

Flight Examiner (FE(A) Practical Training Report
PPL(A) Skill Test

• Applicant name	
• Date of birth	

C. Practical Training Assessments - Session 1.

No	Practical Training Assessments Events	Result		Remarks
		SAT	SATW	

Insert examiner initials

Section 1 - Briefing The 'Candidate'.

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

1.1	The objective of the flight			
1.2	Licensing checks, as necessary			
1.3	Freedom for the 'candidate' to ask questions			
1.4	Operating procedures to be followed (for example operators manual)			
1.5	Weather assessment			
1.6	Operating capacity of 'candidate' and examiner			
1.7	Aims to be identified by 'candidate'			
1.8	Simulated weather assumptions (for example icing and cloud base)			
1.9	Contents of exercise to be performed			
1.10	Use of screens (if applicable)			
1.11	Agreed speed and handling parameters (for example V-speeds, bank angle, approach minima)			
1.12	Use of R/T			
1.13	Respective roles of 'candidate' and examiner (for example during emergency)			
1.14	Administrative procedures (for example submission of flight plan)			

Section 2 - Conduct.

The examiner should maintain the necessary level of communication with the candidate. The following check details should be followed by the examiner:

2.1	Involvement of examiner in a MP operating environment			
2.2	The need to give the 'candidate' precise instructions			
2.3	Responsibility for safe conduct of the flight			
2.4	Intervention by examiner, when necessary			
2.5	Use of screens			
2.6	Liaison with ATC and the need for concise, easily understood intentions			
2.7	Prompting the 'candidate' regarding required sequence of events (for example following a go-around)			
2.8	Keeping brief, factual and unobtrusive notes			

Section 3 - Assessment.

The examiner should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:

3.1	Questions from the 'candidate'			
3.2	Give results of the test and any sections failed			
3.3	Give reasons for failure			

Section 4 - Debriefing.

The examiner should demonstrate the ability to conduct a fair, unbiased debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:

4.1	Advise the candidate how to avoid or correct mistakes			
4.2	Mention any other points of criticism noted			
4.3	Give any advice considered helpful			

Section 5 - Recording - Documentation.

The examiner should demonstrate the ability to complete the relevant records correctly. These records may be:

5.1	The relevant test or check form			
5.2	License entry			
5.3	Notification of failure form			
5.4	Relevant company forms where the examiner has privileges of conducting operator proficiency checks			

Section 6 - Demonstration of Theoretical Knowledge.

6.1	The examiner should demonstrate a satisfactory knowledge of the regulatory requirements associated with the function of an examiner			
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Civil Aviation Authority - Sultanate of Oman
Flight Safety Department - Personnel Licensing Section
Flight Examiner (FE(A) Practical Training Report
PPL(A) Skill Test

• Applicant name	
• Date of birth	

E. Practical Training Assessments - Session 2.

No	Practical Training Assessments Events	Result		Remarks
		SAT	USAT	

Insert examiner initials

Section 1 - Briefing The 'Candidate'.

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1.1	The objective of the flight			
1.2	Licensing checks, as necessary			
1.3	Freedom for the 'candidate' to ask questions			
1.4	Operating procedures to be followed (for example operators manual)			
1.5	Weather assessment			
1.6	Operating capacity of 'candidate' and examiner			
1.7	Aims to be identified by 'candidate'			
1.8	Simulated weather assumptions (for example icing and cloud base)			
1.9	Contents of exercise to be performed			
1.10	Use of screens (if applicable)			
1.11	Agreed speed and handling parameters (for example V-speeds, bank angle, approach minima)			
1.12	Use of R/T			
1.13	Respective roles of 'candidate' and examiner (for example during emergency)			
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F. PPL(A) Skill Test - Expanded Guidance and Additional Explanations.

The use of checklist, airmanship, control of airplane by external visual reference, anti-icing/de-icing procedures, etc., apply in all sections. Section 5 may be combined with sections 1 to 4; section 6, if applicable, may be combined with sections 1 to 5.

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
SECTION 1 - Pre-Flight Operations and Departure.			
a	Pre-flight documentation, NOTAM and weather briefing	<ul style="list-style-type: none"> Check all documents required for a private, passenger carrying flight are correct Obtain and assess all elements of the prevailing and forecast weather conditions Obtain and assess all aeronautical information and NOTAMS Complete an appropriate flight navigation log and chart Determine that the aeroplane is correctly fuelled for the flight 	
b	Mass and balance and performance calculation	<ul style="list-style-type: none"> Complete mass and balance schedule Calculate aeroplane performance criteria and limitations applicable to runway and forecast weather conditions and make adjustments if required for actual conditions before take-off 	
c	Airplane inspection and servicing	<ul style="list-style-type: none"> Check aeroplane serviceability record and technical log Perform all elements of the aeroplane pre-flight inspections as detailed Confirm that the aeroplane is in a serviceable and safe condition for flight. Check and complete all necessary documentation 	
d	Engine starting and after starting procedures	<ul style="list-style-type: none"> Complete an appropriate passenger emergency procedure briefing for the Examiner Complete all recommended engine starting and after starting procedures 	
e	Taxiing and aerodrome procedures, pre-take-off procedures	<ul style="list-style-type: none"> Complete all recommended taxiing checks and procedures Comply with airport markings and signals Follow ATC instructions Complete all departure checks and drills including engine operation Obtain ATC departure clearance Confirm any aeroplane performance criteria including crosswind condition 	
f	Take-off and after take-off checks	<ul style="list-style-type: none"> Position the aeroplane correctly for take-off and advance the power levers(s) to take off power with appropriate checks Use the correct take off technique using the recommended speeds for rotation/lift-off and initial climb Ensure a safe climb and departure adjusting power and aeroplane configuration as appropriate Complete all necessary after take-off checks 	
g	Aerodrome departure procedures	<ul style="list-style-type: none"> Use charts or other published information as required Execute a safe departure in accordance with clearance and with due regard for other air traffic Use correct lookout techniques Observe the Rules of the Air and ATC Regulations Maintain directional control and drift corrections throughout Follow any noise routing or departure procedures and ATC instructions Complete all necessary climb checks 	
h	ATC compliance and R/T procedures	<ul style="list-style-type: none"> Demonstrate standard R/T procedures and phraseology Demonstrate compliance with ATC instructions 	
SECTION 2 – General Airwork.			
a	ATC compliance and R/T procedures	<ul style="list-style-type: none"> During this section the Examiner will be responsible for most of the ATC liaison and R/T procedures but this does not absolve the applicant from taking responsibility for the management of his airplane and for collision avoidance 	
b	Straight and level flight, with speed changes	<ul style="list-style-type: none"> Demonstrate control of heading, altitude and airspeed in straight and level flight by visual attitudes while maintaining a correct lookout technique. Demonstrate correct use of trim. 	
c	Climbing: i. best rate of climb; ii. climbing turns; iii. levelling off.	<ul style="list-style-type: none"> Maintain directional control and balance throughout Trim for nominated speed including best Rate of Climb speed (VY) Complete all necessary climb checks Turn onto given headings maintaining balance and speed and bank angle Maintain lookout throughout Return aircraft to straight and level flight in cruise configuration at nominated level/ altitude Complete all necessary drills and checks Maintain heading and balance during transition from cruise or descent at VSO + 10 kts to best Angle of Climb speed (VX) 	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
		<ul style="list-style-type: none"> Complete all necessary climb checks Turn onto given headings maintaining balance and speed and bank angle Maintain lookout throughout Return aircraft to straight and level flight in cruise configuration at nominated level/ altitude Complete all necessary drills and checks 	
d	Medium (30 ° bank) turns	<ul style="list-style-type: none"> Demonstrate the correct lookout technique before, during and after turns Establish and maintain throughout the turn the nominated altitude and speed Coordinate the entry to turns to achieve 30° bank Coordinate the recovery from turns to straight and level flight on the specified heading or as appropriate without loss/gain of height 	
e	Steep (45 ° bank) turns (including recognition and recovery from a spiral dive)	<p>Steep Turn:</p> <ul style="list-style-type: none"> Demonstrate the correct lookout technique before, during and after turns Establish and maintain throughout the turn the nominated altitude and speed Coordinate the entry to steep turns to achieve at least 45° bank and maintain the turn through at least 360 degrees Coordinate the recovery from turns to straight and level flight as directed by the Examiner without loss/gain of height <p>Spiral Dive:</p> <ul style="list-style-type: none"> Recognise the manoeuvre and initiate prompt and correct recovery action Continue recovery action without exceeding any aeroplane limitations Complete all necessary checks and drills 	
f	Flight at critically low air speed with and without flaps	<ul style="list-style-type: none"> Consider all safety checks before the manoeuvres where necessary Select and stabilise the aeroplane at a nominated low airspeed above the stall speed whilst maintaining balance, trim and lookout. Maintain specified altitude/level, heading and speed as specified by the Examiner Maintain safe bank angles, speed, and altitude during turning and complete turns onto specified headings 	
g	Stalling: i. clean stall and recover with power; ii. approach to stall descending turn with bank angle 20°, approach configuration; iii. approach to stall in landing configuration.	<ul style="list-style-type: none"> Consider safety checks before stalling Establish the stall entry as appropriate from straight and turning flight and select the required aeroplane configuration Maintain heading (or bank angle 10° - 30° as required) to stall entry Recognise the symptoms of incipient and full stalls Recover systematically by reducing the AoA and then re-establishing a safe and stable flight path Complete all necessary checks and drills Maintain lookout throughout 	
h	Descending: i. with and without power; ii. descending turns (steep gliding turns); iii. levelling off.	<ul style="list-style-type: none"> Maintain directional control and balance throughout Trim for nominated speed including best glide speed Complete all necessary descent checks Turn onto given headings maintaining balance and speed and bank angle Maintain lookout throughout Return aircraft to straight and level flight in cruise configuration at nominated level / altitude Complete all necessary drills and checks Whilst gliding demonstrate awareness of increased stalling speed in manoeuvre (not with multi-engine aeroplanes) 	
SECTION 3 - En-Route Procedures.			
a	Flight plan, dead reckoning and map reading	<ul style="list-style-type: none"> Complete all elements of VFR planning for the route prescribed with particular reference to planned altitudes and safe levels of operation Identify position visually by reference to ground features and map 	
b	Maintenance of altitude, heading and speed	<ul style="list-style-type: none"> Control aeroplane using visual attitude flying techniques Maintain the heading height and speed as computed in navigation log or advised to the Examiner within the prescribed limits 	
c	Orientation, timing and revision of ETAs and log keeping	<ul style="list-style-type: none"> Maintain awareness of surrounding terrain, obstacles and restricted airspaces Navigate by means of calculated headings, ground speed and time Achieve destinations or turning points within 3 minutes of ETA Maintain a navigation log to monitor flight progress and fuel situation 	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
d	Diversion to alternate aerodrome (planning and implementation)	<ul style="list-style-type: none"> Calculate heading, ground speed, ETA and fuel required during any unscheduled diversion Calculate Safety Altitude for track to new destination Navigate by means of calculated headings, ground speed and time Maintain the heading, altitude and speed as computed in navigation log or advised to the Examiner within the prescribed limits 	
e	Use of radio navigation aids	<ul style="list-style-type: none"> Select and identify appropriate radio and navigation aids as required or nominated by Examiner Locate and record the aeroplane position by using radio navigation equipment when required by the Examiner Intercept and maintain given tracks or radials using the navigation aids nominate 	
f	Basic instrument flying check (180° turn in simulated IMC)	<ul style="list-style-type: none"> Demonstrate competence at manoeuvring the aircraft by sole reference to flight instruments Use an appropriate technique of instrument scanning and cross check to maintain flight within prescribes limits Establish a rate one turn through 180° using the direction indicator 	
g	Flight management (checks, fuel systems and carburetor icing, etc.)	<ul style="list-style-type: none"> Complete all necessary checks and drills Set engine power for cruise or endurance performance in accordance with AFM Adjust and monitor fuel consumption for range or endurance as appropriate Make regular checks for carburettor icing, if appropriate Display sound airmanship and cockpit management 	
h	ATC compliance and R/T procedures	<ul style="list-style-type: none"> Set and cross check altimeters to QNH or Standard pressure setting, as appropriate Maintain two-way R/T communication using correct phraseology throughout Obtain ATC clearances or flight information, as appropriate Comply with ATC clearances and instructions when required 	

SECTION 4 - Approach and Landing Procedures.

a	Aerodrome arrival procedures	<ul style="list-style-type: none"> Carry out appropriate checks and drills Set altimeters and cross check in accordance with check list, or as required. Comply with published arrival procedure or clearance Maintain adequate lookout and collision avoidance 	
b	Precision landing (short field landing), crosswind, if suitable conditions available	<ul style="list-style-type: none"> Consider weather and wind conditions, landing surface and obstructions Plan and follow the circuit pattern and orientation with the landing area From the circuit pattern establish the recommended approach configuration adjusting speed and rate of descent to maintain a stabilised approach Achieve the selected touchdown area at the recommended speed Adjust descent and flare to achieve a safe landing with little or no float with appropriate drift and crosswind correction Maintain directional control after touchdown and apply brakes for a safe roll out Complete all necessary checks and drills 	
c	Flapless landing		
d	Approach to landing with idle power (SE only)		
e	Touch and go	<ul style="list-style-type: none"> Maintain directional control Carry out required configuration changes (flap retraction etc) Apply appropriate power for take-off. 	
f	Go-around from low height	<ul style="list-style-type: none"> Execute a timely decision to discontinue the approach either when instructed or as considered necessary Apply appropriate power and control aeroplane attitude to initiate a safe climb maintaining balance and heading Adjust configuration and speed to achieve a positive climb at VY or VX as appropriate Maintain take off power until a safe manoeuvring altitude is reached and then adjust to a normal climb configuration and speed Complete all necessary checks and drills 	
g	ATC compliance and R/T procedures	<ul style="list-style-type: none"> Obtain and comply with ATC clearances using correct R/T phraseology Adjust circuit pattern/speed to maintain spacing with other traffic in the pattern. Maintain awareness of other traffic through R/T and lookout 	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
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SECTION 5 - Abnormal and Emergency Procedures.

a	Simulated engine failure after take-off (SE only)	<ul style="list-style-type: none"> Establish safe flight speed without delay Execute emergency drills as 'touch drills' without error When time permits, investigate possible cause of engine failure and take corrective action Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew 	
b	Simulated forced landing (SE only)	<ul style="list-style-type: none"> Choose a suitable landing area with due regard for landing surface, surroundings and wind velocity Plan descent to achieve a safe approach to chosen landing area such as a safe landing would be likely 	
c	Simulated precautionary landing (SE only)	<ul style="list-style-type: none"> Choose a suitable landing area with due regard for landing surface, surroundings and wind velocity Plan descent to achieve a safe approach to chosen landing area such as a safe landing would be assured 	
d	Simulated emergencies	<ul style="list-style-type: none"> Analyse emergency or abnormal situation and formulate appropriate plan execute abnormal or emergency drills Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew Use check list to confirm actions when time permits Make suitable emergency R/T calls (given to Examiner but not transmitted) Inform ATC of practice emergency situation and assistance required (where appropriate) 	
e	Oral questions.	<ul style="list-style-type: none"> Demonstrate knowledge of maintaining, operating, emergency handling and limitations of the airplane used for the flight test 	

SECTION 6 - Simulated Asymmetric Flight and Relevant Class or Type Items.

a	Simulated engine failure during take-off (at a safe altitude)	<ul style="list-style-type: none"> Maintain control of aeroplane direction and speed following simulated engine failure Identify failed engine Complete checks and drills Establish safe climb at VYSE in trim 	
b	Asymmetric approach and go-around	<ul style="list-style-type: none"> Fly a visual circuit with asymmetric power to establish a final approach Maintain a stable (trimmed) approach in the correct configuration Make a clear decision to land/go-around at or before appropriate asymmetric committal altitude/height (ACH) At ACH or when instructed, carry out a go-around to establish a safe climb in the recommended configuration at VYSE 	
c	Asymmetric approach and full stop landing	<ul style="list-style-type: none"> Fly a visual circuit with asymmetric power to establish a final approach Maintain a stable (trimmed) approach in the correct configuration Make a clear decision to land at or before ACH Execute a safe landing at the recommended speed/configuration in the appropriate landing area 	
d	Engine shutdown and restart	<ul style="list-style-type: none"> Control aircraft in heading, altitude, speed and balance during full engine shut down at safe altitudes, carry out appropriate drills and checks Control aircraft heading, height and speed during re-start drills according to check list and re-establish aircraft to symmetric cruising flight 	
e	ATC compliance, R/T procedures or airmanship	<ul style="list-style-type: none"> Inform ATC of abnormal flight condition and any assistance required Comply with ATC procedures and instructions Adjust traffic pattern with due regard to weather, surface conditions, obstructions and other air traffic Adjust configuration and circuit pattern with regard to aeroplane performance Complete necessary checks and drills 	
f	Relevant items of the class or type rating skill test to include, if applicable: <ol style="list-style-type: none"> aeroplane systems including handling of auto pilot; operation of pressurisation system; use of de-icing and anti-icing system. 	<ul style="list-style-type: none"> Airplane systems including handling of autopilot Operation of pressurisation system Use of de-icing and anti-icing system Demonstrate ability to operate aircraft systems as applicable Rejected take off (at a reasonable speed) Safely bring the aircraft to a halt on the runway following a simulated emergency during the initial part of the take-off run 	
g	Oral questions	<ul style="list-style-type: none"> Demonstrate knowledge of maintaining, operating, emergency handling and limitations of the airplane used for the flight test 	

G. Standard of Completion.

To pass the PPL(A) Skill Test, the Candidate shall demonstrate the ability to:

- (1) Operate the airplane within its limitations;
- (2) Completes all maneuvers with smoothness and accuracy;
- (3) Exercise good judgment and airmanship; that is, to consistently use good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives;
- (4) Apply aeronautical knowledge;
- (5) Maintain control of the airplane at all times in such a manner that the successful outcome of a procedure or maneuvers is never seriously in doubt;
- (6) Stays within the following limits. Those tolerances are for general guidance; the Examiner should make allowance for turbulent conditions and the handling qualities and performance of the airplane used:

Height:	Normal flight	± 150ft
	With simulated engine failure	± 200 ft (ME only)
Heading or tracking of radio aids:	Normal flight	± 10°
	with simulated engine failure	± 15° (ME only)
Speed:	Take-off and approach	+ 15/-5 knots
	All other flight regimes	± 15 knots

Compared to requirement (1) and (6), completion standards (2) to (5) don't rely on quantitative tolerance, but on qualitative one. Usage of guidance provided in para G should provide for a fact-based and consistent assessment and decision of those qualitative requirements.

Pass Marks.

- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.
- (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
- (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
- (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.

H. PPL(A) Skill Test - Knowledge, Skills and Attitude Assessment Guidance.

The following tables are designed to give the Examiner guidance when assessing the Knowledge, Skills and Attitudes required by the Candidate to successfully complete each section of the test. It should aid the Examiner to assess the standard of completion elements laid down in para F under (2) to (5), and determine the result.

For each section a brief narrative of the section's objectives is provided, together with the most relevant KSAs.

Section 1 - Pre-flight Operation and Departure		Remarks
Planning and preparation of a safe and compliant flight, including the usage of TEM. Safe and compliant usage of the aircraft on the ground and during the transition to flight		
Knowledge	<ul style="list-style-type: none"> Applicable regulations (rules of the air, operational, licensing) Weather information interpretation and understanding NOTAMS interpretation and understanding Aircraft flight manual structure, relevant information usage Aeronautical charts interpretation and usage Radio communication procedures and standard phraseology 	
Skill	<ul style="list-style-type: none"> Flight preparation information retrieval Searching in official reference documents (e.g. AFM, AIP) Standard SOP and checklist usage Smooth aircraft handling Communicate clearly and assertively 	
Attitude	<ul style="list-style-type: none"> Looking for information and assess them critically Safety-minded rather than mission-minded Takes effective decisions Assertive when in doubt Aware of his limited experience and abilities 	
Section 2 - General Airwork		Remarks
Safe and smooth aircraft operation throughout the certified flight envelope, awareness of the envelope limits and how to return to a safe flight, should an excursion occur		
Knowledge	<ul style="list-style-type: none"> Aircraft pitch-power-configuration values Recovery procedures from an unusual aircraft state (stall, approach to stall, spiral dive) Spin prevention and spin recovery procedure Causes of load-factor increase and effect on stall speed Critical airspeeds (e.g. V_s, V_{ne}, V_{no}, V_a) and respective ASI markings 	
Skill	<ul style="list-style-type: none"> Establish stabilised flight path in trim, with the required power, airspeed, or vertical speed, as required Smooth, precise, and coordinated aircraft handling Smooth flight path changes, following the established SOPs Correct and systematic application of recovery drills 	
Attitude	<ul style="list-style-type: none"> Acquire and update his knowledge about his position and potential threats (e.g. traffic, terrain, flight path) and consider their future evolution Set priorities (Fly, Navigate, Communicate, Manage) Assertive, seek clarification of doubts and misunderstandings before acting 	
Section 3 - En-route Procedures		Remarks
Navigating safely and effectively between A and B, in compliance with the regulation; monitoring the flight and maintaining an awareness of the changing environment; implementing adequate solutions as necessary		
Knowledge	<ul style="list-style-type: none"> Navigation charts legend and charts interpretation Operational flight plan usage Onboard navigation and communication equipment use and limitation Applicable regulation (airspace class, weather minima) Radiotelephony requirements, procedures, and applicable standard phraseology 	
Skill	<ul style="list-style-type: none"> Chart and ground reading (reconciliation of ground features and chart information) Proficient usage of onboard navigation and communication equipment Smooth tracking of the required ground track or radio-navigation track, while maintaining altitude Communicate clearly, assertively, and in due time Flight re-planning and diversion implementation Ability to fly basic manoeuvres, and maintain aircraft control, in simulated IMC 	
Attitude	<ul style="list-style-type: none"> Aware of the current situation and its possible evolution, and proactively generating options Set priorities (Fly, Navigate, Communicate, Manage) and manage workload Takes effective decisions, displaying leadership Considerate about other traffics and the potential threat Ready and willing to seek assistance as necessary (e.g. from ATC) 	

Section 4 - Approach and Landing Procedures		Remarks
Safe arrival and entry into an airport area in compliance with the regulation; structured pattern and stable approach leading to a safe landing in different configurations; discontinuation of the approach or landing		
Knowledge	<ul style="list-style-type: none"> • Arrival procedures, standard pattern, visual approach chart reading, briefing structure and purpose • Engine-out pattern and key positions • Applicable landing techniques with different winds and configurations • Go around procedures and applicable SOPs • Radiotelephony requirements, procedures, and applicable standard phraseology • Post-flight actions (e.g. post-flight inspection, logbook entry, flight plan closing, occurrence reporting) 	
Skill	<ul style="list-style-type: none"> • Systematic configuration changes, operated within the applicable limitations • Precise and stable approach path • Positive touch down within the designated touch down zone, at the correct speed • Timely decision to abort the approach or landing • Correct and systematic application of go-around drills • Safe engine-out approach and landing 	
Attitude	<ul style="list-style-type: none"> • Awareness of the other traffics, their intentions, and the resulting impact • Mindful about the environment and its impact (e.g. wind, sun, impending fog, night) • Considerate for other traffics • Assertive radiotelephony communication 	
Section 5 - Abnormal and Emergency Procedures		Remarks
Spotting, assessing, and addressing emergencies or abnormal using the appropriate procedures, maintaining a safe flight throughout; decisions to discontinue the flight to ensure safety, if necessary		
Knowledge	<ul style="list-style-type: none"> • Emergency drills memory items • Understanding of all emergency and abnormal procedures • Precautionary landing methodology • Standard phraseology for emergency and abnormal situation • Transponder codes for emergency or com-loss situations • Priority setting tools (e.g. PPAA or FNCM) 	
Skill	<ul style="list-style-type: none"> • Instrument scanning for advanced information of an impending issue • Timely execution of emergency drills memory items • Proper use of the applicable checklist • Ability to deal with a system failure according to the AFM • Situation assessment, decision and solution implementation 	
Attitude	<ul style="list-style-type: none"> • Information gathering and problem solving • Informed decision making • Awareness of time or height availability and exhaustion • Informed decision making and effective implementation • Set priorities (Fly, Navigate, Communicate, Manage) 	
Section 6 - Simulated Asymmetric Flight and Relevant Class or Type Items		Remarks
Safe asymmetric operation during, and after, engine failure; single-engine flight path management during take-off, climb, approach, landing, and go-around; performance limitation issues		
Knowledge	<ul style="list-style-type: none"> • Difference between single-engine controllability and performance • Understanding that performance is related to excess power available • Multi-engine specific speeds, relevance and markings (e.g. Vsse, Vxse, Vyse, Vmca) • Emergency drills memory items • Engine failure emergency procedure • Specific systems operation and limitations (e.g. pressurisation, anti/de-icing) 	
Skill	<ul style="list-style-type: none"> • Maintain aircraft control, and establish a stable flight path, during and after engine failure- simulation • Timely execution of emergency drills memory items • Proper use of the applicable checklist • Adapt aircraft configuration for single-engine operation • Standard phraseology for emergency and abnormal situation (e.i single-engine situation) • Proper usage of specific aircraft systems (e.g. pressurisation, anti/de-icing) 	
Attitude	<ul style="list-style-type: none"> • Appreciation for the performance limitation and adoption of a conservative planning approach • Assessment of the current situation under single-engine operation • Realistic and effective decision making • Anticipation and workload management 	