Class Rating Examiner (CRE) Practical Training Report

CR (SPA) Skill Test/Proficiency Check

هيئة الطيران المدني CIVIL AVIATION AUTHORITY	**Civil Aviation Authority - Sultanate of Oman** **Flight Safety Department - Personnel Licensing Section** **Class Rating Examiner (CRE) Practical Training Report** **CR/TR (SPA) Skill Test/Proficiency Check**

A. Examiner Applicant Details.

• Applicant name (First & surname)	
• Date of birth	
• License type & number	
• Class rating expiry date	
• CR Instructor rating expiry date	
• Airplane class/type	
• Training Session number	2 Training Session

B. Examiner Applicant Practical Training Assessment Result - Session 1.

• Practical training assessment date		
• Duration of assessment		
• Airplane/FSTD type & number	□ Airplane:	□ FSTD:
• Assessment result	□ Satisfactory (SAT)	□ Satisfactory with Remarks (SATW)

CRE Name	License Number	Signature	Date

• I acknowledge the result of the practical training assessment detailed above.		
CRE Applicant Name	**Signature**	**Date**

• Examiner Report - Complete for Satisfactory with Remarks (SATW) Only.

• 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			

• Applicant name	
• Date of birth	

D. Examiner Applicant Practical Training Assessment Result - Session 2.

• Practical training assessment date		
• Duration of assessment		
• Airplane/FSTD type & number	□ Airplane:	□ FSTD:
• Assessment result	□ Satisfactory (SAT)	□ Unsatisfactory (USAT)

CRE Name	License Number	Signature	Date

• I acknowledge the result of the practical training assessment detailed above.		
CRE Applicant Name	**Signature**	**Date**

• Examiner Report - Complete for Unsatisfactory (USAT) Only.

Recommendation
□ Recommended for assessment of competence
□ *Recommended for additional training

*The CAA should determine any further training required before presenting the candidate for the examiner assessment of competence.

• 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'.				
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			

F. CR/TR (SPA) Skill Test/Proficiency Check - Expanded Guidance and Additional Explanations.

The use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections. Section 3B and, for multi-engine, Section 6, shall be flown by sole reference to instruments if the revalidation, respectively renewal, of an IR is included in the test/check. Section 5 may be combined with sections 1 to 4; section 6, if applicable, may be combined with sections 1 to 5.

When an FSTD is used for parts, or the whole, of the test, the FSTD suitability shall be verified and the applicable limitations considered.

Section 7 (UPRT) relates to training only and shall not be tested. Accordingly, section 7 is not provided hereafter.

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
SECTION 1 - Departure			
1.1	Pre-flight including: Documentation, Mass and balance, Weather briefing; and NOTAM.	• *Check that all documents required for the flight are carried and 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, chart and flight plan* • *Determine that the aeroplane is correctly fuelled for the flight* • *Complete mass and balance schedule and establish performance criteria*	
1.2	Pre-start checks External Internal	• *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 forflight* • *Check and complete all necessary documentation* • *Complete an appropriate passenger emergency procedure briefing*	
1.3	Engine starting: normal malfunctions.	• *Complete engine starting and after starting procedures as per the applicable checklist* • *Execute abnormal engine start procedures and analyse situation*	
1.4	Taxiing	• *Complete all recommended taxiing checks and procedures* • *Comply with airport markings and signals* • *Maintain adequate spacing from other aircraft and obstacles*	
1.5	Pre-departure checks: engine run-up (if applicable)	• *Ensure all systems are operating normally, respectively comply with MEL provisions, if applicable* • *Complete all departure checks and drills including engine operation* • *Ensure the aeroplane is correctly configured for departure* • *Obtain ATC departure clearance*	
1.6	Take-off procedure: - Normal with flight manual flap settings;and - Crosswind (if conditions are available).	• *Confirm any aeroplane performance criteria including crosswind condition* • *Position the aeroplane correctly for take-off and advance the power - lever/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*	
1.7	Climbing: - Vx/Vy; - Turns onto headings; and - Level off.	• *Achieve target speeds and headings* • *Comply with ATC instructions* • *Use correct and effective lookout techniques* • *Complete all necessary climb checks* • *Maintain the aeroplane in trim*	
1.8	ATC liaison compliance, R/T procedures	• *Demonstrate standard R/T procedures and phraseology* • *Demonstrate compliance with ATC instructions*	
SECTION 2 - Air work (visual meteorological conditions)			
2.1	Straight and level flight at various airspeedsincluding flight at critically low airspeed with and without flaps (including approach to V V_{mca} when applicable)	• *Demonstrate control of heading, altitude and airspeed in straight and level flight by visual attitudes while maintaining a correct lookout technique* • *Demonstrate correct technique for visual flight manoeuvring within the specified limits* • *Maintain balance and trim* • *Demonstrate an understanding of Vmca and control recovery procedure*	
2.2	Steep turns (360° left and right at 45°bank)	• *Demonstrate the correct lookout technique before, during and after turns* • *Establish and maintain throughout the turn the nominated altitude and speed* • *Establish and maintain a coordinated turn with the specified bank* • *Coordinate the recovery from turns to straight and level flight as directed by the Examiner without loss/gain of height*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
2.3	Stalls and recovery: (i)clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power; and (iv) Approach to stall, climbing turn withtake-off flap and climb power (single-engine airplanes only)	• *Consider safety checks before the manoeuvres where necessary* • *Establish the stall entry as appropriate from straight or turning flight and select the required aeroplane configuration* • *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*	
2.4	Handling using autopilot and flight director (may be conducted in Section 3), if applicable	• *Complete correctly the necessary AP/FD pre-flight checks* • *Know the AP/FD limitations* • *Demonstrate correct operating procedures of AP/FD in all applicable modes.*	
2.5	ATC liaison compliance, R/T procedures	• *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*	
SECTION 3A - En-route procedures VFR			
3A.1	Flight plan, dead reckoning and mapreading	• *Navigate by means of calculated headings, ground speed and time* • *Identify position visually by reference to ground features and map*	
3A.2	Maintenance of altitude, heading and speed	• *Control aeroplane using visual attitude flying techniques* • *Maintain the heading, altitude and speed as computed in navigation log* • *Maintain systematic lookout*	
3A.3	Orientation, timing and revision of ETAs	• *Maintain awareness of surrounding terrain, obstacles and restricted airspaces* • *Make appropriate adjustment to maintain, regain or correct back to track* • *Overfly fixes within 3 minutes of ETA*	
3A.4	Use of radio navigation aids (if applicable)	• *Select and identify appropriate radio and navigation aids as required or nominated by Examiner* • *Intercept and maintain given tracks or radials using the navigation aids nominated*	
3A.5	Flight management (flight log, routinechecks including fuel, systems and icing)	• *Maintain a navigation log to monitor flight progress and fuel situation* • *Set engine power for cruise or endurance performance in accordance with AFM* • *Set and cross check altimeters to local QNH or standard pressure setting, as appropriate* • *Complete all necessary checks and drills*	
3A.6	ATC liaison compliance, R/Tprocedures	• *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 3B - Instrument flight			
3B.1	Departure IFR	• *Establish the climb, complete a smooth transition to instrument flight and complete after take-off checks and drills* • *Follow the cleared SID or ATC departure instructions* • *Maintain aeroplane control, speed, heading, level and balance* • *Apply appropriate drift corrections to maintain assigned departure track* • *Identify any navigation aids used* • *Complete all necessary climb checks including altimeter setting procedures and ice precautions*	
3B.2	En-route IFR	• *Follow the flight-planned route, or cleared ATC route, within the operating limits specified* • *Identify and use navigation systems correctly* • *Use the correct altimeter setting procedures, show awareness ofminimum altitudes and temperature effects* • *Maintain a flight log for navigation, monitor flight progress and fuel situation* • *Monitor OAT and the aeroplane surfaces for ice, and take theappropriate actions if necessary*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
3B.3	Holding procedures	• *Use correct holding entry* • *Make the necessary wind and time corrections* • *Comply with applicable speed restrictions*	
3B.4	3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	• *Complete the checks and drills for landing and configure the air crafts correctly* • *Set and identify relevant navigation aids, respectively load and verify the applicable procedure* • *Confirm the availability and serviceability of selected navigation equipment, respectively GNSS/SBAS and approach activation* • *Comply with the published arrival and approach procedures* • *Establish the appropriate aeroplane configuration and airspeed for the different approach phases* • *Crosscheck GS/GP intercept position and altimeter settings* • *Establish the final approach and maintain the approach path in horizontal and vertical profile to DH/A* • *Control the aeroplane to achieve a stable and trimmed final approach path with the defined configuration* • *Acquire visual references and continue to land or initiate missed approach by DA* • *If going around, establish aeroplane in a safe climb and reconfigure accordingly* • *follow assigned missed approach procedure*	
3B.5	2D operations to minimum descent height/altitude (MDH/A)	• *Complete the checks and drills for landing and configure the aircraft correctly* • *Set and identify relevant navigation aids, respectively load and verify the applicable procedure* • *Confirm the availability and serviceability of selected navigation equipment, respectively GNSS/SBAS and approach activation* • *Comply with the published arrival and approach procedures* • *Establish the appropriate aeroplane configuration and airspeed for the different approach phases* • *Establish the final approach segment and maintain the approach track and vertical profile; achieve steady and stable rates of descent and adhere to the published distance/altitude profile* • *Control the aeroplane to achieve a stable and trimmed final approach path with the defined configuration* • *Acquire visual references and continue to land or initiate missed approach by DA/MDA* • *If going around, establish aeroplane in a safe climb and reconfigure accordingly* • *Follow assigned missed approach procedure*	
3B.6	Flight exercises including simulated failure of the compass and attitude indicator: - Rate 1 turns; and - Recoveries from unusual attitudes.	• *Recognise failure promptly* • *Control the aeroplane by sole reference to partial or limited instruments* • *Controlled straight and level flight and turns flown at rate one onto nominated headings, using the correct technique and demonstrating correct instrument scan and interpretation* • *Recover systematically from unusual attitudes and then re-establishing a safe and stable flight path*	
3B.7	Failure of localizer or glideslope	• *Recognise failure promptly* • *Re-brief for a degraded approach and continues accordingly, or conduct a missed approach*	
3B.8	ATC liaison compliance, R/T procedures	• *Demonstrate standard R/T procedures and phraseology* • *Demonstrate compliance with ATC instructions*	
SECTION 4 - Arrival and landings			
4.1	Aerodrome arrival procedure	• *Set altimeters and cross check as required* • *Comply with published arrival procedure or clearance* • *Maintain adequate lookout and collision avoidance* • *Adjust circuit pattern and speed to maintain spacing with other traffic*	
4.2	Normal landing	• *Consider weather and wind conditions, landing surface and obstructions* • *Establish the recommended approach configuration, adjusting speed and rate of descent to maintain a stabilised approach* • *Select and achieve the appropriate touchdown area at the calculated speed* • *Adjust descent and flare to achieve a safe landing with little or no float with appropriate drift correction* • *Maintain directional control after touchdown and apply brakes for a safe roll out*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
4.3	Flapless landing	• *Consider the increased landing distance required* • *Establish and maintain normal approach path* • *Stabilise the aeroplane at the calculated approach speed for the configuration* • *Adjust descent and flare to achieve a safe landing with little or no float with appropriate drift correction* • *Maintain directional control after touchdown and apply brakes for a safe roll out*	
4.4	Crosswind landing (if suitable conditions)	• *Consider approach speed increment* • *Adjust descent and flare to achieve a safe landing with little or no float with appropriate drift and crosswind correction* • *Utilises appropriate technique to minimise drift and undercarriage load upon landing* • *Maintain directional control after touchdown and apply brakes for a safe roll out*	
4.5	Approach and landing with idle power from up to 2000 ft above the runway (single-engine airplanes only)	• *Promptly establish best glide speed* • *Visualise flight path to touch down and adjust trajectory andconfiguration accordingly* • *Conduct go around if the landing will not take place inside the touch down zone*	
4.6	Go-around from minimum height	• *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*	
4.7	Night go-around and landing (if applicable)	-	
4.8	ATC liaison compliance, R/Tprocedures	• *Demonstrate standard R/T procedures and phraseology* • *Demonstrate compliance with ATC instructions* • *Maintain awareness of other traffic through R/T and lookout*	
SECTION 5 - Abnormal and emergency procedures			
5.1	Rejected take-off at a reasonable speed	• *Recognise need to discontinue take-off* • *Swiftly take the necessary actions to stop safety within remaining runway, and inform ATC* • *Analyse situation and decide on follow-up actions*	
5.2	Simulated engine failure after take-off(single-engine airplanes only)	• *Establish safe flight speed without delay* • *Execute emergency drills (touch drills) without error* • *Time permitting, investigate possible cause of engine failure/fire and take corrective action* • *Plan and execute further actions to ensure safe recovery of airplane, passengers and crew*	
5.3	Simulated forced landing without power(single-engine airplanes only)	• *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 thata safe landing would be likely* • *Prepare for evacuation and brief passengers*	
5.4	Simulated emergencies: (I) fire or smoke in-flight; and (II) systems' malfunctions as appropriate	• *Identify and analyse situation, and formulate appropriate plan* • *Execute emergency drills, if any* • *Execute emergency or abnormal checklist* • *Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew* • *Make appropriate emergency R/T calls (simulated)*	
5.5	ME airplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	-	
5.6	ATC liaison compliance, R/Tprocedures	• *Inform ATC and maintain two- way R/T communication using correct phraseology* • *Request assistance if necessary*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
SECTION 6 - Simulated asymmetric flight			
6.1	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)	• *Maintain control of aeroplane direction and speed following simulated engine failure* • *Identify failed engine* • *Complete checks and drills* • *Establish safe climb at V_{YSE} in trim*	
6.2	Asymmetric approach and go-around	• *Fly a visual circuit, respectively instrument approach, 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 V_{YSE}*	
6.3	Asymmetric approach and full-stop landing	• *Fly a visual circuit, respectively instrument approach, 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*	
6.4	ATC liaison compliance, R/Tprocedures	• *Inform ATC of abnormal flight condition and any assistance required* • *Comply with ATC procedures and instructions; assertiveness*	

G. Standard of Completion.

To pass the CR/TR Skill Test, respectively Proficiency Check, the Candidate shall demonstrate the ability to:

(1) Operate the airplane within its limitations;

(2) Complete 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 maneuver is never seriously in doubt;

(6) Stay 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:	Generally,	± 100 ft
	Starting a go-around at DA	+ 50/-0 ft
	Minimum descent altitude	+ 50/-0 ft
Heading:	All engines operating	± 5°
	With simulated engine failure	± 10° (ME only)
Speed:	All engines operating	± 5 knots
	With simulated engine failure	+ 10/-5 knots (ME only)
Tracking:	On radio aids	± 5°
	Angular deviation (e.g. ILS, LPV)	½ scale lateral and vertical
	Linear lateral deviation (e.g. LNAV)	½ RNP value of the procedure
	Linear vertical deviation (e.g. LNAV/baro VNAV)	< 75 ft below the vertical profile, and < 75 ft above the vertical profile when less than 1'000 ft AAL

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. In the case of single-pilot airplanes, with the exception of single-pilot high-performance complex airplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in any item of a section will cause applicants to fail the entire section. If they fail only one section, they shall repeat only that section. Failure in more than one section will require applicants to repeat the entire test or check. Failure in any section in the case of a retest or recheck, including those sections that have been passed on a previous attempt, will require applicants to repeat the entire test or check again. For single-pilot multi-engine airplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.

H. CR/TR (SPA) Skill Test/Proficiency Check - 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 - Departure		**Remarks**
Planning and preparation of a safe and compliant flight, including the usage of TEM. Safe and compliantusage of the aircraft on the ground and during the transition to flight		
Knowledge	• 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	• 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	• 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 - Airwork (VMC)		**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	• 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. Vs, Vne, Vno, Va) and respective ASI markings	
Skill	• 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	• 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 3A - En-route Procedures VFR		**Remarks**
Navigating safely and effectively between A and B, in compliance with the regulation; monitoring theflight and maintaining an awareness of the changing environment; implementing adequate solutionsas necessary		
Knowledge	• 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	• 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 and navigate in simulated IMC	
Attitude	• 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 3B - Instrument Flight		Remarks
Safe, structured and compliant IFR operation, including PBN operation, by sole reference to instruments; clear and timely communication with ATC; stable 2D and 3D approaches to DA and missed approach/ landing		
Knowledge	• Instrument procedures, instrument chart reading, briefing structure and purpose • Radiotelephony requirements, procedures, and applicable standard phraseology • Onboard navigation and communication equipment use and limitation • Governing minima and conditions to start and continue an approach • PBN operation	
Skill	• Flight preparation information retrieval and usage of official reference documents • Aeroplane control by sole reference to instruments, stabilised flight path in trim • IFR charts reading (understanding and usage of information) • Proficient usage of onboard navigation and communication equipment • Adherence to instrument procedures • Applicable standard communication phraseology	
Attitude	• Continuously acquire information and update his knowledge about his position and potential threats (e.g. traffic, terrain, flight path, weather, icing) and consider their future evolution • Set priorities (Fly, Navigate, Communicate, Manage) • Assertive, seek clarification of doubts and misunderstandings before acting • Ready and willing to seek assistance as necessary (e.g. from ATC) • Importance of throughout preparation and knowledge of IFR procedures • Workload anticipation and management	

Section 4 - Arrival and Landing		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	• 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	• 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	• 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	• 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	• 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	• 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		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	• 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	• 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	• 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	