.3.4 Enroute Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
adequate lookout. In IMC makes suitable use of radar services or other sources of traffic information to avoid collision.	<ul style="list-style-type: none"> <input type="checkbox"/> Understands relationship between poor visual scanning habits and increased collision risk. <input type="checkbox"/> Uses TCAS or other collision avoidance equipment if fitted. <input type="checkbox"/> Takes appropriate avoiding action if required. 		<ul style="list-style-type: none"> <input type="checkbox"/> Correctly shares lookout and collision avoidance task with other crew members <input type="checkbox"/> Uses correct R/T procedure for collision avoidance. <input type="checkbox"/> Uses correct TCAS procedure where appropriate. <input type="checkbox"/> Requests correct level of radar service appropriate to flight conditions. <input type="checkbox"/> Avoids situations that involve the greatest collision risk.
Maintenance of Altitude, Heading & Speed			
To determine that the applicant is able to fly accurately while carrying out other activities such as navigation.	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains straight-and-level flight by visual attitude flying (or solely by reference to instruments in IMC) using proper instrument crosscheck and interpretation, and co-ordinated control application. <input type="checkbox"/> Maintains the applicable airspeed, headings and altitude 	<ul style="list-style-type: none"> <input type="checkbox"/> Completes checklist items 	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates correct crew co-ordination
Altimeter Setting			
To determine that the applicant applies correct altimeter setting procedures:		<ul style="list-style-type: none"> <input type="checkbox"/> Applies correct altimeter sub scale settings for each stage of flight 	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates correct crew co-ordination as required by type of operation (MPA)

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3.3.4 Enroute Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
		<input type="checkbox"/> Carries out altimeter checks and altitude call-out in accordance with Operations Manual.	
Timing & Revision of ETA's			
<p>To determine that the applicant correctly assesses and adjusts timing (ETA)</p> <p>Note: also see VFR Navigation</p>	<input type="checkbox"/> Ensures arrival at navigation point at ETA <input type="checkbox"/> 3 minutes.	<input type="checkbox"/> Monitors flight progress and uses flight plan to give estimated time of arrival (ETA) at navigation points. <input type="checkbox"/> Revises ETA when appropriate.	
Monitoring of Flight Progress, Flight Log, Fuel Usage, Instrument Monitoring			
<p>To determine that the applicant can maintain good cockpit management, monitor the flight and keep suitable records.</p>		<input type="checkbox"/> Maintains a flight log of Clearances, position fixes, times, ETAs, fuel states, and information as required by Operating Procedures, such that the flight may be reconstructed from the log after landing.	<input type="checkbox"/> Manages cockpit duties in an efficient manner. <input type="checkbox"/> Ensures correct division of crew duties.(MPA) <input type="checkbox"/> Monitors fuel usage. <input type="checkbox"/> Monitors aircraft systems and instruments.
Observation of Weather Conditions			
<p>To determine that the applicant is able to assess weather conditions, decide whether flight may continue in accordance with VFR, or plan and execute alternative action.</p>	<input type="checkbox"/> Exhibits adequate knowledge of the elements of observation of weather conditions and obtaining preflight weather briefings and in-flight weather information.	<input type="checkbox"/> Complies with Operations Manual or aircraft manual weather limitations.	<input type="checkbox"/> Exhibits adequate assessment when VFR flight is proposed and sky conditions or visibilities are present, or forecast, that would make flight under VFR doubtful.

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3.3.4 Enroute Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
			<input type="checkbox"/> Exhibits adequate assessment of winds aloft. <input type="checkbox"/> Exhibits adequate assessment of current and reported weather conditions. <input type="checkbox"/> Makes satisfactory GO/NO GO or in-flight decisions based on correct assessment of weather conditions. <input type="checkbox"/> Plans and correctly executes weather avoidance when necessary in-flight.
Diversion to Alternate Destination/Aerodrome			
<p>To determine that the applicant exhibits adequate knowledge of planning and executing a diversion from pre-planned track to an alternative destination/aerodrome</p> <p>Note: Diversion to a new destination is normally initiated by the examiner</p>	<input type="checkbox"/> Maintains the applicable airspeed, headings and altitude <input type="checkbox"/> Exhibits adequate navigational skill to reach destination within time limit.	<input type="checkbox"/> Completes the appropriate checklist. <input type="checkbox"/> Obtains appropriate ATC service. <input type="checkbox"/> Completes flight log. <input type="checkbox"/> Complies with Operations Manual procedures.	<input type="checkbox"/> Selects an appropriate alternate aerodrome if necessary. <input type="checkbox"/> Plans a suitable route to the new destination. <input type="checkbox"/> Diverts promptly toward the new destination <input type="checkbox"/> Makes an accurate estimate of heading, groundspeed, arrival time, and fuel consumption to the alternate aerodrome/destination
Intercepting & Tracking Radio Navigation Aids (VOR, NDB, DME)			
<p>To determine that the applicant exhibits adequate knowledge of the use of Radio Navigation</p>	<input type="checkbox"/> Intercepts and tracks a specific bearing/radial (QDM/QDR) to or from the	<input type="checkbox"/> Correctly tunes and identifies the facility. <input type="checkbox"/> Correctly sets cockpit	<input type="checkbox"/> Correctly utilises crew to operate equipment and identify navigational aids

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3.3.4 Enroute Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
aids, and is able to intercept and maintain specified bearings or radials or tracks.	<p>NDB facility, using appropriate interception procedures.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Intercepts and tracks a specific DME arc if required, using appropriate interception procedures. <input type="checkbox"/> Maintains, while intercepting and tracking, the applicable airspeed, headings and altitude. <input type="checkbox"/> Applies proper correction for wind to maintain track. 	<p>displays (HSI, RMI etc.)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Correctly monitors the facility for failure (failure flags, coding etc as appropriate) <input type="checkbox"/> Recognises facility failure, and, when required, reports the failure to ATC. <input type="checkbox"/> Determines accurately the relative bearing (QDM/QDR) of the VOR/ NDB facility. <input type="checkbox"/> Determines the aircraft position relative to the facility. <input type="checkbox"/> Completes the appropriate checklist. 	(MPA).
Ice Protection Procedures			
To determine that the applicant exhibits knowledge of the elements related to ice protection equipment and procedures.	<ul style="list-style-type: none"> <input type="checkbox"/> Inspects all surfaces of the aeroplane with emphasis on ice. <input type="checkbox"/> Clears all surfaces of ice before flight <input type="checkbox"/> Operates anti/de-icing equipment correctly. 	<ul style="list-style-type: none"> <input type="checkbox"/> Taxies and accomplishes the before takeoff check adhering to good operating practice for flight into icing conditions. <input type="checkbox"/> Performs takeoff and climb, cruise, descent and landing with emphasis on correct procedures in icing conditions. <input type="checkbox"/> Completes all appropriate 	<ul style="list-style-type: none"> <input type="checkbox"/> Monitors ice accretion during flight. <input type="checkbox"/> Plans and executes ice avoidance if necessary. <input type="checkbox"/> Demonstrates correct crew co-ordination as required by type of operation.

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3.3.4 Enroute Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
		briefing/checklists.	
ATC Liaison – Compliance, RT Procedures – Airmanship (applies to all phases of flight)			
To determine that the applicant uses correct R/T procedures, complies with ATC instructions and conducts the flight efficiently and safely.	<input type="checkbox"/> Operates radio equipment correctly. <input type="checkbox"/> Operates transponder correctly.	<input type="checkbox"/> Uses ICAO R/T phraseology. <input type="checkbox"/> Speaks clearly on R/T. <input type="checkbox"/> Reads back clearances correctly. <input type="checkbox"/> Complies with ATC clearances or instructions.	<input type="checkbox"/> Manages flight safely with due regard to weather, other traffic and procedures – see <i>description of Airmanship on page 29</i>

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Abnormal and Emergency Procedures (General)			
<p>To determine that the applicant exhibits adequate knowledge of the abnormal/emergency procedures (as may be determined by the examiner) relating to the particular aeroplane type.</p> <p>Notes:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Examiner selects suitable malfunctions in accordance with the JAR test schedule and aeroplane type. <input type="checkbox"/> It is <u>strictly forbidden</u> to disengage circuit breakers to simulate <u>any</u> kind of system failure(s)/ malfunctions(s) in the aeroplane. <input type="checkbox"/> Depending on the aeroplane used these items may be checked by other means i.e. oral or by 'touch-drills' if required for safety <input type="checkbox"/> While simulating engine failure on a multi engine aeroplane, the examiner or the safety pilot must be able to cope with a real 	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains control of aeroplane 	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates the proper procedure for any emergency/abnormal situation (as determined by the examiner) in the appropriate approved AFM. <input type="checkbox"/> Completes the appropriate abnormal/emergency checklist. 	<ul style="list-style-type: none"> <input type="checkbox"/> Shows correct fault diagnosis <input type="checkbox"/> Confirms fault diagnosis (with other crew members in MPA) <input type="checkbox"/> Reviews causal factors (with other crew members in MPA) <input type="checkbox"/> Identifies alternative courses of action <input type="checkbox"/> Involves other crew members in option analysis (MPA) <input type="checkbox"/> Considers and shares the risks of alternative courses of action <input type="checkbox"/> Confirms intended plan of action (with other crew members in MPA) <input type="checkbox"/> Ensures that correct crew and passenger briefings are completed <input type="checkbox"/> Divides attention properly inside and outside cockpit. <input type="checkbox"/> Maintains adequate lookout, before, during and after execution of any manoeuvre by visual references. <input type="checkbox"/> Alerts ATC if necessary and obtains appropriate level of service

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
<p>failure on another engine.</p> <ul style="list-style-type: none"> <input type="checkbox"/> The examiner or the safety pilot must also know the alarm inhibitions and the inefficacy of a continuous alarm due to any <i>failure simulation</i>. 			
Rejected Take-off			
see Abnormal and Emergency Procedures (General)			
<p>To determine that the applicant exhibits adequate knowledge of the technique and procedure for accomplishing a rejected takeoff after engine/system(s) failure/warnings, including related safety factors.</p> <p>Note: if no FTD available a rejected take-off reasonable speed must be determined (e.g. 50% of VMCA)—giving due consideration to aeroplane characteristics, runway length, surface conditions, wind direction, brake heat energy, and any other factors that might adversely affect safety.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Abandons the takeoff if any major problem or 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/stop way. <input type="checkbox"/> Uses spoilers, propeller 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. 	<ul style="list-style-type: none"> <input type="checkbox"/> Accomplishes the appropriate engine failure or other procedures and/or briefing/checklists as set forth in the Pilot's Operating Manual or AFM. <input type="checkbox"/> Completes the appropriate briefing/checklist. 	<ul style="list-style-type: none"> <input type="checkbox"/> Takes into account, prior to beginning the takeoff, operational factors, which could affect the manoeuvre such as Takeoff Warning Inhibit Systems or other aeroplane characteristics, runway length, surface conditions, wind, obstructions, and other related factors that could affect takeoff performance and could adversely affect safety. <input type="checkbox"/> Identifies critical situation and makes timely decision to abandon take-off. <input type="checkbox"/> Informs ATC when practicable.
Simulated Engine Failure Between V_1 & V_2 (ME Aeroplanes Simulator Only)			
see Abnormal and Emergency Procedures (General)			
To determine that the applicant	<input type="checkbox"/> Maintains the aeroplane	<input type="checkbox"/> Completes required checks	<input type="checkbox"/> Takes into account, prior to

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
<p>exhibits adequate knowledge of the procedures used during engine failure on takeoff, the appropriate reference airspeeds, and the specific pilot actions required.</p> <p>SIMULATOR ONLY: On a multi-engine aeroplane with published V_1, V_R, and/or V_2 speeds (performance Class A), the failure of the most critical engine should be simulated at a point:</p> <p>After V_1 and prior to V_2; or As close as possible after V_1 when V_1 and V_2 or V_1 and V_R are identical.</p>	<p>alignment with the heading appropriate for climb performance and terrain clearance when engine failure occurs.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adjusts the engine controls as recommended by the approved guidance for the existing conditions. 	<p>prior to starting takeoff to verify the expected engine performance.</p>	<p>beginning the takeoff, operational factors which could affect the manoeuvre such as Takeoff Warning Inhibit Systems or other aeroplane characteristics, runway length, surface conditions, wind, wake turbulence, obstructions, and other related factors that could adversely affect safety.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifies critical situation and makes timely decision to continue take-off.
<p>Simulated Engine Failure After Take- off, (SE Aeroplane Only) see Abnormal and Emergency Procedures (General)</p>			
<p>To determine that the candidate exhibits knowledge of the elements related to engine failure after take-off.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains control following engine failure <input type="checkbox"/> Establishes the recommended glide airspeed. <input type="checkbox"/> Trims the aeroplane, and maintains control. <input type="checkbox"/> Simulates feathering the propeller if applicable. <input type="checkbox"/> Flies a suitable approach 	<ul style="list-style-type: none"> <input type="checkbox"/> Carries out the recommended emergency procedure. <input type="checkbox"/> Follows the checklist to verify procedures for securing the engine. <input type="checkbox"/> Demonstrates engine restart in accordance with recommended procedures if appropriate 	<ul style="list-style-type: none"> <input type="checkbox"/> Recognises engine failure. <input type="checkbox"/> Attempts to determine the reason for the engine malfunction, if appropriate. <input type="checkbox"/> Selects a suitable landing area, noting any surface conditions, obstructions or other hazards that might hinder a safe landing.

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	to chosen landing area such that a safe landing would not be in doubt.		
Simulated Engine Failure After Take-off, (ME Aeroplane Only) see Abnormal and Emergency Procedures (General)			
To determine that the candidate exhibits knowledge of the elements related to engine failure after take-off.	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains control following engine failure. <input type="checkbox"/> Reduces drag, and verifies the inoperative engine. <input type="checkbox"/> Secures the inoperative engine, if appropriate. <input type="checkbox"/> Simulates feathering the propeller of the inoperative engine, if appropriate. <input type="checkbox"/> Establishes V_{YSE}; if obstructions are present, establishes V_{XSE} or $V_{MC} + 10$, whichever is greater, until obstructions are cleared, then transitions to V_{YSE}. <input type="checkbox"/> Banks toward the operating engine up to 5° as required for best performance, trims the aeroplane and maintains control. <input type="checkbox"/> Monitors the operating engine and makes adjustments as necessary. 	<ul style="list-style-type: none"> <input type="checkbox"/> Carries out the recommended emergency procedure. 	<ul style="list-style-type: none"> <input type="checkbox"/> Recognises engine failure promptly, and correctly identifies inoperative engine. <input type="checkbox"/> Assesses the aeroplane's performance capabilities and makes suitable decision to continue climb, return to aerodrome or prepare for a forced landing.
Simulated Engine Failure, Shutdown and Restart at Safe Height (ME Aeroplanes Only)			

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
see Abnormal and Emergency Procedures (General)			
<p>To determine that the applicant exhibits adequate knowledge of the flight characteristics and controllability associated with manoeuvring with engine(s) inoperative. To determine that the applicant can demonstrate an engine restart in flight.</p> <p>Note: These procedures must be initiated at a safe height</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains positive aeroplane control to maintain co-ordinated flight, and properly trims for that condition. <input type="checkbox"/> Sets engine controls, reduces drag as necessary <input type="checkbox"/> Maintains the operating engine(s) within acceptable operating limits. <input type="checkbox"/> Maintains desired altitude when a constant altitude is specified and is within the capability of the aeroplane. <input type="checkbox"/> Maintains the desired airspeed and heading. 	<ul style="list-style-type: none"> <input type="checkbox"/> Follows the prescribed aeroplane checklist, and verifies the procedures for securing the inoperative engine(s). <input type="checkbox"/> Demonstrates proper engine restart procedures in accordance with approved procedure/checklist or the manufacturer's recommended procedures and pertinent checklist items. 	<ul style="list-style-type: none"> <input type="checkbox"/> Correctly identifies and verifies the inoperative engine(s) after the failure <input type="checkbox"/> Determines the cause for the engine(s) failure and if a restart is a viable option.
Simulated Engine Failure During Approach (ME Aeroplanes Only)			
see Abnormal and Emergency Procedures (General)			
<p>To determine that the applicant exhibits knowledge of the elements related to an approach and landing with an inoperative engine.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains crosswind correction and directional control throughout the approach and landing. <input type="checkbox"/> Sets the engine controls, reduces drag, and identifies and verifies the inoperative engine after simulated engine failure. <input type="checkbox"/> Simulates feathering the propeller of the inoperative engine, if appropriate. 	<ul style="list-style-type: none"> <input type="checkbox"/> Carries out the recommended emergency procedure. 	<ul style="list-style-type: none"> <input type="checkbox"/> Recognises engine failure promptly, and correctly identifies inoperative engine. <input type="checkbox"/> Considers the wind conditions, landing surface, and obstructions, and selects the most suitable touchdown point.

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	<ul style="list-style-type: none"> <input type="checkbox"/> Establishes the recommended best engine inoperative approach landing configuration, and airspeed. <input type="checkbox"/> Monitors the operating engine and makes adjustments as necessary. <input type="checkbox"/> Maintains a stabilised approach and the recommended approach airspeed until landing is assured. <input type="checkbox"/> Makes smooth, timely, and correct control application during the round out and touchdown. <input type="checkbox"/> Touches down smoothly at the predetermined zone, with no drift, and with the aeroplane's longitudinal axis aligned with and over the runway centreline. 		
Asymmetric Approach (ME Aeroplane Only) see Abnormal and Emergency Procedures (General)			
To determine that the applicant exhibits knowledge of the elements related to a published instrument approach with one engine inoperative (by reference to instruments).	<ul style="list-style-type: none"> <input type="checkbox"/> Establishes and maintains the recommended flight attitude and configuration for the best performance for all manoeuvring necessary for 	<ul style="list-style-type: none"> <input type="checkbox"/> Complies with the published approach procedure. <input type="checkbox"/> Applies additional allowance to approach minima as required for 	<ul style="list-style-type: none"> <input type="checkbox"/> Displays efficient cockpit management procedures throughout the approach.

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
<p><i>Note: see 'Instrument Approach Procedures' for assessment of instrument procedures and apply the additional criteria for asymmetric approaches.</i></p>	<p>the instrument approach procedure.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Maintains a stabilised approach and the recommended approach airspeed until landing is assured. <input type="checkbox"/> Monitors the operating engine(s) and makes adjustments as necessary. 	<p>asymmetric condition.</p>	
<p>Go-around with Engine(s) (Simulated) Inoperative (ME Aeroplane Only) see Abnormal and Emergency Procedures (General)</p>			
<p>To determine that the applicant exhibits adequate knowledge of a go-around procedure with one engine simulated inoperative, including the conditions that dictate a rejected landing, the importance of a timely decision, the recommended airspeeds.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Applies the appropriate power setting for the flight condition and establishes a pitch attitude necessary to obtain the desired performance. <input type="checkbox"/> Establishes a positive rate of climb and climb at the appropriate airspeed to the correct acceleration altitude. <input type="checkbox"/> Retracts the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence. <input type="checkbox"/> Trims the aeroplane as necessary, and maintains the proper ground track and altitudes during the 	<ul style="list-style-type: none"> <input type="checkbox"/> Accomplishes the appropriate briefing/checklist items in a timely manner in accordance with approved procedures. 	<ul style="list-style-type: none"> <input type="checkbox"/> 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.

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	rejected landing procedure.		
Landing with Engine(s) (Simulated) Inoperative (ME Aeroplane Only) see Abnormal and Emergency Procedures (General)			
To determine that the applicant exhibits adequate knowledge of the flight characteristics and controllability associated with manoeuvring to a landing with (a) engine(s) inoperative (or simulated inoperative) including the controllability factors associated with manoeuvring, and the applicable emergency procedures.	<ul style="list-style-type: none"> <input type="checkbox"/> Establishes the approach and landing configuration appropriate for the runway and meteorological conditions; and adjusts the engine controls as required. <input type="checkbox"/> Maintains a stabilised approach and the desired airspeed <input type="checkbox"/> Maintains the operating engine(s) within acceptable operating limits <input type="checkbox"/> Accomplishes a smooth, positively controlled transition from final approach to touchdown. <input type="checkbox"/> Uses spoilers, propeller 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. <input type="checkbox"/> Maintains positive directional control and crosswind corrections 	<ul style="list-style-type: none"> <input type="checkbox"/> Completes the applicable before landing checklist. <input type="checkbox"/> Completes the applicable after-landing briefing/checklist items in a timely manner, after clearing the runway, and as recommended by the manufacturer. 	

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	during the after-landing roll.		
Emergency & Survival Equipment see Abnormal and Emergency Procedures (General)			
To determine that the applicant exhibits knowledge of the elements related to emergency equipment and survival gear appropriate to the aeroplane provided for the flight test. Note: Examiner questions applicant on location and use of emergency equipment.	<input type="checkbox"/> Location in the aeroplane. <input type="checkbox"/> Method of operation or use. <input type="checkbox"/> Servicing requirements. <input type="checkbox"/> Method of safe storage. <input type="checkbox"/> Equipment and survival gear appropriate for operation in various climates and topographical environments		
Simulated Forced Landing (SE Aeroplane Only) see Abnormal and Emergency Procedures (General)			
To determine that the applicant exhibits adequate knowledge of the flight characteristics, approach and forced (emergency) landing procedures, and related procedures to use in the event of an engine failure (as appropriate to the aeroplane). NOTE: No simulated engine failure shall be given by the examiner in an aeroplane when an actual touchdown	<input type="checkbox"/> Maintains positive control throughout the manoeuvre. <input type="checkbox"/> Establishes and maintains the recommended best glide airspeed and configuration during a simulated engine failure. <input type="checkbox"/> Establishes a proper flight circuit to the selected aerodrome or landing area <input type="checkbox"/> Uses configuration devices such as landing gear and flaps in a manner recommended by the manufacturer and/or	<input type="checkbox"/> Follows the emergency checklist items appropriate to the aeroplane	<input type="checkbox"/> Selects a suitable aerodrome or landing area, which is within the performance capability of the aeroplane. <input type="checkbox"/> Takes into account altitude, wind, terrain, obstructions, and other pertinent operational factors. <input type="checkbox"/> Determines the cause for the simulated engine failure (if altitude permits) and if a restart is a viable option.

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
could not be safely completed should it become necessary.	approved. <input type="checkbox"/> Flies a suitable approach to chosen landing area such that a safe landing would not be in doubt.		
Simulated Precautionary Landing (With Power) – (SE Aeroplane Only) see Abnormal and Emergency Procedures (General)			
To determine that the applicant exhibits knowledge of the elements related to lost procedures and precautionary forced landing with power.	<input type="checkbox"/> Maintains the appropriate heading, and if necessary, climbs. <input type="checkbox"/> Establishes a proper flight circuit to the selected aerodrome or landing area. <input type="checkbox"/> Flies a suitable approach to chosen landing area such that a safe landing would not be in doubt.		<input type="checkbox"/> Selects the best course of action when given a lost situation. <input type="checkbox"/> Attempts to identify nearest prominent landmark(s). <input type="checkbox"/> Uses available navigation aids and/or contacts an appropriate facility for assistance. <input type="checkbox"/> Plans a precautionary landing if deteriorating weather and/or fuel exhaustion is impending. <input type="checkbox"/> Selects a suitable aerodrome or landing area, which is within the performance capability of the aeroplane.
Fire Drills see Abnormal and Emergency Procedures (General)			
To determine that the applicant possesses adequate knowledge of the emergency procedures (as may be determined by the examiner) relating to the particular	<input type="checkbox"/> Exhibits adequate knowledge of fire detection and extinguishing systems. <input type="checkbox"/> Performs all actions required by the fire drills. <input type="checkbox"/> Maintains aeroplane	<input type="checkbox"/> Demonstrates proper procedures in accordance with approved procedure/briefing/checklist or the manufacturer's recommended procedures	<input type="checkbox"/> Identifies source of smoke/fire in a timely manner. <input type="checkbox"/> Takes care of passenger/crew safety. <input type="checkbox"/> Initiates emergency descent/diversion if

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
aeroplane type.	control.		appropriate.
Wind shear During Take-off & Landing see Abnormal and Emergency Procedures (General)			
To determine that the applicant exhibits adequate knowledge of wind shear at take-off/landing.	<input type="checkbox"/> Demonstrates sound judgement and knowledge of the aeroplane manoeuvring capabilities throughout the procedure. <input type="checkbox"/> Adjusts aeroplane configuration and speeds as appropriate. <input type="checkbox"/> Maintains smooth and positive control within aeroplane limitations.	<input type="checkbox"/> Performs all procedures required for wind shear at take-off/landing and aeroplane control in a smooth, positive, and timely manner.	
Simulated Cabin Pressure Failure/Emergency Descent See Abnormal and Emergency Procedures (General)			
To determine that the applicant exhibits adequate knowledge (simulated) cabin pressure failure/emergency descent.	<input type="checkbox"/> Demonstrates sound judgement and knowledge of the aeroplane manoeuvring capabilities throughout the procedure. <input type="checkbox"/> Performs emergency descent in a smooth, positive, and timely manner without exceeding limitations.	<input type="checkbox"/> Demonstrates proper procedures in accordance with approved procedure/briefing/checklist or the manufacturer's recommended procedures and pertinent briefing/checklist items.	
Incapacitation of Flight Crew Member (only for MPA) see Abnormal and Emergency Procedures (General)			
To determine that the applicant	<input type="checkbox"/> Maintains aeroplane	<input type="checkbox"/> Performs all procedures for	<input type="checkbox"/> Identifies crew incapacitation

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3.3.5 Abnormal and Emergency Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
exhibits adequate knowledge of incapacitation of flight crewmember.	control in a smooth, positive, and timely manner.	incapacitation of flight crewmember in accordance with approved procedure/briefing/checklist or the manufacturer's recommended procedures and pertinent briefing/checklist items	<p>in a timely manner.</p> <input type="checkbox"/> Ensures safety of crewmember and clear of aeroplane controls.

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3.3.6 Instrument Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Arrival Procedures and Instrument Procedures (General)			
<p>To determine that the applicant, In actual or simulated instrument conditions, exhibits adequate knowledge of En Route Low and High Altitude Charts, STARS, Instrument Approach Procedure Charts, and related pilot and controller responsibilities.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Makes correct use of Instruments, flight director, autopilot, navigation equipment and communication equipment appropriate to the performance of the procedure. <input type="checkbox"/> Intercepts, in a timely manner, all courses, radials, and bearings (QDM/QDR's) appropriate to the procedure, route, ATC clearance, or as directed by the examiner. <input type="checkbox"/> Establishes, where appropriate, a rate of descent consistent with the aeroplane operating characteristics and safety. <input type="checkbox"/> Maintains the appropriate airspeed- altitude, headings and accurately tracks radials, courses, and bearing (QDM/QDR's). 	<ul style="list-style-type: none"> <input type="checkbox"/> Uses the current and appropriate navigation publications for the proposed flight. <input type="checkbox"/> Performs the aeroplane briefing/checklist items appropriate to the arrival. <input type="checkbox"/> Establishes communications with ATC, using proper phraseology. <input type="checkbox"/> Complies, in a timely manner, with all ATC clearances, instructions, and restrictions. <input type="checkbox"/> Exhibits adequate knowledge of two-way communications failure procedures. <input type="checkbox"/> Adheres to airspeed restrictions and adjustments required by regulations, ATC, the Pilot's Operating Manual, the AFM, and the examiner. <input type="checkbox"/> Complies with the provisions of the descent profile, STAR, and other arrival procedures, as appropriate. <input type="checkbox"/> Performs correct altimetry 	<ul style="list-style-type: none"> <input type="checkbox"/> Interprets correctly the ATC clearance received and, when necessary, requests clarification, verification, or change. <input type="checkbox"/> Demonstrates terrain awareness, orientation, division of attention, and proper planning. <input type="checkbox"/> Ensures that correct crew and passenger briefings are completed <input type="checkbox"/> Liaises with other crew members for correct operation of the aircraft systems during approach and landing <input type="checkbox"/> Demonstrates orientation, division of attention, and proper planning

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3.3.6 Instrument Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
		procedures, in accordance with the regulations, operational procedures and ATC requirements. <input type="checkbox"/> Completes the appropriate checklist.	
Setting Navigation Aids and Identification of Facilities see Arrival Procedures and Instrument Procedures (General)			
To determine that the applicant correctly selects and identifies all navigation and communications equipment, instrument references, flight director and associated navigational aids, for descent and arrival and exhibits adequate knowledge of the Morse Code.	<input type="checkbox"/> Tunes and identifies navigational facilities as appropriate to the procedure. <input type="checkbox"/> Correctly selects Navigational aids to flight instruments such as HSI, RMI, OBS, flight director, autopilot etc. as appropriate. <input type="checkbox"/> Demonstrates adequate knowledge of Morse Code to identify aids. <input type="checkbox"/> Demonstrates correct use of course indicators to indicate QDM/QDR. <input type="checkbox"/> Demonstrates correct use of communications equipment including SSR equipment.		<input type="checkbox"/> Monitors Navigation equipment for signal/equipment failure.
Approach and Landing Briefing, Including Descent, Approach and Landing Checks see Arrival Procedures and Instrument Procedures (General)			

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3.3.6 Instrument Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
<p>To determine that the applicant exhibits adequate knowledge of approach and landing briefings, whether single or multi-pilot, including descent, approach and landing checks.</p> <p><i>NOTES:</i> The approach briefing should include weather considerations and confirmation of instrument approach procedure minima. All procedures, checks and drills in preparation for landing and for missed approach. The briefing shall include appropriate corrections for PEC and temperature adjustments, as well as performance considerations and reference speeds to be used.</p> <p>The applicant shall be required also, to ensure that the passengers receive a safety briefing.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates sound judgement and consideration of the aeroplane manoeuvring capabilities throughout the briefings. <input type="checkbox"/> Performs all procedures required and maintains aeroplane control in a smooth, positive, and timely manner. 	<ul style="list-style-type: none"> <input type="checkbox"/> Presents proper briefings in accordance with the operator's standard, approved procedures or the manufacturer's recommended procedures for the correct operation of the aircraft systems. 	<ul style="list-style-type: none"> <input type="checkbox"/> Involves other crew members in the briefing and correctly follows correct SOP for confirmation of the intended approach procedure, approach minima and missed approach procedure. <input type="checkbox"/> Demonstrates orientation, division of attention and proper planning for the approach and landing phase. <input type="checkbox"/> Includes due consideration for missed approach procedures and diversion planning, in the briefing.
Holding Procedures	see Arrival Procedures and Instrument Procedures (General)		

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3.3.6 Instrument Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
To determine that the applicant, In actual or simulated instrument conditions, exhibits adequate knowledge of and proficiency in holding procedures for standard and non-standard, published and non-published IFR holding patterns.	<ul style="list-style-type: none"> <input type="checkbox"/> 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. <input type="checkbox"/> Uses wind-drift correction techniques accurately to maintain the appropriate joining and holding pattern and to establish and maintain the correct tracks and bearings. <input type="checkbox"/> Maintains the appropriate airspeed, altitude and headings accurately to establish and maintain the correct tracks and bearings. <input type="checkbox"/> Demonstrates adequate knowledge of holding endurance, including, but not necessarily limited to, fuel on board, fuel flow while holding, fuel required to alternate, etc. 	<ul style="list-style-type: none"> <input type="checkbox"/> Recognises arrival at the clearance limit or holding fix. <input type="checkbox"/> Follows appropriate entry procedures in accordance with standard operational procedures or as required by ATC or the examiner. <input type="checkbox"/> Complies with ATC reporting requirements. <input type="checkbox"/> Uses the correct timing criteria where required by the holding procedure, ATC or the examiner's instructions. <input type="checkbox"/> Makes appropriate adjustments to the procedure timing, to allow for the effects of known wind. <input type="checkbox"/> Makes appropriate adjustments in order to arrive over the holding fix as close as possible to the "Expected Approach Time". 	
Instrument Approaches (General)			
To determine that the applicant exhibits adequate knowledge	<ul style="list-style-type: none"> <input type="checkbox"/> Establishes the appropriate aeroplane configuration 	<ul style="list-style-type: none"> <input type="checkbox"/> Selects, tunes, identifies, and monitors the 	<ul style="list-style-type: none"> <input type="checkbox"/> Establishes two-way communications with ATC

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3.3.6 Instrument Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
of altitude, speed and heading control and performs a stabilised approach in the correct configuration.	<p>and airspeed considering turbulence, wind shear, microburst conditions, or other meteorological and operating conditions.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Prior to beginning the final approach segment, maintains the desired altitude, heading and airspeed and accurately tracks radials, courses, and bearings, in accordance with the approach procedure or as directed by ATC. <input type="checkbox"/> Demonstrates satisfactory altitude, speed and heading control, with the aircraft in trim such that a stable approach path is achieved and maintained to the approach minima. <input type="checkbox"/> 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 manoeuvring. 	<p>operational status of ground and aeroplane navigation equipment used for the approach.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Advises ATC anytime the applicant is unable to comply with a clearance. <input type="checkbox"/> Completes the aeroplane briefing/checklist items appropriate to the phase of flight or approach segment, including engine out approach and landing briefing/checklists. <input type="checkbox"/> Follows the published approach procedure in accordance with ATC instructions, or as directed by the examiner. <input type="checkbox"/> Makes appropriate adjustments to the procedure timing, to allow for the effects of known wind. <input type="checkbox"/> Applies the necessary adjustments to the published approach minima criteria for the aeroplane approach category, and with due regard for <p>o NOTAMS</p>	<p>using the proper communications phraseology and techniques.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Copies correctly, in a timely manner, the ATC clearance as issued. <input type="checkbox"/> Ensures that correct crew and passenger briefings are completed <input type="checkbox"/> Ensures or confirms that passengers, crew etc are correctly secured for landing. <input type="checkbox"/> Demonstrates correct crew co-ordination as required by type of operation <input type="checkbox"/> Demonstrates orientation throughout the manoeuvre <input type="checkbox"/> Encourages participation of other crewmembers in accordance with approved SOP.

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3.3.6 Instrument Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
<p>Where the approach is required to be flown with one engine inoperative, simulated engine shut-down must be completed before the final approach segment. This engine out condition should be preserved until completion of the landing run or throughout the go-around procedure.</p> <p>For ILS displays with a normal scale, the approach should be contained within a half scale deflection of the localizer and glide slope indications. For aircraft with an expanded scale display of the localizer, the approach should be contained within the full scale deflection of the localizer and half scale deflection of the glide slope indications.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Initiates immediately the missed approach, when at the DA/DH, if the required visual references for the runway are not unmistakably visible and identifiable. <input type="checkbox"/> Maintains localizer and glide slope during the visual descent from DA/DH to a point over the runway where glide slope must be abandoned to accomplish a normal landing. 		
Non Precision approach see Instrument Approaches (General)			
<p>To determine that the applicant exhibits adequate knowledge and skill in accomplishing the non-precision instrument approach procedures, as determined by the examiner, with all engines operating, and/</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Establishes a rate of descent that will ensure arrival at the MDA/H (at, or prior to reaching, the visual descent point if published) with the aeroplane in a position from which a 	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates adequate judgement and knowledge of the aeroplane. Performance in order to comply with published approach procedures equipment used for the 	

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3.3.6 Instrument Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
or with one engine inoperative, where applicable.	<p>descent from MDA/H to a landing on the intended runway can be made, at a normal rate using normal manoeuvring.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Executes the missed approach if the required visual references for the intended runway are not unmistakably visible and identifiable at the missed approach point. 	<p>approach.</p>	
Circling Approach		see Instrument Approaches (General)	
To determine that the applicant exhibits adequate, knowledge and skill in accomplishing circling approach procedures, as determined by operational conditions, or by the examiner, with all engines operating, and/or with one engine inoperative, where applicable.	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates knowledge of circling approach categories, speeds and procedures. <input type="checkbox"/> Uses the appropriate aeroplane configuration for normal and abnormal situations and procedures. <input type="checkbox"/> Manoeuvres the aeroplane, by visual references, after reaching the authorised circling approach altitude, to maintain a flight path that permits a normal landing on a runway at least 90° from the final approach course, or according to published 	<ul style="list-style-type: none"> <input type="checkbox"/> Confirms the direction of traffic and adheres to all restrictions and instructions issued by ATC. <input type="checkbox"/> Maintains the correct circling pattern and follows any prescribed tracks in accordance with the published procedure or as directed by ATC or the Examiner. <input type="checkbox"/> Turns in the appropriate direction, when a missed approach is dictated during the circling approach, and uses the correct procedure and aeroplane configuration. 	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates sound judgement and knowledge of the aeroplane manoeuvring capabilities throughout the circling approach.

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3.3.6 Instrument Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	<p>procedure.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Maintains at least the published minimum circling level throughout the circling procedure until a position is reached, from which a descent to a normal landing can be made. <input type="checkbox"/> Maintains visual contact with the landing threshold throughout the circling procedure. <input type="checkbox"/> Performs the procedure without excessive manoeuvring and without exceeding the normal operating limits of the aeroplane (the angle of bank should not normally exceed 30°). 		
Go-Around & Missed approach	see Instrument Approaches (General)		
To determine that the applicant exhibits adequate knowledge and skill in the application of missed approach procedures associated with standard instrument procedures.	<ul style="list-style-type: none"> <input type="checkbox"/> Initiates the missed approach procedure promptly by the timely application of power, establishes the proper climb attitude, and re-configures the aircraft in accordance with the approved procedures. <input type="checkbox"/> Maintains the desired 	<ul style="list-style-type: none"> <input type="checkbox"/> Follows the recommended aeroplane briefing/checklist items appropriate to the go-around procedure for the aeroplane used. <input type="checkbox"/> Complies with the appropriate missed approach procedure or ATC clearance 	<ul style="list-style-type: none"> <input type="checkbox"/> Requests clearance, if appropriate, to the alternate aerodrome, another approach, a holding fix, or as directed by the examiner. <input type="checkbox"/> Interprets correctly the ATC clearance received and, when necessary, requests clarification, verification, or change.

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3.3.6 Instrument Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	altitudes, airspeed, heading and accurately tracks courses, radials, and bearings.		

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3.3.7 Arrival and Landing Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Aerodrome Arrival Procedures			
To determine that the applicant exhibits adequate knowledge of the appropriate arrival procedures and relevant pilot and controller responsibilities, and makes proper reference to the appropriate navigation publications and charts.	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains the appropriate airspeed- altitude, headings <input type="checkbox"/> Exhibits adequate knowledge of two-way communications failure procedures. 	<ul style="list-style-type: none"> <input type="checkbox"/> Uses the current and appropriate navigation publications for the proposed arrival routing. <input type="checkbox"/> Complies in a timely manner with ATC instructions and airspace restrictions. <input type="checkbox"/> Performs the aeroplane briefing / checklist items appropriate to the arrival. <input type="checkbox"/> Performs correct altimetry procedures, in accordance with the regulations, operational procedures and ATC requirements. <input type="checkbox"/> Completes the appropriate checklist. 	<ul style="list-style-type: none"> <input type="checkbox"/> Establishes communications with ATC, using proper phraseology. <input type="checkbox"/> Interprets correctly the ATC clearance received and, when necessary, requests clarification, verification, or change. <input type="checkbox"/> Demonstrates terrain awareness, orientation, division of attention, and proper planning. <input type="checkbox"/> Liaises with other crewmembers for correct operation of the aircraft systems throughout the arrival phase. <input type="checkbox"/> Divides attention properly inside and outside cockpit. <input type="checkbox"/> Ensures that correct crew and passenger briefings are completed <input type="checkbox"/> Liaises with other crew members for lookout (where appropriate)
All landings (Including Normal Landing) General			
To determine that the applicant exhibits satisfactory knowledge	<ul style="list-style-type: none"> <input type="checkbox"/> Establishes the recommended approach 	<ul style="list-style-type: none"> <input type="checkbox"/> Completes the appropriate pre-landing checklist 	<ul style="list-style-type: none"> <input type="checkbox"/> Ensures or confirms that passengers and crew are

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3.3.7 Arrival and Landing Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
and skill in the execution of landings, with due regard for recommended approach angles, airspeed, configuration, performance limitations, wake turbulence, and safety factors (as appropriate to the aeroplane).	<p>and landing configuration and airspeed, and adjusts pitch attitude and power as required, to maintain the correct approach path and airspeed.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Maintains a ground track that ensures the desired traffic circuit will be flown, taking into account any obstructions and ATC or examiner requirements. <input type="checkbox"/> Makes proper correction for drift, (using existing wind conditions) and maintains a precise ground track. <input type="checkbox"/> Achieves and maintains a stabilised approach. <input type="checkbox"/> Accomplishes a smooth, positively controlled transition from final approach to touchdown. <input type="checkbox"/> Achieves a landing within the designated touchdown zone, at the correct speed, in the correct attitude and on the runway centreline. <input type="checkbox"/> Touches down with no side drift and with the aeroplane aligned with the runway 	<ul style="list-style-type: none"> <input type="checkbox"/> Completes the appropriate after-landing checklist items. 	<p>correctly secured for take-off / landing.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Correctly interprets the ATC clearance received and, when necessary, requests clarification, verification or change <input type="checkbox"/> Liaises with other crew members for correct operation of the aircraft systems during approach and landing. <input type="checkbox"/> Considers the wind conditions, landing surface and obstructions, and selects the correct touch down point. <input type="checkbox"/> Listens to the RT environment to establish satisfactory awareness of other traffic <input type="checkbox"/> Demonstrates orientation, division of attention, and proper planning <input type="checkbox"/> Divides attention properly inside and outside cockpit. <input type="checkbox"/> Maintains adequate look-out for other aeroplanes <input type="checkbox"/> Notes any surface conditions, obstructions or other hazards that might hinder a safe takeoff/ landing <input type="checkbox"/> Shows consideration for other aeroplanes on the ground and

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3.3.7 Arrival and Landing Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	centreline. <input type="checkbox"/> Maintains positive directional control throughout the landing roll. <input type="checkbox"/> Uses spoilers, propeller reverse, thrust reverse, wheel brakes, and other drag/braking devices, as appropriate, in such a manner to bring the aeroplane to a safe stop.		in the air
Short Field Approach & Landing		See All Landings General	
To determine that the applicant exhibits satisfactory knowledge and skill in the execution of a short-field approach and landing.	<input type="checkbox"/> Maintains a stabilised approach and achieves the recommended approach airspeed, or in its absence at $1.3 V_{SO}$, with gust factor applied <input type="checkbox"/> Achieves a landing, accurately within the runway touchdown zone. <input type="checkbox"/> Applies brakes, spoilers, reverse thrust and / or such other devices for the slowing of the aircraft in accordance with the manufacturers recommendations, to stop in the shortest distance consistent with safety and		

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3.3.7 Arrival and Landing Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	the certificated performance of the aircraft.		
Flapless Landing			
See All Landings General			
To determine that the applicant exhibits satisfactory knowledge and skill in the execution of a safe landing without flaps or with slats /flaps malfunction.	<ul style="list-style-type: none"> <input type="checkbox"/> Maintains a stabilised approach at an appropriate approach speed, in accordance with the Pilot's Operating Manual / AFM <input type="checkbox"/> Accomplishes a smooth, positively controlled transition from final approach to touchdown. 		<ul style="list-style-type: none"> <input type="checkbox"/> Makes due allowance for landing performance in the no flap/no slat configuration.
Approach and Landing with Idle Power (Single Engine Aeroplanes Only)			
See All Landings General			
To determine that the applicant exhibits satisfactory knowledge and skill in the execution of a safe landing with the engine at idle power.	<ul style="list-style-type: none"> <input type="checkbox"/> Reduces to idle power in such a position as to achieve a glide descent and landing on the runway, in an area pre-selected by the applicant or nominated by the examiner. <input type="checkbox"/> Adjusts pitch attitude to maintain the correct gliding airspeed. <input type="checkbox"/> Uses drag and configuration changes to ensure the touchdown point is within the selected area. 		<ul style="list-style-type: none"> <input type="checkbox"/> Uses correct RT phraseology to obtain the appropriate clearance and advise ATC of any technical problem. <input type="checkbox"/> Makes due allowance for traffic pattern and other aeroplanes <input type="checkbox"/> Correctly assess effect of wind on glide performance.

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3.3.7 Arrival and Landing Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	<input type="checkbox"/> Applies brakes, to stop in the shortest distance consistent with safety.		
Landing with simulated jammed horizontal stabiliser in any out-of-trim position See All Landings General			
To determine that the applicant exhibits adequate knowledge of the factors which influence control of the aircraft with jammed stabilizer, in any out-of-trim position, including the use of various drag configurations, power settings, pitch attitudes, weights, and bank angles	<input type="checkbox"/> Demonstrates sound judgement and knowledge of the aeroplane manoeuvring capabilities throughout the procedure. <input type="checkbox"/> Maintains safe aeroplane control in a smooth, positive, and timely manner.	<input type="checkbox"/> Demonstrates proper procedures in accordance with approved procedure/ briefing/checklist or the manufacturer's recommended procedures and pertinent briefing/ checklist items.	<input type="checkbox"/> Demonstrates satisfactory situation / problem analysis <input type="checkbox"/> Involves other crew members in problem analysis (MPA) <input type="checkbox"/> Shows correct fault diagnosis <input type="checkbox"/> Confirms fault diagnosis (with other crew members in MPA) <input type="checkbox"/> Reviews causal factors (with other crew members in MPA) <input type="checkbox"/> Identifies alternative courses of action, if appropriate <input type="checkbox"/> Involves other crew members in option analysis (MPA) <input type="checkbox"/> Confirms intended plan of action (with other crew members in MPA) <input type="checkbox"/> Uses correct RT phraseology to obtain the appropriate clearance and advise ATC of any technical problem.
Touch and go			
To determine that the applicant exhibits knowledge of the elements related to a touch	<input type="checkbox"/> Establishes the recommended take-off configuration and applies	<input type="checkbox"/> Complies with the appropriate traffic pattern and noise abatement	<input type="checkbox"/> Makes a timely decision to discontinue the landing.

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3.3.7 Arrival and Landing Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
and go including the importance of a timely decision to continue or to stop on the runway.	<p>take-off power, to transition safely to a normal or short field take-off, as appropriate to the aircraft type and the conditions</p> <ul style="list-style-type: none"> <input type="checkbox"/> Maintains directional control and drift correction. <input type="checkbox"/> Establishes a safe climb in the correct configuration and at the correct speed. 	procedures.	
Go-around from low height			
<p>To determine that the applicant exhibits adequate knowledge and skill in a rejected landing procedure, including the conditions that dictate a rejected landing, the importance of a timely decision, the recommended airspeeds, and also the appropriate re-configuration procedure.</p> <p><i>NOTE: The manoeuvre may be combined with visual, instrument, circling, or missed approach procedures, but instrument conditions need not be simulated below 100 feet</i></p>	<ul style="list-style-type: none"> <input type="checkbox"/> Applies the appropriate power setting for the flight condition and establishes a pitch attitude necessary to obtain the desired performance. <input type="checkbox"/> 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 <input type="checkbox"/> Trims the aeroplane as necessary, and maintains the proper ground track during the rejected landing procedure. 	<ul style="list-style-type: none"> <input type="checkbox"/> Accomplishes the appropriate checklist items in a timely manner in accordance with approved procedures. 	<ul style="list-style-type: none"> <input type="checkbox"/> 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. <input type="checkbox"/> Demonstrates proper consultation with other crew members (MPA) <input type="checkbox"/> Liaises with other crew members for correct operation of the aircraft systems whilst changing power setting, configuration and airspeed (MPA). <input type="checkbox"/> Correctly interprets the ATC clearance received and, when necessary, requests clarification, verification or

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3.3.7 Arrival and Landing Procedures			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
(30 meters) above the runway. This manoeuvre should be initiated in the landing configuration, when approximately 50 feet (15 meters) above the runway and approximately over the runway threshold or as recommended.			change
After Landing and taxiing			
To determine that the applicant exhibits adequate knowledge of safe after landing and taxi procedures as appropriate.	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates proficiency by maintaining correct and positive control. <input type="checkbox"/> Maintains proper spacing on other aeroplane, obstructions, and persons. Maintains the appropriate speed <input type="checkbox"/> Maintains constant vigilance and aeroplane control during the taxi operation. 	<ul style="list-style-type: none"> <input type="checkbox"/> Accomplishes the applicable briefing/checklist items and performs the recommended procedures. <input type="checkbox"/> Complies with instructions issued by ATC (or the examiner simulating ATC). <input type="checkbox"/> Observes runway hold lines, localizer and glide slope critical areas, and other surface control markings and lighting. Completes the appropriate checklist. 	<ul style="list-style-type: none"> <input type="checkbox"/> Demonstrates correct crew co-ordination as required by type of operation (MPA) <input type="checkbox"/> Ensures that correct crew and passenger briefings are completed <input type="checkbox"/> Liaises with other crew members for lookout (MPA) Divides attention properly inside and outside cockpit.
Parking and Securing			
To determine that the applicant exhibits adequate knowledge of parking and securing aeroplane procedures.	<ul style="list-style-type: none"> <input type="checkbox"/> Correctly parks and secures aeroplane. 	<ul style="list-style-type: none"> <input type="checkbox"/> Completes the aeroplane flight records including flight time records and discrepancies. 	

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3.3.8 Night Operations (Applies to all phases of flight)			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
Night Preparation			
To determine that the applicant exhibits knowledge of the elements related to night operations by explaining:	<ul style="list-style-type: none"> <input type="checkbox"/> Lighting systems identifying aerodromes, runways, taxiways and obstructions, and pilot controlled lighting. <input type="checkbox"/> Aeroplane lighting systems. <input type="checkbox"/> Personal equipment essential for night flight. <input type="checkbox"/> Night orientation, navigation, and chart reading techniques. 	<ul style="list-style-type: none"> <input type="checkbox"/> Safety precautions and emergencies peculiar to night flying. 	<ul style="list-style-type: none"> <input type="checkbox"/> Physiological aspects of night flying including the effects of changing light conditions, coping with illusions, and how the pilot's physical condition affects visual acuity.
Night Operation including Night circuit, go-around and landing with landing lights off			
To determine that the applicant exhibits knowledge of the elements related to night flight.	<ul style="list-style-type: none"> <input type="checkbox"/> Inspects the interior and exterior of the aeroplane with emphasis on those items essential for night flight. <input type="checkbox"/> Taxies adhering to good operating practice for night conditions. <input type="checkbox"/> Performs takeoffs and climbs with emphasis on correct visual and instrument references. <input type="checkbox"/> Navigates and maintains orientation. <input type="checkbox"/> Approaches, lands, and 	<ul style="list-style-type: none"> <input type="checkbox"/> Completes all appropriate briefing/checklists. 	

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3.3.8 Night Operations (Applies to all phases of flight)			
OBJECTIVE	TECHNICAL	PROCEDURAL	NONTECHNICAL
	taxies, adhering to good operating practices for night conditions.		

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3.4 MODULE 4 – TEST STANDARDS – HELICOPTER

The tables in this module give a practical guide to the criteria to be considered by the examiner when assessing each item of JAR-FCL aeroplane/helicopter tests and checks

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3.5 MODULE 5 – TEST TOLERANCES (Aeroplane and Helicopter)

The nominated tolerances are extracted from JAR-FCL with some additional figures for standardisation and general guidance of examiners shown in italics.

Tolerance figures are to be used as the basis for assessment on the perfect day in an easily handled aeroplane/helicopter. Since this combination is rare, the examiner shall make allowance for turbulent conditions and the handling qualities and performance of the type of aeroplane/helicopter used.

Applicants may be advised that, during the flight, they should concern themselves only with flying and operating the aeroplane/helicopter to the best of their ability and not attempt to remain within the tolerances to the detriment of smooth handling.

3.5.1 Aeroplane

Quick reference:

Test tolerances - Refer to JAR-FCL 1 for changes to this quick reference table

PROFILE	PPL Skill Test	CPL Skill Test	IR, ATPL and all type or class skill test and proficiency checks
---------	----------------	----------------	------------------------------------------------------------------

Altitude or Height (in feet)

Normal Flight	□ 150	□ 100	□ 100
With simulated engine failure	□ 200	□ 150	□ 100
Limited or partial panel		□ 200	□ 200
Starting go-around at decision alt/ht			+ 50 / - 0 <i>(one engine inoperative + 100 / - 0)</i>
Minimum descent altitude / height			+ 50 / - 0 <i>(one engine inoperative + 100 / - 0)</i>
Circling minima			+ 100 / - 0

Tracking

On radio aids	□ 10°	□ 5°	□ 5°
Precision approach			half scale deflection azimuth and glidepath
DME arcing			1NM

Heading

All engines operating	□ 10°	□ 10°	□ 5°
With simulated engine failure	□ 15°	□ 15°	□ 10°
Limited or Partial panel		15°	15°

Speeds (in knots)

Take-off / Vr	+ 10 / - 0	+ 5 / - 0	+ 5 / - 0
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Climb and approach	□ 15	□ 10	□ 5
Vat / Vref	+ 15 / - 5	+ 5 / - 0	+ 5 / - 0
Cruise	□ 15	□ 10	□ 5
Limited or Partial Panel		□ 10	□ 10
With simulated engine failure	+ 15 / - 5	+ 10 / - 5	+ 10 / - 5
Blue Line speed or Vyse / V ₂	5	□ 5	□ 5
Maximum airspeed error in any other regime	□ 15	□ 10	□ 10

3.5.2 Helicopter

Quick reference:

Test tolerances - Refer to JAR-FCL 2 for changes to this quick reference table

PROFILE	PPL Skill Test	CPL Skill Test	IR, ATPL and all type skill tests and proficiency checks
---------	----------------	----------------	----------------------------------------------------------

Altitude or Height (in feet)

Normal Flight	□ 150	□ 100	□ 100 starting a go-around at DH + 50 MDH/MDA + 50 – 0
With simulated engine failure	□ 200	□ 150	
Hovering IGE	□ 2		

Heading & Tracking

Normal Flight	□ 10□	□ 10□	□ 5□
With simulated engine failure	□ 15□	□ 15□	On precision approach - half scale deflection azimuth and glidepath

Speeds (in knots)

Take-off/approach	-10 / +15	□ 5	All engines operating + 5 / - 0
All other regimes	□ 15	□ 10	With simulated engine failure +10 -5

Ground Drift (in feet)

Take-off, hover IGE	□ 3	□ 3	
Landing	No sideways or backwards movement	No sideways or backwards movement	

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3.6 MODULE 6 – PRIVATE PILOT LICENSE (AEROPLANE AND HELICOPTER) – PPL (A/H)

A guide to the structure of the PPL skill test for the training of the FE for the PPL

The following comments and information are offered to assist the examiner to conduct a thorough flight test. These suggestions will aid in making accurate assessments of the applicant's skill and knowledge. All items of the skill test should be performed utilising the Flight Test Standards of Module 3/4 and Tolerances of Module 5.

3.6.1 Aeroplane

Quick Reference:

JAR reference:	Appendix 1 to JAR-FCL 1.130 & 1.135
Who can test:	FE, provided that they are individually authorised for this role Examiners shall not test applicants to whom they have given flight instruction for that licence, (Progress and Safety Checks do not count as flight instruction). When an attempt is taken as two flights both -parts are to be conducted by the same examiner.
Form used:	National Forms

3.6.2 Foreword

Every item of every section is to be assessed by the FE.

Some items must be assessed through a dedicated exercise, for instance, item 2.h.i (stalling) requires an airwork exercise as a medium. Other items are assessed without setting a particular drill because:

- they can be assessed through the normal situations of the flight. For instance, items 2.c.ii and 2.c.iii (climbing turns and levelling off) have a chance to be observable within the very first minutes of the flight.
- they are assessed through the whole flight, or a portion of it. For instance, items 2.a or 3.h (ATC liaison) or item 3.b maintaining altitude, heading and speed.

3.6.3 Single Engine – Aeroplane/helicopter

3.6.3.1 Aeroplane/helicopter Familiarisation and Preparation for Flight

3.6.3.1.1 Documents and Airworthiness

- a. Ensure that questions asked are relative to the aeroplane/helicopter being used for the flight test.

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3.6.3.1.2 Aeroplane/Helicopter Performance

- a. The applicant may use the Pilot Operating Manual to determine information other than essential performance speeds listed in the flight test standards as memory items.
- b. Record the answers given to questions regarding the best angle of climb speed, best rate of climb speed, stall speed in the landing configuration and manoeuvring speed so that during the flight test the actual speeds flown in the appropriate exercises may be compared. Questions relating to the Pilot Operating Manual should be “operational” questions, particularly if the conditions of temperature wind strength; etc. existing at the time of flight test can be utilised.

3.6.3.1.3 Mass and Balance – Loading

- a. Make this a practical exercise and relate the mass and balance problem to the proposed cross-country flight. The applicant should also be asked to correct an out of CG situation, and questioned to determine understanding of extreme CG locations and the resulting effect on aeroplane/helicopter handling and performance.
- b. Should there be any doubt with regard to the completed mass and balance form presented by an applicant, the level of knowledge should be determined by thorough questioning in this area.

3.6.3.1.4 Pre-Flight Inspection

After the applicant has completed the pre-flight inspection a few questions relating to the flight test aeroplane/helicopter should be asked. For example, the effect of the carburettor intake filters being blocked or its location and, subsequently, determining whether the applicant knows the function of all intakes, screens and filters.

3.6.3.1.5 Engine Starting and Run-up, Use of Briefing/checklists

- a. Check to see if the applicant uses the briefing/checklist provided in the aeroplane/helicopter. If the examiner does not agree with the content of the briefing/checklist, the applicant should not be penalised. This would be an item for the examiner to discuss with the training unit or establishment, and if necessary the Authority.
- b. The check carried out by an applicant should cover at least the items mentioned in the appropriate Pilot Operating Handbook. The applicant should be questioned at this time to determine what action would be taken if the checks revealed a problem, (e.g. excessive magneto-drop, instruments not indicating when mixture or carburettor heat controls, etc. are selected and/or reset).
- c. The applicant is expected to conduct the oral passenger safety briefing at this time.

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3.6.3.1.6 Ancillary Controls

The applicant should be knowledgeable concerning the use of the carburettor heat, mixture control and any other ancillary controls fitted to the aeroplane/helicopter used for the flight test. Leaning procedures should be examined during the flight, or tested orally. Use of the mixture control to smooth out rough running following the application and removal of carburettor heat in flight should be assessed if such conditions exist, or be examined by questioning.

3.6.3.1.7 Taxiing

If the test is conducted under zero or light wind conditions, it is appropriate that, while taxiing, the applicant be asked to demonstrate how the controls should be held under varying wind conditions, for example cross wind, or a wind blowing from a front or rear quarter.

3.6.3.1.8 Steep Turn

For the steep turn, remember that the applicant is being assessed on 4 parameters: altitude, airspeed, and angle of bank and recovery heading. Therefore, your request must be specific in all four areas to avoid confusion.

The reference point for resuming straight flight should be narrow but prominent, and clearly visible. The examiner must take time to ensure that the applicant has in mind the same reference point in order to avoid inaccurate assessment.

3.6.3.1.9 Slow Flight

The aim of this exercise is to determine that the applicant can establish slow flight, control the aeroplane/helicopter and return to normal airspeeds.

The applicant must be able to set the aeroplane in slow flight and change heading with appropriate angle of bank and then resume normal flight, at all times keeping control (bank, speed, altitude, slip). Failure to prevent a stall must be assessed as a fail.

3.6.3.1.10 Stall

The examiner must be aware of the manufacturer's recommendation in this regard for the type of aeroplane to be used on the flight test. The FCL requirement is for a clean stall with a minimum loss of altitude.

3.6.3.1.11 Take-off

- a. It is suggested that the examiner does not request a specific take-off; rather it is recommended a scenario be used so that the applicant is required to decide what procedure to use.
- b. Aircraft configuration and airspeeds utilised should be those specified in the Pilot Operating Handbook.

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3.6.3.1.12 Circuit

If possible, it is recommended that both controlled and uncontrolled aerodromes be used during the test if they are conveniently available in order to check that the appropriate procedures are correctly utilised.

3.6.3.1.13 Approach and Landing

In assessing the ability to land within a pre-determined touchdown zone it is not intended that examiners turn this item into a spot landing exercise, rather the applicant's ability to land within a specified portion of the runway is to be assessed. The overshoot will be assessed in conjunction with this exercise.

3.6.3.1.14 Simulated Precautionary Landing

When requesting this exercise be specific when outlining the reasons requiring a landing; if it is due to simulated weather conditions, then clearly specify the simulated ceiling, visibility, etc., and do not alter them during the procedure.

Remember, the aim of the exercise is to carry out the procedures for safe landing in a suitable area and provided the procedure used is organised and logical and the aircraft configuration is as stipulated in the Pilot Operating Handbook, examiners should not be adversely influenced if the procedure varies slightly from their own procedure. If a suitable aerodrome is available, it is desirable to ask the applicant to carry the approach through to a landing. This will enable the examiner to assess ability to carry out a short or soft field landing with this exercise.

3.6.3.1.15 Simulated Forced Landing

The engine failure will be simulated in accordance with the method recommended by the manufacturer. Engine failure should be simulated from sufficient height to permit the applicant time to clearly demonstrate his knowledge of procedures and skill. The practise should be given without advance warning from the examiner, however, the examiner should ensure that some choice of landing area exists within the field of vision of the applicant and within gliding range of the aircraft. Provided the aim of the exercise is accomplished in an organised manner, the examiner should not be adversely influenced if the procedure used varies slightly from the examiner's own procedure.

The examiner will take care of the engine during the descent so as to ensure safety in the go around. The practice of leaving some power on and achieving a normal descent angle and airspeed by using flap is acceptable. Examiners should determine the applicant's intention with regard to the procedure to be used during this exercise during the pre-flight briefing.

3.6.3.2 Enroute Navigation

3.6.3.2.1 Pre-flight Planning Procedures

This section clarifies the description of what is expected of the applicant, and the Acceptable Performance has been amended and itemised rather than just a short global statement of the criteria.

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The applicant shall:

- a. Select a safe and-efficient route complying with air-regulation.
- b. Obtain and interpret weather information
- c. Determine the appropriate departure procedure
- d. Obtain operational information re en-route and destination aerodromes
- e. Determine the acceptability of the departure and destination runways under existing or forecast conditions

When assigning the route, examiners should try to select a destination that will provide the applicant-with suitable terrain and sufficient en-route checkpoints.

The applicant's completed calculations should be verified for accuracy.

3.6.3.2.2 Departure Procedure

Applicants are not restricted to just one method of departure. They have the option of determining the appropriate departure procedure to use for the given location.

The assessment should be based on ability to adapt to the new circumstances and the manner in which departure procedure is altered.

3.6.3.2.3 Enroute Procedure

With respect to time, if no suitable checkpoints are available, extra time should be allowed to enable the applicant to determine if a track error exists. Proper selection of the assigned route should prevent this situation.

3.6.3.2.4 Diversion to an Alternate

When examiners choose to carry out the diversion after a series of other flight test manoeuvres, the examiner must allow time, and if required, be of some assistance while the applicant arranges the chart and determines their exact location. Following this procedure the examiner will request the diversion.

It will not always be feasible to test the diversion at low level, but when examiners do the test in this manner they must consider the following:

- a. Regulations, built up areas, etc.
- b. Safety considerations, suitability of the area, altitude, obstructions
- c. Annoyance to people or livestock, and
- d. Examiners shall not use this exercise to set the applicant up for a contravention of the regulations.

When tested at low level (reasonable height) the selected destination should not require the applicant to over-fly populated areas en-route. Remember this is not a test of pure navigational skills but is an assessment of ability to proceed to an alternate using mental dead reckoning and natural geographic features such as roads, railway tracks etc., if they are available. Rulers, protractors, and computers shall not be used for this procedure.

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With respect to the estimated time of arrival, and the actual time of arrival at the alternate, no hard numbers have been established as a criterion. Examiners may accept an estimated time of arrival for this exercise which is reasonable, and which would ensure that the diversion could be conducted as planned.

3.6.3.2.5 Instrument Flying and Use of Radio Navigation Aids

The applicant will perform a basic instrument check (180 turn in simulated IMC)

3.6.3.3 Emergency Procedures

- a. If the flight test aeroplane is one with which the examiner is not thoroughly familiar the Pilot Operating Handbook should be studied before asking the applicant to demonstrate the ability to deal with various simulated emergencies.
- b. It is not intended that all possible emergency procedures be assessed with each and every applicant. The examiners should request two emergency procedures in the testing of this exercise, one while airborne and the other with the aeroplane on the ground. Examiners should use a random sampling system, varying the emergency procedures requested to prevent the examiners flight test from becoming known to the applicants, and to ensure all systems and emergency procedures have been covered in training.
- c. One method found very effective by many examiners, and one, which you may wish to use when assessing the emergency on the ground, is to assess this exercise either prior to engine start-up or upon returning to the apron, when the engine is shut down. With controls in the normal shutdown position, the examiner places the throttle, mixture, related switches, and the various ancillary controls etc., in the position they would normally be for an engine running at cruise power. The examiner will then describe to the applicant an emergency situation such as an engine fire. The examiner may then make an assessment based on how the applicant actually positions the appropriate controls, switches or valves associated with the drill rather than assessing only a verbal statement of how things should be done. Utilising this method should preclude an applicant from receiving a favourable assessment based on the ability to recite an emergency drill when they in fact have no understanding or appreciation of the action the drill requires.
- d. Examiners should not compound the requested emergencies, nor request so many that it becomes an exercise in endurance until such time as the applicant gets a procedure wrong.

3.6.3.4 Radio Communications

- a. The demonstration of correct radio procedures throughout the whole flight requires the examiner to make the assessment of this exercise only when the flight has been completed.
- b. Assessment is to be based upon the applicant's ability to use proper radio procedures, respond to and act upon ATC clearances and instructions and obtain weather information and update other flight related data. Where necessary, this exercise can be simulated by the examiner if the flight test is not conducted near an

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ATC facility. If required the examiner can assess much of this exercise on the ground. The use of a practical scenario is an excellent method to let the applicant make the decision as to which radio communication services to employ.

3.6.4 Multi-Engine – Aeroplane (Reserved)

3.6.5 Helicopter

Quick reference:

PPL(H) SKILL TEST	
JAR reference:	Appendix 1 to JAR-FCL 2.130 & 2.135
Who can test:	PPL (H) - FE (H) Examiners shall not test applicants to whom they have given flight instruction for that licence, (Progress and Safety Checks do not count as flight instruction). When an attempt is taken as two flights both the en-route procedure and General handling are to be conducted by the same examiner The same FE (H) may be used for any second attempt but the student can opt for a change of FE (H). For further attempts the Authority shall be consulted
Form used:	National Form
Test format:	Skill Test as described in Appendix 2 to JAR-FCL 2.135. The test may be completed in two parts, however Section 1 shall be included on each flight and the items of Section 5 may be tested on either flight.

Notes:	<p>Training If the test is to be conducted on a Multi-Engine helicopter then applicants must have 70 hrs PIC helicopters and have completed the JAR-FCL 2 specified type rating requirements. The applicants must also have passed a written test set by the TRTO and approved by the Authority, on the helicopter type (75% pass mark).</p> <p>Training Validity (JAR-FCL 2): Skill test must be started within 6 months of completing flight instruction and subsequent tests must be completed within 6 months of the first attempt.</p>
Revalidation:	Type rating valid for 1 year. Proficiency Check for revalidation may be completed within 3 months of due date with validity from due date.

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3.7 MODULE 7 – COMMERCIAL PILOT LICENCE (Aeroplane AND HELICOPTER) – CPL (A/H)

A guide for the examiner on the skill test for the CPL(A) and CPL(H)

All items of the skill test should be performed utilising the Flight Test Standards of Module 3/4 and Tolerances of Module 5.

3.7.1 Aeroplane

Quick Reference:

JAR reference:	Appendix 1 to JAR-FCL 1.160 & 165.
Who can test:	FE provided that they are individually authorised for this role Examiners shall not test applicants to whom they have given flight instruction for that licence, (Progress and Safety Checks do not count as flight instruction). When an attempt is taken as two flights both parts are to be conducted by the same examiner.
Form used:	National Forms

3.7.2 Expanded Guidance

Applicants will be assessed on all aspects of the aeroplane operation. Sound basic handling skills are essential as well as airmanship, navigation, instrument flying, correct R/T phraseology, cockpit and overall flight management. The Examiner may elect to evaluate certain aspects by oral questioning. The CPL Skill Test is divided into six main sections.

- Section 1 Pre-flight operations and departure
- Section 2 General Airwork
- Section 3 En-route procedures
- Section 4 Approach and landing procedures.
- Section 5 Abnormal and emergency procedures
- Section 6 Simulated asymmetric flight and relevant class/type items

All sections of the test are to be completed in the course of one flight. The sequence of sections may vary depending on circumstances and the Examiner’s briefing will include the expected profile. Examiners are responsible for ensuring an efficient test but applicants must remain adaptable, particularly if weather conditions, ATC 'slot' times etc., subsequently dictate a different scenario during the flight.

Appendix 1 to JAR-FCL 1.170 requires that the duration of the flight is to be at least 90 minutes. Section 3 normally takes about 1 hour and 15 minutes, and Sections 2 and 4 combined about 1 hour. Section 5 may be combined, at the discretion of the Examiner, with Sections 1 through 4, and Section 6, where applicable, may be combined with Section 1 through 5. The whole test could, therefore, take up to 2 hours and 30 minutes.

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The CPL Skill Test is very demanding. It is appreciated that even the most 'professional' or 'talented' pilots can make mistakes. This does not necessarily mean that a failure should result.

The following notes reflect the style and sequence of the briefing that the applicant may expect to hear. However, the examiner may make variations in the delivery of the briefing and may have to modify the sequence in which items are briefed and flown.

From pre-flight to post-flight the applicant will be assessed on his general flight management and flying skills.

3.7.3 Section 1

The applicant will be expected to carry out a safe and practical inspection of the aeroplane prior to flight, and must be aware of the servicing operations that he is entitled to carry out on the aeroplane. The applicant will be expected to proceed with the checks at a practical pace and with reference to the checklist. Where visual checks are made these should be described to the Examiner only if requested. Pre-flight checks of the radio and navigation equipment should include all the equipment which the applicant proposes to use during the flight. The Examiner must be briefed, as a passenger, on the position and method of the use of emergency exits, safety belts, safety harnesses, oxygen equipment, life jackets, and all other devices intended for use by passengers in the case of emergency. The applicant must instruct the Examiner on the actions he should take in the event of an emergency. Passenger briefing cards are acceptable but the examiner may ask questions.

The applicant must be prepared to deal with actual or simulated Abnormal or Emergency Operations at any stage. The Examiner may simulate, for example, an engine fire during start up.

The applicant is expected to take account of all factors that may affect a safe take-off and departure

The departure should comply with any instructions given by ATC.

3.7.4 Section 3

Section 3 is usually flown after Departure to ensure an efficient flow to the flight. During this section of the flight the aeroplane is assumed to be on a passenger carrying operation under Visual Flight Rules. When the aeroplane has achieved cruising altitude and is on heading for the turning point, the applicant should confirm to the Examiner the heading, altitude, and ETA, thereafter advising any changes, (for example, "2 minutes late at my halfway point - the revised ETA is now. . ." etc).

Corrections to heading or ETA shall be calculated rather than based on track crawling, impulse or inspiration. The applicant is expected to navigate by visual positioning in a practical way, not to feature crawl. Numerous heading or altitude changes that are the result of poor flying may constitute a fail in this section. The applicant is expected to make changes to his heading and ETA in order to correct deviations from his plan.

Radio navigation aids may not be used during one leg of the en-route section. In order to assess applicants ability to navigate by visual reference;

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At some stage the applicant will be instructed to carry out a diversion from his planned track to an alternative location. This is not an emergency procedure. A prominent location will be pin-pointed on the applicant's chart. The applicant may be asked to commence the diversion at or before a planned turning point. The applicant should nominate his heading, altitude and ETA for the diversion.

At some stage the Examiner will simulate poor weather by simulating IMC. The applicant should take appropriate action to establish safe flight.

During the time under simulated IMC the applicant should continue to navigate and establish the aeroplane's geographical position by using radio navigation techniques. The information may only be obtained by VDF, VOR, DME, or ADF, GPS should not be used as a *primary* navigation aid. When the examiner decides to return to VMC the applicant will be expected to fix his position visually and continue to navigate to the diversion point using visual and radio aids fixing as required. GPS (raw data latitude and longitude only) and RNAV may be used as aids to visual navigation, but use of moving map displays is not acceptable.

Demonstration of radio aid tracking will be required at some stage; the Examiner will decide when to ask for this exercise to ensure efficient use of time and airspace this exercises may be combined with another section. He will nominate the NDB or VOR to be used and the track to be intercepted.

Throughout this section the applicant will be expected to demonstrate a satisfactory standard of flight

3.7.5 Section 2

Throughout this section the Examiner will be responsible for navigation and ATC liaison, but the applicant will be responsible for look out and collision avoidance (except when IMC is simulated). The following items will be assessed in the visual and instrument sub-sections of Section 2.

3.7.5.1 Visual Airwork

Control of the aeroplane by external visual reference including:

- a. Straight and level flight at various airspeeds and configurations. Climbing and descending at various speeds and rates which may include best angle (V_x) and best rate (V_y).
- b. Flight at critically low airspeeds and slow flight manoeuvres.
- c. Turns, including turns in landing configuration; level steep turns at not less than 45° bank; steep turns in a gliding configuration.
- d. Flight at critically high airspeeds (approaching VNE) and recognition of, and recovery from, spiral dives. These manoeuvres are often combined; the Examiner may put the aeroplane into a steep dive or a spiral dive with speed increasing rapidly and hand control to the applicant to initiate appropriate recovery action either to straight and level flight or into a climb.
- e. Recognition and recovery from stalls:

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- Normally the first stall will be a clean, fully developed stall entering from straight and level flight, with the throttle(s) closed.
- The second stall will be from an approach configuration, (flap setting and gear) and appropriate power. The stall should be initiated from a turn (level or descending with about 20° AOB) and the applicant should recover at the first symptom of the approaching stall.
- The third stall will be in a landing configuration and appropriate set power. The stall should be initiated from straight flight as if established on final approach to land (i.e. not climbing); the applicant must recover at the first symptom of the approaching stall.
- All recoveries shall be made with the minimum loss of height and returning to a clean climb, wings level.

3.7.5.2 Instrument Airwork

Control of the aeroplane by sole reference to instruments including:

3.7.5.3 Full Panel:

Level flight in the cruise configuration. Level turns at rate one or bank angles up to 30°. Climbing and descending turns at given rates and speeds.

3.7.5.4 Limited Panel:

- Flight reference by turn and slip/turn coordinator indicator, standby compass and performance instruments only
- Straight and level flight at given speeds.
- Level turns onto given headings at rate one using timed or compass turns.
- Climb and Descend at cruise speed in straight flight.
- Recovery from unusual attitudes. (Recovery should be made to trimmed straight and level flight with minimum loss of height).

3.7.6 Section 4

This section may be flown at the base aerodrome or at an alternate aerodrome nominated by the examiner before flight. Applicants will be expected to carry out a safe and expeditious join to the circuit. This involves entry to the most convenient point in the circuit with the aeroplane in the appropriate configuration and at the correct speed. Applicants will be expected to carry out a number of approaches and landings (usually 'touch and go' landings) involving the following:

- a. Normal landing.
- b. Cross wind landing (when practical).
- c. Go around from a low height/altitude.
- d. Short field or Performance landing. This may be combined with a simulated bad visibility/low level circuit. In order to assess this exercise the Examiner may limit the amount of runway available.
- e. Approach and landing without the use of power (glide approach). The examiner may limit the amount of runway available.
- f. Approach and landing without the use of flaps (flapless).

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- g. Post flight action. The applicant will be responsible for taxiing and parking, after landing and shut down checks, and the completion of aeroplane documentation.

Throughout this section the applicant is also responsible for ATC liaison, altimetry and lookout

3.7.7 Section 5

The items of this section may be combined with Sections 1 through 4. The Examiner will simulate an abnormal or emergency situation; the applicant is expected to carry out the appropriate emergency actions. If drills involve the operation of fuel cocks, fuel shut off valves, mixture controls and any critical engine control, operations should be simulated by "touch actions" only. Emergency radio calls should be made aloud but not transmitted. Applicants should not assume that any simulated emergency is complete until told by the Examiner.

3.7.8 Section 6

Applicants attempting the Skill Test in a multi engine aeroplane (not centre-line thrust) will be expected to fly the exercises in Section 6. At a safe height after take-off the Examiner will simulate an engine failure by closing one of the throttles. The applicant will be expected to retain control of the aeroplane, identify the 'failed' engine and carry out the appropriate engine shut down and propeller feathering procedures; using touch drills. On completion of these drills, because the applicants actions would have resulted in the engine security and propeller pitch being set as required, the Examiner or the safety pilot will be responsible for setting zero thrust and the management of the (simulated) failed engine.

The applicant will be expected to carry out a circuit to go-around under asymmetric power and an asymmetric approach to land. This section may, at the discretion of the Examiner, be combined with Sections 4 and 5 of the flight.

Applicants who are required to fly Section 6 will not be expected to fly the steep gliding turns in Section 2, the glide approach in Section 4 or the practice forced landing and engine failure at section 5.

3.7.8.1 Flight Simulator or Flight & Navigation Procedure Trainer

The following items may be performed in an (FNPT II):

- a. Airwork (Section 2) - items c and e (iv)
- b. Abnormal and Emergency Procedures (Section 5) - all items
- c. Simulated Asymmetric Flying (Section 6) - all items

The simulator or FNPT II must be approved for the purpose and of the same aeroplane type/class as used for the remainder of the skill test.

3.7.9 General Note

In situations when the Examiner does not occupy a pilot seat he is responsible for briefing the safety pilot (Pilot in Command) on his duties throughout the test

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3.7.10 Helicopter

Quick reference:

CPL(H) SKILL TEST	
JAR reference:	JAR-FCL 2 - Subpart D and Appendix 1 to JAR-FCL 2.170
Who can test:	CPL(H) - AE(H)
Form used:	National Form
Test format:	Skill Test as shown in Appendix 2 to JAR-FCL 2.170. The test may be completed in two parts, however Section 1 shall be included on each flight and items from Section 5 may be completed in either flight. Section 4 should normally be completed with Section 3 following the diversion.
Form guidance:	Failure of a second attempt requires the Form to be sent to the Authority who may prescribe mandatory training. Following failure of a second attempt the Authority may nominate another examiner for subsequent attempts. Countersign applicant's logbook if requested.
Notes:	The Skill Test will add the helicopter Type to the licence when issued.
Validity:	Valid for 6 months. Applicants must complete all other requirements for licence issue. After licence issue type rating validity period is as for PPL(H)

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3.8 MODULE 8 – INSTRUMENT RATING - IR (AEROPLANE AND HELICOPTER)

A guide to the structure of the IR skill test for the IRE and proficiency checks for the IRE and CRE

All items of the skill test should be performed utilising the Flight Test Standards of Module 3/4 and Tolerances of Module 5.

3.8.1 Aeroplane

Quick Reference:

Table 4 A	IR SKILL TEST
JAR reference:	JAR-FCL 1.210
Who can test:	IRE (an IRE or suitably authorised CRE may conduct the IR revalidation or renewal proficiency check)
Form used:	National Forms
Test format:	

3.8.2 General

The skill test and proficiency check will be performed according JAR-FCL 1.210 and Appendix 1 to 1.210.

The skill test form is divided into six sections:

- Section 1 Pre flight operations and departure
- Section 2 General handling
- Section 3 En-route procedures
- Section 4 Precision approach procedures
- Section 5 Non- precision approach procedures
- Section 6 Simulated asymmetric flight (if applicable)

3.8.3 Test Conduct

Appendix 1 to JAR-FCL 1.210/2.210 paragraph 5

The duration of the flight shall be at least one hour

The duration of the total test/check might be at least 2 hours. All sections of the test/check are to be completed in the course of the flight. The sequence of the sections may vary, depending of the circumstances and the briefing of the examiner.

3.8.4 Weather Minima

The weather minima for conducting the practical flight test/check for an IR(A) will be determined by the NAA.

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3.8.5 The Aeroplane

The aeroplane for the IR –Skill tests/Proficiency checks shall be suitably equipped to simulate instrument meteorological conditions and suitably equipped for instrument flight training. (JAR-FCL Appendix 1a of 1.055).

3.8.6 The composition of the flight crew and role of the examiner/safety pilot

Appendix 1 to JAR-FCL 1.210/2.210 paragraph 9

An applicant shall fly the aeroplane/helicopter from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. The FE shall take no part in the operation of the aeroplane/helicopter, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. This restriction may be removed by the applicant carrying out another initial instrument rating skill test acting as if there was no other crew member on a single-pilot aeroplane/helicopter. Responsibility for the flight shall be allocated in accordance with national regulations.

The minimum flight crew necessary for the conduct of skill tests conducted as single pilot operations must comprise of the applicant, the examiner and, if applicable, a Safety Pilot. The applicant shall fly the aeroplane and will be acting as the Pilot in Command. If a safety pilot is required he/she will be an instructor who is qualified to act as Pilot in Command on the aeroplane type or class being used for the test and will be responsible as the Pilot in Command for the safety and general operation of the aeroplane.

3.8.7 The Briefings

The Pre flight briefing should be according to Module 2 of this FEM.

If the examiner will not occupy a pilot seat during the test/check he must ensure that the Safety Pilot is briefed on the required methods of:

- a. simulation of instrument conditions
- b. simulation of an engine failure
- c. removal of radio aid information when required
- d. actions to take in case of an actual emergency
- e. use of the radio if required to perform the test
- f. any other item to be determined by the examiner

The de-briefing and the assessment of the test will be according to Module 2 of this FEM.

3.8.8 The Skill test

The flight test items of the Skill Test/Proficiency check has to be performed according to the Flight Test Standards in Module 3.

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3.8.9 Test Tolerances

The Test Tolerances of Module 5 are used throughout the whole flight test. However, as the circumstances of each test/check conducted by an examiner may vary, it is also important that an examiner's test/check assessment takes into account any adverse condition(s) encountered during the test/check.

3.8.10 Helicopter

Quick reference:

IR(H) SKILL TEST	
JAR reference:	JAR-FCL 2 Subpart E - Appendix 1 to JAR-FCL 2.210
Who can test:	IRE(H)
Test format:	As shown in Appendix 2 to JAR-FCL 2.210
Notes:	Where RNAV is available this may be used as briefed by the IRE(H).

IR(H) REVALIDATION	
JAR reference:	JAR-FCL 2 Subpart F - Appendix 3 to JAR-FCL 2.240
Revalidation:	12 months validity The revalidation may be flown within 3 months of the due date, the new validity being 12 months from that due date.
Who can test:	TRE(H) with IR(H) privileges
Test format:	As shown in Appendix 3 to JAR-FCL 2.240 JAR-FCL 2 recommends that the IR(H) be flown as an integral part of the pilot's annual SPH Type rating revalidation. The examiner may repeat items in flight. If the final result is a failure the failed item or items are, following any recommended mandatory retraining, to be rechecked on a subsequent flight. However, the examiner may fail the whole of the IR(H) revalidation if he considers it unacceptable, in which case the whole of the IR(H) section is to be repeated, again after mandatory retraining is completed

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3.9 MODULE 9 – TYPE AND CLASS RATINGS (AEROPLANE AND HELICOPTER)

A guide to the structure of the skill test for rating issue and the revalidation proficiency check for the TRE and CRE

All items of the proficiency check test should be performed utilising the Flight Test Standards of Module 3/4 and Tolerances of Module 5.

3.9.1 Aeroplane

Quick Reference:

JAR reference:	SPA: Appendix 3 to JAR-FCL 1.240 MPA: Appendix 2 to JAR-FCL 1.240 & 1.295
Who can test:	SPA: CRE, FE(PPL), FE(CPL), FIE MPA: TRE
Form used:	National Form

3.9.2 SPA

Appendix 3 to JAR–FCL 1.240

Contents of the class/type rating/training/skill test and proficiency check on single-engine and multi-engine single- pilot aeroplanes

(See JAR–FCL 1.240 through 1.262 and 1.295)

- 6 When a proficiency check on a single-pilot aeroplane is performed in a multi-pilot operation in accordance with JAR-OPS, the type/class rating will be restricted to multi-pilot.
- 7 A flight simulator or FNPT II shall be used for practical training for type or multi-engine class ratings if the simulator or FNPT II forms part of an approved type or class rating course. The following considerations will apply to the approval of the course:
 - (a) the qualification of the flight simulator or FNPT II as set out in JAR–STD;
 - (b) the qualifications of the instructors and examiner;
 - (c) the amount of flight simulator or FNPT II training provided on the course; and
 - (d) the qualifications and previous experience of the pilot under training.

3.9.3 Expanded guidance

Profiles are to be planned to make efficient use of time and airspace. The test and check profiles are not dissimilar to those used for initial skill tests (PPL, CPL and IR). However, the examiner should avoid wasting flight time beyond that required for the applicant to display the required skills and should generally expect to be able to apply a practical approach to the test. The requirement of skills tests is for the applicant to demonstrate his knowledge and handling of procedures in a new environment. Proficiency checks should display the practical experience of the applicant with his performance of the required items assessed against safe standards of aeroplane handling and flight management.

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Test standards for each item of test/check are shown at Module 3. The accuracy tolerances are shown at Module 5.

AMC FCL 1.425 paragraph 8

An examiner should plan a test/check flight so that the flight time in an aeroplane or ground time in an approved STD is not less than 60 minutes.

For SPA, the single route sector in 1.245(b)(2), if applicable, shall be completed as part of the proficiency check, in accordance to Appendix 3 to 1.240, item 4. For SE SPA, at least section 3A or 3B in the skill test/proficiency check shall always be completed.

For MPA, the single route sector may be included in the proficiency check, or completed separately prior to the proficiency check within the validity period.

3.9.4 Synthetic Training Devices (STDs)

Items which may be trained and tested in an STD are identified in JAR-FCL requirements.

STDs used are to have been approved for the purpose by the Authority. The device can be identified by the examiner through its certificate, a unique authorisation number and validity.

3.9.5 MPA

MPA skill test and proficiency check the profiles may be conducted using the guidance in Module 10

3.9.6 Helicopters

Quick Reference:

MPH.IR(H) – Initial issue skill test conducted on MP(H)	
JAR reference:	JAR-FCL 2 Subpart F Appendix 2 to JAR-FCL 2.240 & 2.295
Who can test:	TRE(H).
Form used:	National Forms
Test format:	<p>The test is conducted in a similar manner to the IR(H) skill test conducted as SPH. The following considerations are required (also see under Notes);</p> <ul style="list-style-type: none"> <input type="checkbox"/> The pre-flight briefing is to be attended by all flight crew members <input type="checkbox"/> Briefing must specify that the Safety Pilot will not exercise judgement decisions or pre-empt P1 requirements. The P1 is to call for all checks and equipment set-up. <p>The following items are to be decided pre-flight:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The method for simulating engine failure. <input type="checkbox"/> The method of screening and limited panel practice. <input type="checkbox"/> Items which for safety reasons cannot be conducted in flight which may be <ul style="list-style-type: none"> <input type="checkbox"/> checked by the examiner by oral questioning <input type="checkbox"/> Any minima that the P1 is subject to by the aeroplane operator.
Notes:	Unless the Examiner is rated on the type he shall not take the co-pilot

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	seat unless specifically authorised by the Authority. The Safety Pilot is to be qualified as a TRI(H) or equivalent and is to act as both lookout and safety pilot.
Revalidation:	IR(H) is valid only for helicopter type on which the skill test is completed. MPH type rating and MPH IR(H) is not valid for SPH role on type and vice-versa. If the rating lapses by more than 5 years it shall be renewed by MPH IR(H) renewal by an examiner of the authority and by skill test If the rating lapses by more than 7 years the entire IR(H) Skill Test and the IR Theoretical Knowledge exams shall be completed again.

SPH TYPE RATING LICENCE SKILL TEST	
JAR reference:	JAR-FCL 2 Subpart F Appendix 3 to JAR-FCL 2.240
Form used:	National Forms
Who can test:	AE(H) - SEH/MEH, FE(H) - PPL SEH, TRE(H) - SEH/MEH

Notes:	<p>Training If the test is to be conducted on a Multi-Engine helicopter then applicants must have 70 hrs PIC helicopters and have completed the JAR-FCL 2 specified type rating requirements. The applicants must also have passed a written test set by the TRTO and approved by the Authority, on the helicopter type (75% pass mark).</p> <p>Testing Applicants not wishing to revalidate an IR(H) shall omit this Section.</p>
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SPH TYPE RATING PROFICIENCY CHECK	
JAR reference:	Appendix 3 to JAR-FCL 2.240
Period:	12 months for all types (as defined in JAR-FCL 2.220) Proficiency Checks can be flown up to 3 months before the expiry date with no loss to the original expiry date provided at least 2 flight hours have been completed on the type in the 12 month preceding expiry. If the expiry date is passed by less than 5 years the applicant may Renew the rating as above. If the expiry date has exceeded 5 years the National Authority may direct refresher training prior to a Renewal test flight
Who can test:	AE(H) - SEH/MEH, FE(H) - PPL SEH, TRE(H) - SEH/MEH
Form used:	National Form
Test format:	To revalidate by experience for SEH Piston group as shown in Appendix 1 to JAR-FCL 2.245(b)(3): SEH Piston types as listed in Appendix 1 to JAR-FCL 2.245(b)(3) may be revalidated by experience of 2 hours on each type in the 12 months preceding expiry provided a proficiency check is completed with an Examiner on one of the SEH Piston types on the list. The licence entry for the type ratings revalidated by experience shall show the same

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	validity expiry date as that on which the proficiency check was completed.
Notes:	Applicants with a valid IR(H) on the type shall revalidate their IR(H) as part of the check. However if the IR(H) has to be assessed separately due to weather it may be flown on a separate flight within the revalidation/renewal period and both flights should be signed off at the same time.

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3.10 MODULE 10 – AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE) – ATPL (A)

A guide to the structure of the ATPL skill test for the TRE.

All items of the skill test should be performed utilising the Flight Test Standards of Module 3/4 and Tolerances of Module 5.

3.10.1 Aeroplane

Quick Reference:

JAR reference:	Appendix 1 to JAR-FCL 1.240 & 1.295
Who can test:	TRE
Form used:	National Forms
Test Format :	See below

3.10.2 Expanded guidance

Appendix 1 to JAR-FCL 1.240 & 1.295

Skill test and proficiency check for aeroplane type/class ratings and ATPL

Test Format

- 1 The applicant shall have completed the required instruction in accordance with the syllabus. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, shall be determined by the Authority.
- 2 Items to be covered in skill tests are given in the applicable appendix 2 and 3 to JAR-FCL 1.240. With the approval of the Authority, several different skill test scenarios may be developed simulated line operations. The examiner will select one of these scenarios. Flight simulators, if available and other training devices as approved shall be used.
- 3 (a) For SPA: (Not included in this Module of the FEM)
(b) For MPA: The applicant shall pass all sections of the skill test/proficiency check. Failure of more than five items will require the applicant to take the entire test/check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again.
(c) In case the applicant fails only or does not take Section 6, the type rating will be issued without Cat II or III privileges.
(d) Section 6 is not part of the ATPL skill test.
- 4 Further training may be required after a failed test. Failure to achieve a valid pass in all items in two attempts shall require further training as determined by the examiner. There is no limit to the number of skill tests that may be attempted.

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Conduct of the test/check - General

- 5 The Authority will provide the examiner with safety criteria to be observed in the conduct of the test.
- 6 Should an applicant choose not to continue with a test for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.
- 7 At the discretion of the examiner any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's competency requires a complete re-test.
- 8 Checks and procedures shall be carried out/completed in accordance with the authorised checklist for the aeroplane used in the test and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations handbook, or flight handbook, for the aeroplane used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant for the ATPL(A).
- 9 The test for a multi-pilot aeroplane shall be performed in a multi-crew environment. Another applicant, or another pilot, may function as second pilot. If an aeroplane, rather than a simulator, is used for the test/check, the second pilot shall be a TRI.
- 10 An applicant for the initial issue of an ATPL(A) shall be required to operate as 'pilot flying' (PF) during all sections of the test (in accordance with Appendix 2 to 1.240 & 1.295). The applicant shall also demonstrate the ability to act as 'pilot not flying' (PNF). The applicant may choose either the left hand or the right hand seat for the test.
- 11 The following matters shall be specifically checked when testing applicants for the ATPL(A) extending to the duties of a pilot-in-command, irrespective of whether the applicant acts as PF or PNF:
 - (a) management of crew co-operation;
 - (b) maintaining a general survey of the aeroplane operation by appropriate supervision;
and,
 - (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
- 12 The test should be accomplished under IFR and as far as possible in a simulated commercial air transport environment. An essential element is the ability to plan and conduct the flight from routine briefing material.

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Flight Test Tolerances

- 1 The applicant shall demonstrate the ability to:
 - (a) operate the aeroplane within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - (f) understand and apply crew co-ordination and incapacitation procedures, if applicable; and,
 - (g) communicate effectively with the other crew members, if applicable.

3.10.3 Test Tolerances: refer to Module 5

Content of the skill test

The skill test contents and sections are set out in Appendix 2 to JAR-FCL 1.240 & 1.295. The format and application form to the skill test may be determined by the National Authority, see IEM FCL 1.240 (b)(1).

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3.11 Module 11 – EXAMINATION OF INSTRUCTORS (AEROPLANE AND HELICOPTER)

A guide to the structure of flight instructor initial skill tests and revalidation proficiency checks for the FIE

All items of the skill test should be performed utilising the Flight Test Standards of Module 3/4 and Tolerances of Module 5.

3.11.1 General

The skill test and proficiency check are to be performed according to JAR-FCL 1.345/2.345 and 1.355/2.355(a) (3) set out in the Appendices 1 and 2 to JAR FCL 1.330/2.330 and 1.345/2.345. The test comprises oral theoretical examinations on the ground, pre-flight and post flight briefings and in-flight FI(A) demonstrations.

The skill test form is divided into 7 sections:

- Section 1 Theoretical knowledge oral
- Section 2 Pre-flight briefing
- Section 3 Flight
- Section 4 Other exercises
- Section 5 Multi-engine exercises
- Section 6 Instrument exercises
- Section 7 Postflight de-briefing

Note that:

- Section 1 is subdivided into two parts:
 - a. A short lecture < 45 minutes, the subject selected from items 1-8 of Section 1, the applicant being advised of the subject the previous day.
 - b. An oral exam for knowledge of items 1-9 of Section 1 and the 'teaching and learning' content given in the FI(A) courses.
- Section 4 is intentionally left blank on forms and is used for additional flight instructor demonstrations, as decided by the examiner and acknowledged by the applicant before the skill test.
- Section 5 will be used for a FI(A) rating for ME(SPA) or CRI (ME) (A).
- Section 6 will be used for a FI(A) for instrument rating or IRI(A).

All sections should be completed within a period of 6 months, however, if possible the test/check should be completed in 1 day.

Failure in any exercise within Sections 2, 3, 4, 5, and 6 requires a re-test covering all exercises. Section 1, if failed, may be retaken separately.

The weather minima for the FI/CRI/IRI skill test and proficiency check will be determined by the NAA.

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The aeroplane shall be suitably equipped to perform all the exercises and manoeuvres required in the test/check.

The examiner shall normally be the pilot-in-command, except in circumstances agreed by the examiner.

The accommodation for the theoretical part of the test shall be a suitable location for giving a test lecture to students.

The following books and documents should be available for the briefings and the flight:

- AIP
- AIC's
- JAR-FCL 1 or 2 as applicable
- Navigation material, charts, computer
- Flight handbooks
- Instructor guides
- PPL training syllabus
- Pilot licences

Appropriate literature/training aids representative of the test aeroplane should be used for the lecture and briefings.

3.11.2 Theoretical Knowledge

The aim of the oral examination is to determine the applicant's knowledge of the following subjects:

- a. Air Law
- b. Aeroplane/helicopter General Knowledge
- c. Flight Performance and Planning
- d. Human Performance and Limitations
- e. Meteorology
- f. Navigation
- g. Operational Procedures
- h. Principles of Flight
- i. Administration

The oral examination will normally take 1 hour but is dependant on the both the type of test and the applicant's performance.

- Questions should be of a practical nature related to the subjects.
- Questions may be answered using whatever training aids or equipment is available.
- Questions may be answered by referring to the books, documents and diagrams.

If the test is used for the issue or revalidation of an IRI, the questions should also focus on instrument flying techniques, IR regulations and procedures.

If the test is used for the issue or revalidation of a FI(ME) or CRI(ME) specific questions relating to asymmetric flight are to be asked.

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3.11.3 The Lecture

The applicant is required to give a lecture under test conditions to his student 'audience', one of whom will be the examiner.

- The subject of the lecture will be determined by the examiner and preferably chosen from the exercises from AMC- FCL 1.340/2.340 for FI, AMC-FCL 1.380/2.380 for CRI and AMC-FCL 1.395/2.395 for IRI or the training syllabus for PPL.
- The applicant will be given at least 24 hours notice of the lecture topic and time to prepare himself for its delivery on the day.
- The lecture should not exceed 45 minutes.
- The examiner, acting as a student, should clearly explain which level he must be considered as a student.
- Applicants must expect to use whatever training aids and equipment are available.
- An aeroplane/helicopter model, representing the test aeroplane/helicopter, is essential.

The four basic components of the lecture will be:

1. The Aim
2. Principles of Flight (briefest reference only)
3. The Air Exercises (what and how and by whom)
4. Airmanship (weather, flight safety etc.)

The lecture should contain:

- a good time frame
- a structural "build up"
- no untrue statements
- a theoretical explanation of the practical lesson
- explanation of airmanship
- mention of common failures of students during exercises
- explanation of the corrections on the failures
- all practical flight details
- check questions for the audience
- time for the audience to ask questions

During the lecture the applicant will be assessed by the examiner on the following items:

- Visual presentation
- Technical accuracy
- Clarity of explanation
- Clarity of speech
- Instructional techniques
- Use of models and aids
- Student participation

3.11.4 The Pre-flight Briefing

An exercise will be chosen by the examiner from the flight syllabus of the FI training course (see AMC-FCL 1.340/2.340, 1.380/2.380 and 1.395/2.395)

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The four basic components of the exercise briefing will be:

- e. The Aim
- f. Principles of Flight (briefest reference only)
- g. The Air Exercises (what and how and by whom)
- h. Airmanship (weather, flight safety etc)

The pre flight briefing should be a short practical briefing of about 15 to 20 minutes.

The examiner should explain that throughout the flight he, or another FI, will act as the student. The level of experience of this student are to be clearly identified.

The assessment of the pre flight briefing will be in accordance with the assessment items of paragraph 11.3, above.

3.11.5 The Flight

The flight test following the pre flight briefing should last at least 60 minutes.

The chosen exercise briefed during the pre flight briefing should be the main exercise of the flight.

Before the flight the examiner should clearly identify:

- which exercises the applicant is to fly without instructional 'patter',
- which exercises are to be taught to the student, and
- which exercises may be demonstrated to the student but with accompanying 'patter'.

During the skill test the applicant shall occupy the seat normally occupied by the FI. The examiner, acting as a student, must act according to the instructions given by the applicant. The examiner should not deliberately set traps, but act as a normal student and introduce common student errors for the applicant to identify and correct. It is also important that the examiner is consistent in his response, so that mistakes mastered by the applicant, no longer occur.

The applicant should:

- exhibit instructional knowledge of common errors of students in performing exercise.
- demonstrate and simultaneously explain the flight exercises.
- analyse and correct simulated common errors.

The applicant will be expected to demonstrate personal standards of flying ability and airmanship to the level of a professional pilot.

Assessment of the flight will contain:

- Arrangement of Demo
- Synchronisation of Speech with Demo
- Correction of Faults
- Aeroplane Handling
- Instructional Technique
- General Airmanship / Safety
- Positioning, use of Airspace

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3.11.6 Post Flight Briefing

Assessment of the post flight briefing will be according the items of paragraph 11.3, above.

3.11.7 Flight Test Standards

The applicant's knowledge of check items flown during the flight test are to be assessed against the relevant Flight Test Standards in Module 3 of this FEM

3.11.8 Test Tolerances

The Test Tolerances for CPL, shown at Module 5 of this FEM, are to be used for assessment of the FI applicant. However, as the circumstances of each test/check may vary, it is also important that the examiner's assessment takes into account any adverse conditions encountered during the flight.

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4 Records

None

5 Annexes, Forms

None

6 Relevant documents

None

7 Table of revision

REVISION – see page 2

RMK: THE JAA- FEM WAS TAKEN AS MAJOR REFERENECE FOR DEVELOPMENT OF THIS FEH.

Version		Reason
Nr.	Date	
1.0	01.09.2010	First issue
2.0	16.03.2011	For the description of changes see log of revisions page 2

8 Glossary/Abbreviations

See the general ACG Glossar available on the ACG Intranet.