สำนักงานการบินพลเรือนแห่งประเทศไทย
The Civil Aviation Authority of Thailand

Guidance for Flight Examiner LAPL(A)

CAAT-GM-PEL-LAPLA

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Approved by

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Director General of the Civil Aviation Authority of Thailand

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Foreword

LAPL(A) Skill Test **V2024-1**

General Applicable Framework

Flight rules: VFR
Operational rules: Part-NCO
Crew concept: SPO
Equipment: Aeroplane or TMG with a MTOM of 2000kg or less, and no more than 4 seats
Applicable type: TMG, SEP
Required examiner certificate: FE(A)

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0. Introduction

The basic privileges of a LAPL(A) holder are to fly within the Thai airspace with passengers, as PIC under VFR, in a SEP, respectively TMG, in which the candidate has passed the skill test. The holder is to act without remuneration, and is restricted to engage in non-commercial operations.

When conducting the skill test, the Examiner must have due regard for the limited experience that a LAPL(A) Candidate may have. Nonetheless, the Examiner shall also appreciate that upon licensing the pilot will be responsible for the safety of his passengers, with the privilege to operate in the Thai airspace almost unrestricted. This may bring the new light aircraft private pilot into a variety of different situations, including unfamiliar airports, airspace, flight rules and terrain.

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 LAPL(A).

0.3 Applicability

Flight Examiner LAPL(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

0.6 Abbreviations

Abbreviations	*Meaning*
(A)	aeroplane
(As)	airship
(B)	Balloon
(G)	glider
(H)	helicopter
(PL)	powerlift
AFM	aircraft flight manual
AMC	acceptable means of compliance
ASI	air speed indicator
ATC	air traffic control
ATO	approved training organisation
ATPL	airline transport pilot licence
CPL	commercial pilot licence
CRI	class rating instructor
CRM	crew resource management
CS-FSD(A)	Certification Specifications for aeroplane flight simulation training devices
CS-FSD(H)	Certification Specifications for helicopter flight simulation training devices
DPATO	defined point after takeoff
EBT	Evidence based training
FCL	flight crew licensing
FI	flight instuctor
FIE	flight instuctor examiner
FFS	full flight simulator
FSTD	flight simulation training device
FTD	flight training device
GM	guidance material
IOS	instructor operation station
IR	instrument rating
IRI	instrument rating instructor
LIFUS	line flying under supervision
MCC	multi-crew cooperation
MCCI	multi-crew cooperation instructor
MP	multi-pilot
MPA	multi-pilot aeroplane
MPL	multi-crew pilot licence
OEM	original equipment manufacturer
OPS	operations
ORA	organisation requirements for aircrew
ORO	organisation requirements for air operations
OSD	operational suitability data
PF	pilot flying
PIC	pilot-in-command

Abbreviations	***Meaning***
PM	pilot monitoring
SFI	synthetic flight instructor
SOP	standard operating procedure
SP	single-pilot
SPA	single-pilot aeroplane
STI	synthetic training instructor
TEM	threat and error management
TRE	type rating examiner
TRI	type rating instructor
UPRT	upset prevention and recovery training
VMCA	minimum control speed in the air

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 navigation section should have a duration of at least 30 minutes, which allows the Candidate to demonstrate his ability to complete a route with at least two identified waypoints. The Examiner should plan 90 minutes for the flight, and 3 hours for the whole examination.

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, DTO/ATO limitations should be considered.

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

- Passport or ID
- Valid SPL (student Pilot License)
- The Candidate is at least 17 years old
- Medical CAAT Class relevant to the privilege sought.
- Radiotelephony privileges and language proficiency requirements
- Successful completion of the LAPL(A) theoretical exam within the last 24 months
- CAAT logbook, showing the following minimum flight instruction:

  ➤ 30 hours of flight instruction in aeroplane/TMG

  ➤ 15 hours of dual flight instruction

  ➤ 6 hours of supervised solo, including 3 hours of cross-country, with one cross-country flight of at least 150 km (80 NM), with a full-stop landing at 1 aerodrome different from the aerodrome of departure

  ➤ Have received flight instruction on the same class of aeroplane to be used for the skill test.
- Training completion certificate from the ATO/DTO
- Relevant LAPL(A) skill test form filled, and endorsed by the ATO/DTO if applicable
- Aircraft documents
- Current navigation charts, and database if applicable
- Insurance of aircraft covering check flights
- Specific equipment for the flight part, if any

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 radio communications during specific parts of the test
- Examiner or instructor (if examiner on back seat) role-play in normal operations and simulated emergencies
- Engine failure-simulation (refer to ATO/DTO safety manual or CAAT instructions for minimum safety height and handling of engine control)
- 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 subpart 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 DTO/ATO as procedures and flight techniques might differ between organisations. This is especially important for manoeuvres such as: stalls, 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) or Part-DTO (DTO).

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-NCO, any other applicable regulations)
- Licensing (e.g. LAPL(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 or TMG by external visual reference, anti-icing/de-icing procedures, etc., apply in all sections. Section 5 may be combined with sections 1 to 4.

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

Report form for LAPL(A) skill test is referenced PEL-EX-FM-009

Section 1 - Pre-flight Operation and Departure		
a	**Pre-flight documentation, NOTAM and weather briefing**	• *check all documents required for a private, passenger carrying flightare 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**	• *complete mass and balance schedule* • *calculate aeroplane performance criteria and limitations applicableto runway and forecast weather conditions and make adjustments if required for actual conditions before take-off*
c	**Aeroplane or TMG inspection 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 conditionfor flight* • *check and complete all necessary documentation*
d	**Engine starting and after starting procedures**	• *complete an appropriate passenger emergency procedure briefingfor the Examiner* • *complete all recommended engine starting and after starting procedures*
e	**Taxiing and aerodrome procedures, pre-take-off procedures**	• *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 check**	• *position the aeroplane correctly for take-off and advance the powerlever(s) to take off power with appropriate checks* • *use the correct take off technique using the recommended speedsfor 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**	• *use charts or other published information as required* • *execute a safe departure in accordance with clearance and with dueregard 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 liaison: compliance**	• *demonstrate standard R/T procedures and phraseology* • *demonstrate compliance with ATC instructions*

Section 2 - General Airwork		
a	**ATC liaison: compliance**	*during this section the Examiner or the safety pilot 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 collisionavoidance*
b	**Straight and level flight, withspeed changes**	• *demonstrate control of heading, altitude and airspeed in straight and level flight by visual attitudes while maintaining a correct lookouttechnique* • *demonstrate correct use of trim.*
c	**Climbing** **i best rate of climb** **ii climbing turns** **iii levelling off**	• *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 descentat VSO + 10 kts to best Angle of Climb speed (VX)* • *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, look-out procedures and collision avoidance**	• *demonstrate the correct lookout technique before, during and after turns* • *establish and maintain throughout the turn the nominated altitudeand speed* • *co-ordinate the entry to turns to achieve 30° bank* • *co-ordinate the recovery from turns to straight and level flight on thespecified heading or as appropriate without loss/gain of height*

e	**Steep (45° bank)turns**	*Steep Turn:* • *demonstrate the correct lookout technique before, during and after turns* • *establish and maintain throughout the turn the nominated altitude andspeed* • *co-ordinate the entry to steep turns to achieve at least 45° bank andmaintain the turn through at least 360 degrees* • *co-ordinate the recovery from turns to straight and level flight as directedby the Examiner without loss/gain of height* *Spiral Dive:* • *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**	• *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	• *consider safety checks before stalling* • *establish the stall entry as appropriate from straight and turning flightand 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-establishinga 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	• *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 speedin manoeuvre*

Section 3 - En-route Procedures		
a	**Flight plan, dead reckoning and map reading**	• *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**	• *control aeroplane using visual attitude flying techniques* • *maintain the heading height and speed as computed in navigation logor advised to the Examiner within the prescribed limits*
c	**Orientation, airspace structure, timing and revision of ETAs, log keeping**	• *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*
d	**Diversion to alternate aerodrome (planning and implementation)**	• *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 logor advised to the Examiner within the prescribed limits*
e	**Flight management (checks, fuel systems and carburetor icing, etc.)**	• *complete all necessary checks and drills* • *set engine power for cruise or endurance performance in accordancewith AFM* • *adjust and monitor fuel consumption for range or endurance as appropriate* • *make regular checks for carburetor icing, if appropriate* • *display sound airmanship and cockpit management*
f	**ATC liaison: compliance**	• *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*

Section 4 - Approach and Landing Procedures		
a	Aerodrome arrival procedures	• *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	Collision avoidance (look-out procedures)	• *maintain systematic lookout for traffic* • *adopt a flight strategy that reduces collision risks*
c	.Precision landing (short field landing), crosswind,if suitable conditions available	• *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 floatwith appropriate drift and crosswind correction* • *maintain directional control after touchdown and apply brakes for a saferoll out* • *complete all necessary checks and drills*
d	Flapless landing	
e	Approach to landing with idle power	
f	Touch and go	• *maintain directional control* • *carry out required configuration changes (flaps retraction etc.)* • *apply appropriate power for take-off.*
g	Go-around from low height	• *execute a timely decision to discontinue the approach either when in-structed or as considered necessary* • *apply appropriate power and control aeroplane attitude to initiate a safeclimb maintaining balance and heading* • *adjust configuration and speed to achieve a positive climb at VY or VXas appropriate* • *maintain take off power until a safe manoeuvring altitude is reached andthen adjust to a normal climb configuration and speed* • *complete all necessary checks and drills*
h	ATC liaison: compliance	• *obtain and comply with ATC clearances using correct R/T phraseology* • *adjust circuit pattern/speed to maintain spacing with other trafficin the pattern* • *maintain awareness of other traffic through R/T and lookout*
i	Actions after flight	• *post flight inspection* • *aeroplane securing* • *complete all necessary documentation*

Section 5 - Abnormal and Emergency Procedures (This section may be combined with 1 through 4) *this items may be combined at the discretion of flight examiner		
a	Simulated engine failure after take-off	• *establish best glide 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	• *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*
c*	Simulated precautionary landing	• *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 suchthat a safe landing would be assured*
d	Simulated emergencies	• *analyse emergency or abnormal situation and formulate appropriateplan* • *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	• *demonstrate knowledge of maintaining, operating, emergency handlingand limitations of the aeroplane used for the skill test*

6. Standard of Completion

EXTRACT of TCAR PEL Part FCL AMC1 FCL.125 LAPL Skill test

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(A)

(a) The route to be flown for the skill test should be chosen by the FE. The route should end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test should have a duration of at least 30 minutes which allows the pilot to demonstrate his/her ability to complete a route with at least two identified waypoints and may, as agreed between applicant and FE, be flown as a separate test.

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

FLIGHT TEST TOLERANCE

(c) The applicant should demonstrate the ability to:

(1) operate the aeroplane or TMG within its limitations;

(2) complete all manoeuvres with smoothness and accuracy;

(3) exercise good judgment and airmanship;

(4) apply aeronautical knowledge;

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

(d) The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane or TMG used:

(1) Height

normal flight	± 150 ft.

(2) Speed

take-off and approach	+15/-5 knots
all other flight regimes	± 15 knots

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 • on-board communication equipment use and limitation • applicable regulation (airspace class, weather minima) • radiotelephony requirements, procedures, and applicable standard phraseology
Skill	• proficient usage of on-board communication equipment • smooth tracking of the required ground track while maintaining altitude • communicate clearly, assertively, and in due time • flight replanning and diversion implementation
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

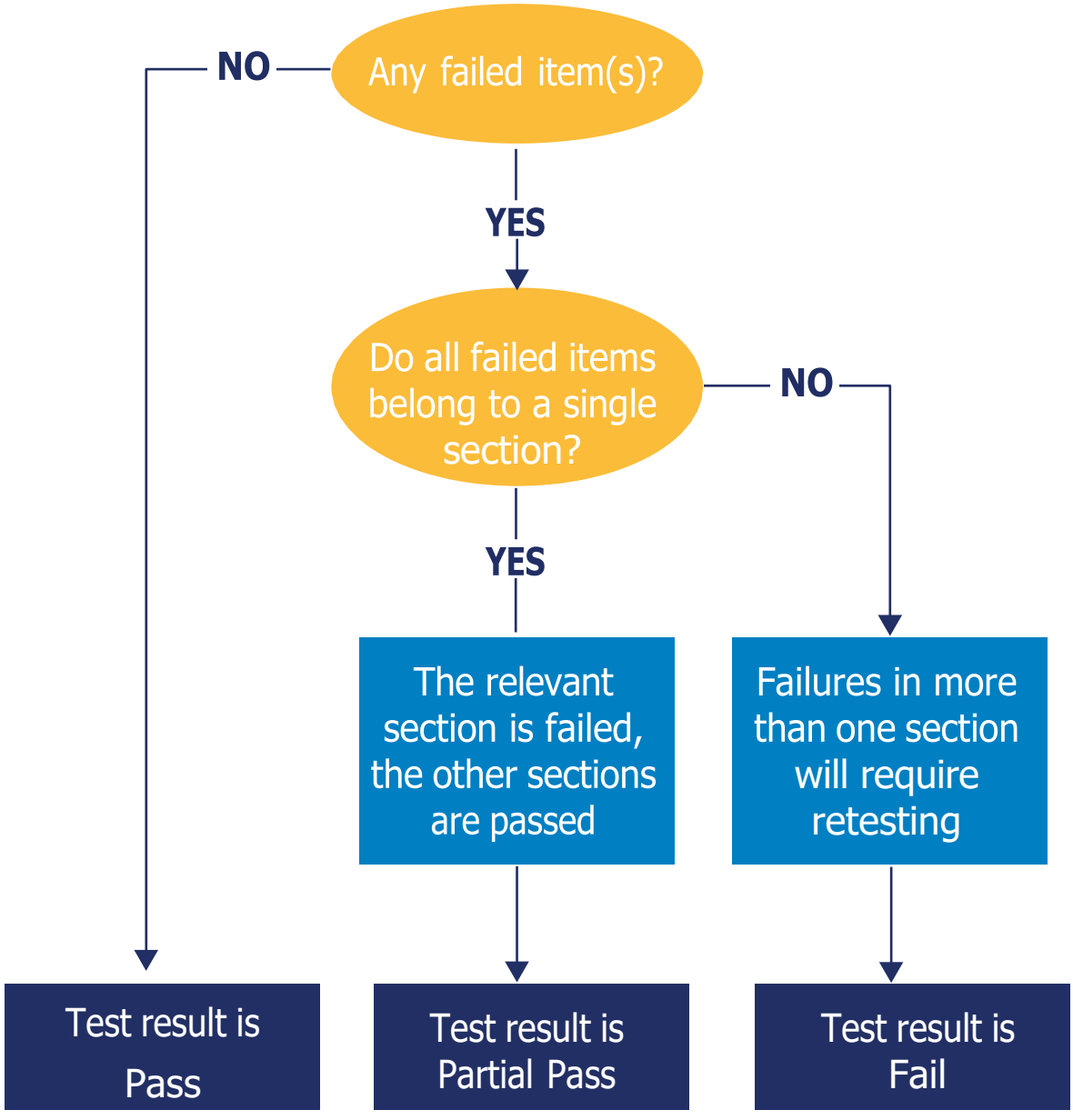
Knowledge	• arrival procedures, standard pattern, visual approach chart reading, briefing structure and purpose • engine-out pattern and key positions • applicable landing techniques with different winds and configurations • go around procedures and applicable SOPs • radiotelephony requirements, procedures, 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)

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.