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The Civil Aviation Authority of Thailand

Guidance for Flight Examiner CPL(A)

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Approved by

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Director General of the Civil Aviation Authority of Thailand

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Foreword

CPL(A) Skill Test V2024-1

General Applicable Framework

Flight rules:	VFR
Operational rules:	Part-NCO
Crew concept:	SPO
Equipment:	Aeroplane with minimum 4 seats, retractable landing gear, and variable pitch propeller. A suitable FSTD could be used for the approved sections
Applicable type or class:	SEP, MEP, SET, MET
Required examiner certificate:	FE(A)

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0. Introduction

The key privileges of a CPL(A) holder are to act as PIC in worldwide commercial air transport of any single-pilot aeroplane under VFR, in the aeroplane class or type in which the Candidate has passed the skill test, respectively on which he is qualified. The holder is to act with renumeration in commercial operations.

When conducting the skill test, the Examiner must have due regard for the experience that a CPL(A) Candidate may have. Nonetheless, the Examiner shall appreciate that upon licensing the pilot will acquire the privilege to act as PIC in commercial air transport in VFR, and be responsible the safe conduct of such operations, including the safety of commercial passengers or payload.

0.1 Background

This version is issued by The Civil Aviation Authority of Thailand (CAAT) in order to provide its stakeholders with an updated and easy-to-read publication. It has been prepared by putting together the officially published regulations with the related acceptable means of compliance and guidance material (including the amendments) adopted so far.

0.2 Purpose

This guidance provides guidelines and recommendations for flight examiner CPL(A.)

0.3 Applicability

Flight Examiner CPL(A)

0.4 Effective date

This document shall become effective from 13 May 2024 onwards.

0.5 Reference

I. TCAR PEL Part FCL [1]

[1] TCAR PEL Part FCL shall become effective in 2024

1. Test Administration

The Examiner should provide the Candidate with advance information regarding the examination flight routing, taking into account weather forecasts and local restrictions, to afford the Candidate with sufficient time to prepare the navigation part of the skill test.

The test is intended to simulate a practical flight, flown single-pilot under VFR. The flight duration shall be at least 90 minutes, and the destination shall be a controlled aerodrome. The navigation section scenario should have a duration and structure that allows the Candidate to demonstrate his ability to achieve all the required en-route procedures.

Usually, the Examiner occupies the instructor seat and is the PIC. the Examiner may occupy either a control seat or a suitable observer seat (back seat). Where the examiner occupies a control seat the examiner should be nominated as PIC. Where the examiner occupies a back seat, a suitably qualified instructor should occupy a control seat and should be nominated as PIC. No other person, if not operationally or organisationally necessary for the conduct of the examination, should be allowed in the aeroplane. Additionally, ATO limitations should be considered.

Before proceeding with the test, the Examiner shall verify that the prerequisites are met, including CPL(A) skill test recommendation; the ATO shall make available the training records for verification if requested. Accordingly, the following documents and conditions shall be verified:

- Passport or ID
- The Candidate is at least 18 years old
- Valid SPL (student Pilot License) or PPL(A)
- CAAT Medical Class relevant to the privilege sought.
- Radiotelephony privileges and language proficiency requirements
- Successful completion of the CPL(A) theoretical exam within the last 36 months
- CAAT logbook, showing the relevant minimum experience and flight instruction, including relevant UPRT as per Part-FCL Appendix 3
- Fulfils the TCAR-PEL- Part-FCL class or type rating requirements for the aeroplane used in the skill test
- Training completion certificate from the ATO
- Relevant CPL(A) skill test form filled, and endorsed by the ATO if applicable
- Aircraft documents
- Current navigation charts, and database if applicable
- Insurance of aircraft covering check flights
- Specific equipment for the flight part (e.g. sight-limiting device)

When the Examiner is satisfied that the prerequisite requirements are met; they should seek confirmation that the Candidate is fit and ready for the test. If so, the Examiner formally starts the test; it is a good practice to take this opportunity to show the examiner credentials.

2. Examiner Briefing

The Examiner must brief the following elements:

- Freedom for the Candidate to ask questions
- Purpose and aim of the skill test
- Applicable weather minimum (e.g. Rules of the Air, Part-NCO, CAAT requirements, ATO operational requirements, or test requirements)
- Examiner or instructor (if examiner on back seat) has PIC responsibility; the Candidate acts autonomously as if he was the PIC
- Handling of radiocommunications during specific parts of the test
- Use of the sight-limiting device
- Examiner or instructor (if examiner on back seat) role-play in normal operations and simulated emergencies.
- Engine failure-simulation (refer to ATO safety manual or CAAT instructions for minimum safety height and handling of engine control). Actual engine-shut-down and restart on multi-engine aeroplane, if applicable.
- Handling of possible contingencies (technical, weather, ATC)
- Handling of actual emergencies (e.g. engine failure procedures, change of aircraft control)
- Pass, fail, and partial pass criteria, repeat items option, and examination termination rules

When covering pass/fail criteria the examiner should explicate the standards of completion laid down in sub-part 7 of this chapter, including decision-making and airmanship. Some test items may require specific emphasis for the Candidate to understand what is required. The standards of completion should be agreed with the Candidate, and the Examiner should consider actual flight conditions when briefing them. Items which could require special emphasis could be:

- Take-off performance; selection of take-off rejection point
- Landing performance; selection of touchdown points and acceptable tolerances for the different types of landings
- Crosswind take-off and landing; expectation on handling and precision
- Navigation accuracy
- Simulated emergencies; expectation on handling, checklist use and what and how to simulate.

In covering the standards of completion, the Examiner should also review how the Candidate has been trained by the ATO as procedures and flight techniques might differ between organisations. This is especially important for manoeuvres such as: unusual attitudes, stalls and engine-out procedures, etc.

For this purpose, candidate must make available to the Examiner the Operations Manual and Safety Manual of the organization as required by Part-ORA (ATO).

3. Candidate Flight Briefing

The Examiner should allow the Candidate to brief uninterrupted; the Candidate shall conclude their briefing by making a go/no-go decision. The briefing should cover the following aspects:

- Timetable (e.g. slot planning, boarding time)
- Aircraft status and documents, including maintenance release
- Weather situation and forecast
- NOTAMs, including relevant local military restrictions, as applicable
- Operational navigation flight plan
- Fuel planning
- Mass and balance calculation
- Performance calculation
- ATC flight plan
- Safety equipment
- Threat and Error Management aspects

4. Oral Examination on Ground

The Examiner should verify the relevant theoretical knowledge of the Candidate during the briefing on the ground by asking questions related, as far as possible, to the planned flight covering, for example, the following areas:

- Follow-up questions to the Candidate's briefing
- Regulations (TCAR-PEL-Part FCL, TCAR-OPS including Part-CAT, any other applicable regulations)
- Licensing (e.g. CPL(A) privileges, ratings validity, currency requirements)
- Operational aspects
- Weather information and interpretation
- Airspace structure and limitations
- Aircraft systems, limitations, performance, mass and balance
- Flight planning
- Navigation charts
- Emergency procedures

5. Skill Test and Proficiency Check Items

The use of checklist, airmanship, control of aeroplane 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. Items (c) and (e)(iv) in section 2, and the whole of sections 5 and 6 may be performed in an FNPTII or FFS; the FSTD used shall represent the same aeroplane type/class and variant used for the skill test.

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

The mandated skill test items are stated in the left column. Expanded guidance and additional explanations are provided in the right column.

Report form CPL(A) skill test is referenced **PEL-EX-FM-007**

Section 1 - Pre-flight Operation and Departure		
a	**Pre-flight, including flight planning, documentation, mass and balance, weather briefing, NOTAMs**	• *check all documents required for a commercial, passenger or cargo 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* • *complete mass and balance schedule*
b	**Aeroplane inspec-tion and servicing**	• *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*
c	**Taxiing and take-off**	• *complete an appropriate passenger emergency procedure briefing for the Examiner* • *complete all recommended starting and 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* • *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*

d	**Performance considerations and trim**	• *calculate aeroplane performance criteria and limitations applicable to runway and forecast weather conditions and make adjustments if required for actual conditions before take-off* • *set trim for take-off according CG and configuration* • *maintain the aeroplane in trim*
e	**Aerodrome and traffic pattern operations**	• *observe the standard and local departure, and traffic pattern, practice and regulation*
f	**Departure procedure, altimeter setting, collision avoidance (lookout)**	• *correct usage of charts or other published information* • *execute a safe departure in accordance with clearance and with due consideration for other 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*
g	**ATC liaison compliance and R/T procedures**	• *demonstrate standard R/T procedures and phraseology* • *demonstrate compliance with ATC instructions*

Section 2 - General Airwork		
a	**Control of the aeroplane** **by external visual references, including straight and** **level, climb, descent, lookout**	• *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*
b	**Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls**	• *consider safety checks before the manoeuvres where necessary* • *stabilise the aeroplane at the nominated low airspeed above the stall speed, while maintaining altitude, heading and lookout* • *maintain safe bank angles, speed and altitude during turns onto specific headings* • *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*
c*	**Turns, including turns in landing configuration. Steep turns with 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*

* May be performed in a Flight Simulator or FNTP II if certified for this purpose

d	**Flight at critically high airspeeds, including recognition of and recovery from spiral dives**	• *consider safety checks before the manoeuvres where necessary* • *recognise the situation and initiate prompt and correct recovery action* • *continue recovery action without exceeding any aeroplane limitations* • *complete all necessary checks and drills*
e	**Flight by reference solely to instru-ments, including:** i level flight, cruise configuration, control of heading, altitude and airspeed ii climbing and descending turns with 10°-30° bank iii recoveries from unusual attitudes iv* limited panel instruments	• *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*
f	**ATC liaison compliance and 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 aeroplane and for collision avoidance*

Section 3 - En-route Procedures

a	**Control of the aeroplane by external visual reference, including cruise configuration, range/endurance considerations**	• *control aeroplane using visual attitude flying techniques* • *set engine power for cruise or endurance performance in accordance with AFM* • *complete all necessary checks and drills*
b	**Orientation, map reading**	• *identify position visually by reference to ground features and map* • *maintain awareness of surrounding terrain, obstacles and restricted airspaces*
c	**Altitude, speed, heading, lookout**	• *maintain the heading, altitude and speed as computed in navigation log, or advised to the Examiner, within the prescribed limits* • *maintain systematic lookout*
d	**Altimeter setting. ATC compliance and R/T procedures**	• *set and cross check altimeters to local 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*
e	**Monitoring of flight progress, flight log, fuel usage, assess-ment of track error and re-establishment of correct tracking**	• *maintain a navigation log to monitor flight progress and fuel situation* • *navigate by means of calculated headings, ground speed and time* • *make appropriate adjustment to maintain, regain or correct back to track* • *achieve destination or turning points within 3 minutes of ETA*
f	**Observation of weather conditions, assessment of trends, diversion planning**	• *demonstrate correct understanding and application of VFR constrains* • *observe en-route weather evolution and adjust route or altitude accordingly to maintain VMC and ensure a safe flight continuation, alternatively discontinuing flight is considered* • *use appropriate means to update weather information concerning the conduct of the flight or possible diversion-planning*
g	**Tracking, positioning (NDB or VOR),** **identification of facilities (instrument flight).** **Implementation of diversion plan to alternate aerodrome (visual flight)**	• *select and identify appropriate radio and navigation aids as required or nominated by Examiner* • *determine the aeroplane position by using radio navigation equipment when required by the Examiner* • *intercept and maintain given tracks or radials using the navigation aids nominated; demonstrate competence at flying and navigating by sole reference to flight and navigation instruments. (may be combined with section 2 item e)* • *establish a route and divert to an unscheduled alternate, due to a simulated condition (e.g. weather, ops, system-failure) as advised by the Examiner* • *calculate heading, ground speed, ETA, safe altitude and fuel required for the diversion*

Section 4 - Approach and Landing Procedures

a	**Arrival procedures, altimeter setting, checks, lookout**	• *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*
b	**ATC compliance and R/T procedures**	• *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* • *maintain awareness of other traffic through R/T and lookout*
c	**Go-around action from low 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*
d	**Normal landing, crosswind landing (if suitable conditions)**	• *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 and crosswind correction* • *maintain directional control after touchdown and apply brakes for a safe roll out*
e	**Short field landing**	• *conduct the landing manoeuvre as defined in AFM, if specified* • *approach path, speed control, touch down and brake application are crucial*
f	**Approach and landing with idle power (single-engine only)**	• *coordinate with ATC, respectively communicate intention; ensure adequate spacing* • *visualise glide path to touch down and adjust trajectory and configuration accordingly* • *Conduct go around if the landing will not take place inside the touch down zone*

g	**Landing without use of flaps**	• *consider 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 and crosswind correction*
h	**Post flight actions**	• *post flight inspection* • *aeroplane securing* • *complete all necessary documentation*

Section 5 - Abnormal and Emergency Procedures

This section may be combined with sections 1 through 4

* May be performed in a Flight Simulator or FNTP II if certified for this purpose

a	**Simulated engine failure after take-off (at a safe altitude), fire drill**	• *establish safe flight speed without delay* • *execute emergency drills (touch drills) without error* • *when time permits, investigate possible cause of engine failure/fire and take corrective action* • *plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew*
b	**Equipment malfunctions including alternative landing gear extension, electrical and brake failure**	• *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)*
c	**Forced landing (simulated)** Note: item applicable to both SE and ME aeroplanes	• *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 that a safe landing would be likely* • *prepare for evacuation and brief passengers*
d	**ATC liaison compliance and R/T procedures**	• *inform ATC and maintain two way R/T communication using correct phraseology* • *request assistance if necessary*
e	**Oral questions**	• *demonstrate knowledge of maintaining, operating, emergency handling and limitations of the aeroplane used for the skill test*

Section 6 - Simulated Asymmetric Flight and Relevant Class or Type Items **This section may be combined with sections 1 through 5** * May be performed in a Flight Simulator or FNTP II if certified for this purpose		
a	**Simulated engine failure during take-off(at a safe altitude unless carried out in an FFS)**	• *maintain control of aeroplane direction and speed following simulatedengine failure* • *identify failed engine* • *complete checks and drills* • *establish safe climb at VYSE in trim*
b	**Asymmetric approachand go-around**	• *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 appropriateasymmetric committal altitude/height (ACH)* • *at ACH or when instructed, carry out a go-around to establish a safeclimb in the recommended configuration at VYSE*
c	**Asymmetric approachand full stop landing**	• *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 theappropriate landing area*
d	**Engine shutdown and restart (can be simulated)**	• *control aircraft in heading, altitude, speed and balance during full engine shut down at safe altitudes, carry out appropriate drills andchecklist* • *control aircraft heading, height and speed during re-start drills accordingto check list and re-establish aircraft to symmetric cruising flight*
e	**ATC liaison compliance and R/T procedures, Airmanship**	• *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 aeroplaneperformance* • *complete necessary checks and drills*

f	**Relevant items** **of the class or typerating skill test,** **if applicable:** **i aeroplane systems(incl. autopilot)** **ii operation of pressurization system** **iii use of de- and anti-icing system** **iv Rejected take off** **v (at a reasonable speed)**	• *aeroplane 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 simulatedemergency during the initial part of the take-off run*
g	**Oral questions**	• *demonstrate knowledge of maintaining, operating, emergencyhandling and limitations of the aeroplane used for the flight test*

6. Standard of Completion

EXTRACT of TCAR PEL Part FCL Appendix 4 Skill test for the issue of a CPL

1. The applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.

2. An applicant shall pass all the relevant sections of the skill test. 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 again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

5. At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

6. An applicant shall be required to _y the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulation s.

7. An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Content of the skill test for the issue of a CPL — Aeroplanes

1. The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

2. The route to be _own shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 90 minutes.

3. The applicant shall demonstrate the ability to:

(1) operate the aeroplane within its limitations;

(2) complete all manoeuvres with smoothness and accuracy;

(3) exercise good judgment and airmanship;

(4) apply aeronautical knowledge; and

(5) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height	
normal flight	± 100 ft
with simulated engine failure	± 150 ft
Tracking of radio aids	± 5°
Heading	
normal flight	± 10°
with simulated engine failure	± 15°
Speed	
take-off and approach	± 5 knots
all other flight regimes	± 10 knots

CONTENT OF THE TEST

5. Items in section 2(c) and (e)(iv), and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.

Use of the aeroplane checklists, airmanship, control of aeroplane by external visual reference, anti-icing/de-icing procedures, and principles of threat and error management apply in all sections.

Use of checklist, airmanship, A/C limitations must be respected in all sections.

7. 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 subpart 7 under (b) to (e) 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	
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	• 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 - General Airwork

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 3 - En-route Procedures

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	• 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 replanning 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 4 - Approach and Landing Procedures

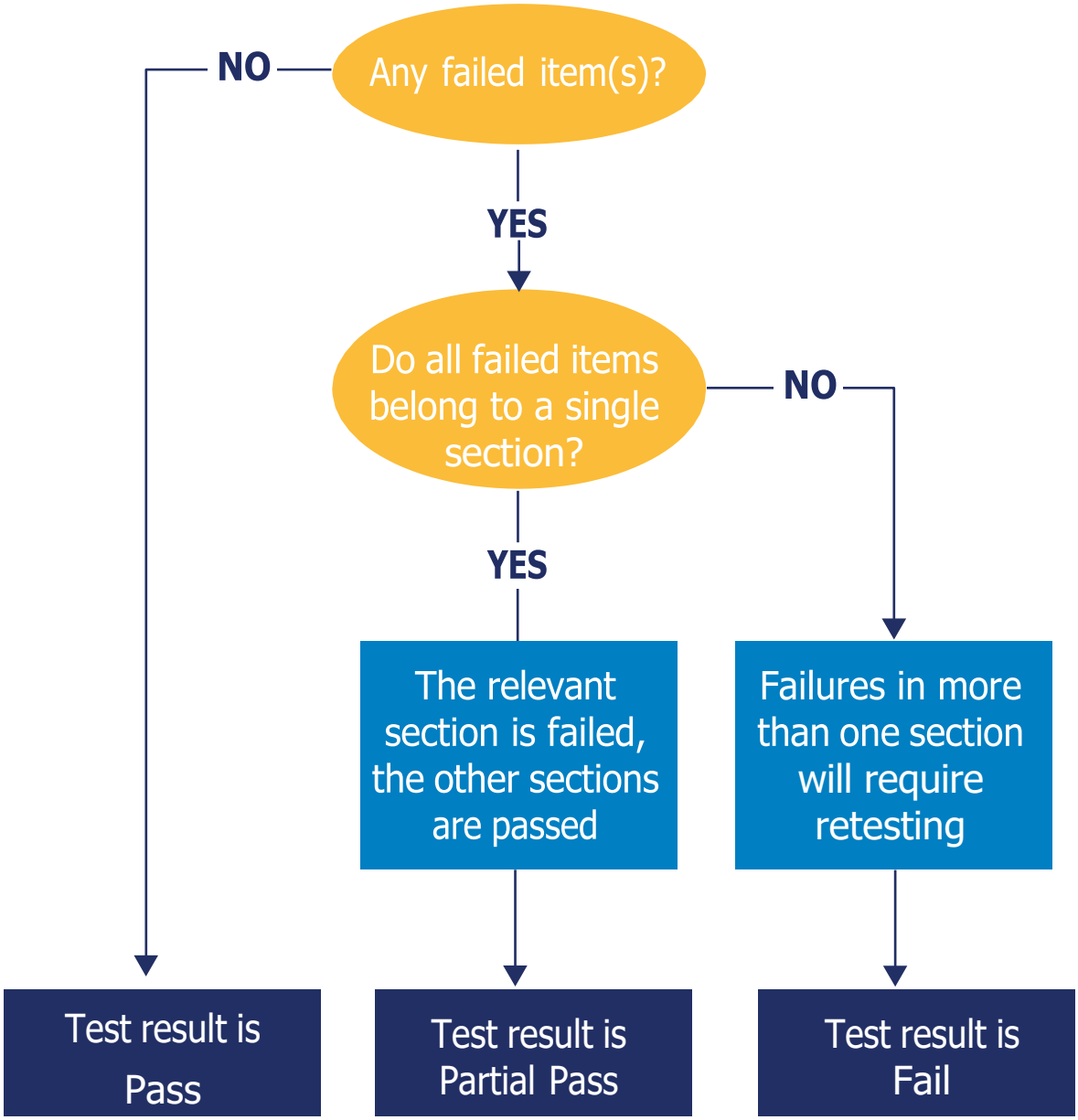
safe arrival and entry into an airport area in compliance with the regulation; structured pattern and stable approach leading to a safe landing in different configurations; discontinuation of the approach or landing

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	
spotting, assessing, and addressing emergencies or abnormals 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 and Relevant Class or Type Items	
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

8. Decision Making Flow Chart



9. Test Debriefing

The debriefing should begin with the Examiner informing the Candidate the result of the test. After that, the Examiner should make use of a facilitated discussion and emphasise the relevant strengths and weaknesses demonstrated by the Candidate. If the test is failed, the Examiner shall inform the Candidate and the training organisation regarding any training recommendation. The Candidate shall be explained their right of appeal, according to the procedures set by the CAAT. With the agreement of the Candidate, the Examiner may allow, the responsible instructor, a Senior Examiner or an Inspector of the CAAT, to take part in the debriefing.

10. Completion of All Applicable Records

All relevant records required by the CAAT must be completed. Please refer to the CAAT procedures.

For any failed or partially failed test, the justification for failure must be printed on the examiner report. The ground for failure must be clear and motivated; a mere indication of which item was failed is not adequate nor sufficient. Any re-training recommendation should equally be written in the examiner report.