Safety Regulation Group
Licensing & Training Standards

Standards Document 19, Version 7

Notes for the Guidance of Applicants taking the LAPL and PPL Skill Test (Aeroplanes)

EASA Aircrew Regulation, Annex 1-Part-FCL
Subpart B and C

Please note that this document is for guidance purposes only. The latest version of this document can be viewed on the CAA website

Contents

Foreword

This document sets out the guidance for applicants taking the Skill Test for the grant of a Private Pilot's Licence (PPL) or a Light Aircraft Pilot Licence (LAPL) Aeroplane. The information will help applicants prepare for this flight test, but it must be remembered that aspects mentioned here are of a general nature only and do not give precise details of each exercise or manoeuvre. It is intended as a reference document for pilots, instructors and examiners; to explain the administrative procedures required to undertake the flight test for the LPL and PPL and to ensure that the manner in which skill tests are conducted is standardised across the aviation community.

Nothing in this document is intended to conflict with the EASA Aircrew Regulation or UK statute law where applicable. Whilst every effort is made to ensure that all information is correct at the time of publication, the CAA reserves the right to amend this document as required to accommodate changes to the primary authority documents, to correct errors and omissions or to reflect changes in national policy and best practice.

The Civil Aviation Authority is the competent authority of the UK for the issue of pilot licences, ratings and certificates in accordance with EASA Annex I Part-FCL (the Aircrew Regulation) and for the oversight of their implementation and use. In fulfilling this role, the CAA is required to provide oversight documentation, including standards documents, guidance material and acceptable means of compliance that may be used by relevant personnel and organisations to allow them to perform their tasks, discharge their responsibilities and establish compliance with the Basic Regulation.

This document and other Civil Aviation Authority (CAA) Standards Documents are available on the CAA web site at: www.caa.co.uk/standardsdocuments.

These may be downloaded without charge. The CAA Scheme of Charges, application and report forms are also available from the website at www.caa.co.uk.

If, after reading this document, there are any queries or comments, please contact CAA Flight Crew Standards (FCS) in Licensing & Training Standards (L&TS), CAA Safety Regulation Group.

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Glossary of Abbreviations and Terms

AI or ADI	Attitude Indicator or Attitude Direction Indicator
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AMC	Acceptable Means of Compliance
ANO	Air Navigation Order
APV	(Instrument) Approach with Vertical Guidance
ATC	Air Traffic Control
ATO	Approved Training Organisation
ATPL	Airline Transport Pilots Licence
CDFA	Continuous Descent Final Approach
CPL	Commercial Pilot Licence
CRE	Class Rating Examiner
CRE/IRR	Class Rating Examiner with Instrument Rating Revalidation/Renewal privileges
CRI	Class Rating Instructor
CRM	Crew Resource Management
CRMI	Crew Resource Management Instructor
DA/H	Decision Altitude/Height
EASA	European Aviation Safety Agency
EFATO	Engine Failure After Take-Off
EU-OPS	European Union Requirements - Commercial Air Transport (Aeroplanes)
FCS	CAA Flight Crew Standards
FEH	Flight Examiners Handbook
FE (CPL)	Flight Examiner Commercial Pilot Licence (Aeroplanes)
FE (PPL)	Flight Examiner Private Pilot Licence (Aeroplanes)
FI	Flight Instructor
FIE	Flight Instructor Examiner
FNPT or FNPT II	Flight Navigation Procedures Trainer
FS or FFS	Flight Simulator or Full Flight Simulator
FSTD	Flight Simulation Training Device
FTO	Flight Training Organisation
GE	Ground Examiner
GPS	Global Positioning System
GM	Guidance Material
GNSS	Global Navigation Satellite System
HPA	High Performance Aeroplane
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
IRE	Instrument Rating Examiner
IRI	Instrument Rating Instructor
L&TS	CAA Licensing & Training Standards
LNAV	Lateral Navigation
LPC	Licensing Proficiency Check
LST	Licensing Skill Test

LTS	Licensing and Training Standards
MDA/H	Minimum Descent Altitude/Height
ME	Multi-Engine
MEP	Multi-Engine Piston Aeroplane
MP or MPA	Multi-Pilot or Multi-Pilot Aeroplane
OPC	Operator Proficiency Check
Part FCL	EASA Aircrew Regulation - Annex 1 – Part-FCL
Proficiency Check	Demonstration of skill for the revalidation or renewal of a licence or rating, including oral examinations as may be required.
RF	Registered Facility
RNAV	Area Navigation
RT or RTF	Radiotelephony
RTC	Regional Test Centre
RTO	Rejected Take-off
SE	Single-Engine
SEP	Single-Engine Piston Aeroplane
SET	Single-Engine Turboprop Aeroplane
Skill Test	Demonstration of skill for the issue of a licence or rating
SP or SPA	Single-Pilot or Single-Pilot Aeroplane
SP HPCA	Single-pilot high performance complex aeroplane
TMG	Touring Motor Glider
TRE	Type Rating Examiner
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation

Editorial Convention

Throughout these notes the following editorial practices and definitions shall apply:

- "Shall" and "Must" are used to indicate a mandatory requirement.
- "Expect" and "Should" are used to indicate strong obligation.
- "May" is used to indicate discretion.
- "Examiner" is used to indicate a person who is authorised by the CAA to conduct the appropriate skill test or aeroplane inspection.
- "Applicant" is used to indicate a person who is seeking the issue or renewal of a pilot's licence or rating.
- A Skill Test is a demonstration of skill for the initial licence issue, licence renewal, rating issue or rating renewal. Such tests include oral examination and flight test as appropriate.
- "He/She". The pronoun 'he' is used throughout for ease of reading.
- "Test" is used in this document to describe licensing skill tests and proficiency checks.

Part 1 - General Information

1.1 Successful completion of the Skill Test will result in the appropriate Class or Type rating being added to the applicant's licence.

1.2 The class/type rating issued from skill test the will be valid for the period stated in EASA Part FCL.

1.3 Throughout these notes the following editorial practices and definitions shall apply:

- "Shall" and "Must" are used to indicate a mandatory requirement.
- "Expect" and "Should" are used to indicate strong obligation.
- "May" is used to indicate discretion.
- "Examiner" is used to indicate a person who is authorised by the CAA to conduct the appropriate skill test.
- "Applicant" is used to indicate a person who is seeking the issue or renewal of a pilot's licence or rating.
- "He/She". The pronoun 'he' is used throughout for ease of reading.
- "Training Organisation" is used to indicate any organisation or facility authorised by the CAA to carry out training for the issue of a PPL (A) and /or LAPL (A) and so will include those Registered Training Facilities (RTF) and Authorised Training Organisations (ATO) so authorised.

1.4 Examiners shall not conduct:

- Skill tests or assessments of competence of applicants for the issue of a license, rating or certificate:
  - to whom they have provided flight instruction for the license, rating or certificate for which the skill test or assessment of competence is being taken;
  - when they have been responsible for the recommendation for the skill test, in accordance with FCL.030. (b);
- Skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.

Part 2 - Preparation and Provision of Aeroplanes

2.1 Flight Test Preparation

2.1.1 ***Requirements***

The skill test shall be taken within 6 months of the completion of training and all sections of the test must be completed within 6 months of the first attempt.

2.1.2 ***Ground examinations and training***

An applicant for a skill test shall have successfully completed all theoretical ground training examinations associated with the issue of a PPL (A) or LAPL (A).

2.1.3 ***Flight training***

An applicant for a skill test shall have successfully completed the training stated in EASA Part-FCL Annex 1, Subpart C. (LAPL Sub part B). For the PPL the applicant may choose to take the test on a multi engined aeroplane subject to the experience requirements specified in EASA-FCL of 70 hours flight time as pilot in command of aeroplanes.

2.1.4 ***Certificate of Course Completion***
EASA states that the administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the Examiner, will be determined by the Authority. In the UK the applicant's suitability will be confirmed by completion of the course completion certificate on the form for the application for the grant of the licence.

2.1.5 The ATO will designate the Flight Examiner for the Skill Tests in accordance with current CAA procedures.

2.1.6 ***Previous tests – SRG 2127 (LAPL) SRG 2128 (PPL(A) (or FCL684*** prior to 17/09/2012)
Applicants who have previously attempted the skill test must produce to the Examiner the previous test result form as above which shows the sections failed and any re-training requirement.

2.1.7 ***Medicals***
Applicants must be in possession of a valid EASA Class 1 or Class 2 medical certificate if applying for a PPL, or LAPL Medical Certificate if applying for LAPL. The medical certificate shall be shown to the examiner. If the certificate is out of date the examiner may still conduct the test, but the applicant should be aware that, regardless of the outcome, he will not be permitted to use his licence or rating until the certificate is revalidated. UK armed forces personnel must hold a valid and current, military aircrew medical category.

2.1.8 ***Flight Radio Telephony Operator's (FRTO) Licence***
An applicant must have passed the RT Ground Exam prior to attempting the Skill Test.

2.2 Provision of Aeroplanes

2.2.1 The applicant must provide an appropriate aeroplane (for the skill test. The aeroplane, its equipment and documentation, must be approved for the purpose. The process of approval will be carried out by the Examiner. The aeroplane used for the test shall meet the requirements for training aeroplanes detailed in EASA Part OR.

2.2.2 The aeroplane used for the skill test must be equipped and maintained to a recognised and accepted maintenance standard. It must have a certificate of airworthiness issued or accepted by a EASA Member State to enable the applicant to obtain a class or type rating for licence issue. Training and testing conducted on a touring motor glider certified to JAR-22 will enable an applicant to obtain a TMG class rating for licence issue.

2.2.3 The aeroplane must be fitted with duplicate primary flying controls for use by the applicant and Examiner. Swing-over flying controls are not acceptable.

2.2.4 Flight, engine, associated ancillary instruments, radios and equipment as required by the Air Navigation Order schedule 4 and 5 must be fitted. Instruments must be readily visible to both Examiner and applicant.

2.2.5 Trim controls, wheel brakes, flap controls, undercarriage controls, engine controls, fuel controls and cabin fire extinguishers must be either duplicated or positioned so that they are accessible to both the Examiner and applicant.

2.2.6 The aeroplane must be suitable for demonstrating all aspects of the training syllabus including stall/spin awareness.

2.2.7 Radio navigation equipment, if required, should be installed including at least one VOR or ADF receiver.

2.2.8 Aeroplanes must be equipped with a VHF Transceiver and two-way inter-communication must be fitted for use by the Examiner and applicant. In flight communication should be carried out using headsets.

2.2.9 A stop-watch or other suitable timing device should be provided for use by the applicant. This may be part of the aeroplane equipment or provided separately.

2.2.10 If required by the test schedule, a means of screening from external reference must be provided to simulate flight by sole reference to instruments. Head worn visors or goggles may be used but the preferred method is to provide cockpit screens.

2.2.11 A centreline thrust multi engine aeroplane will be treated as a conventional multi engine aeroplane for the purposes of the PPL Skill Test. In this case, the asymmetric items required in Section 6 of the test will be flown as single-engine items. A licence will be issued with a MEP Class rating restricted to centreline thrust aeroplanes only. Operating procedures will be agreed with the Examiner before the flight.

2.2.12 The CAA shall not be responsible for the provision of insurance for the applicant taking the CPL Skill Test. However, it is necessary for the aeroplane operator to maintain an insurance policy which adequately covers the aeroplane, applicant and the Examiner during the conduct of the flight test and which complies with European Law.

Part 3 - Conduct of the Test

3.1 Preview of Events

3.1.1 This first section will preview those items that the Examiner considers as he constructs the profile. Section 3.2 gives details of the contents of the Initial Briefing; Sections 3.3 and 3.4 describe the Planning and Weather considerations that are required. Sections 3.5 to 3.7 detail the Main Briefing, Flight and Debrief.

3.1.2 The skill test will be conducted by a Flight Examiner or Inspector authorised by the CAA. The test schedule and standards required are set by EASA.The examiner will conduct each test to meet the required schedule and achieve a meaningful, fair and valid assessment. He will give the applicant clear and unhurried instructions and will check that the applicant has understood what he has been asked to do.

3.1.3 Applicants will be assessed on all aspects of the aeroplane operation. Sound basic handling skills are essential as well as airmanship, navigation, instrument flying (PPL), correct R/T phraseology, cockpit and overall flight management. The Examiner may elect to evaluate certain aspects by oral questioning.

3.1.4 The skill test is divided into six main sections:

Section 1 Departure

Section 2 Airwork

Section 3 En-route procedures

Section 4 Approach and landing

Section 5 Abnormal and emergency procedures

Section 6 Any relevant items of the class/type rating skill test plus simulated asymmetric flight (if applicable)

3.1.5 The skill test is intended to be flown as a complete flight including navigation and general handling manoeuvres. However, as agreed between applicant and the Examiner, the En Route Procedures Section 3 may be flown as separate flight.

3.1.6 A flight test completed in two parts shall be conducted by the same Examiner. The overall result of the attempt shall not be assessed/recorded until all sections have been completed. Each part of the attempt shall be recorded on separate test report forms (FCL 684) and clearly marked with the attempt/series. Section 1 and items a, b and h of Section 4 (aerodrome arrival, landing, actions after flight) shall be assessed on both flights.

.3.1.7 The sequence in which the Sections are conducted may vary depending on the circumstances. Briefing and planning will be completed in approximately 2 hours. The En Route section, including instrument flying and radio tracking, normally takes about 1 hour and 30 minutes and the Airwork and Arrival and Landing sections combined about 1 hour. Sections 5 and 6 may be combined, at the discretion of the Examiner, with Sections 1 through 4. The complete flight test, including briefing, may last about 4 hours and 30 minutes, and will be followed by a post flight debriefing by the Examiner. The En route section of the LAPL flight test does not include instrument flying and lasts approximately 1 hour.

3.1.8 The flight test may be conducted in a multi-engine aeroplane certificated for single pilot operations. When the test is taken in a multi-engine aeroplane the content of the test will include all of Section 6 Simulated Asymmetric Flight. Section 6 may be combined with the other sections at the discretion of the Examiner. Items required to complete the Type/Class Rating in Section 6 may be combined with the other sections. Section 4 item g - landing with idle power (glide approach and landing) will not be conducted in a multi engine aeroplane.

3.1.9 The skill test is very demanding. It is appreciated that even the most competent pilots can make mistakes, but this does not necessarily mean that a failure should result.

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

3.2 Initial Briefing

3.2.1 The purpose of the initial briefing is to check that the applicant has completed the necessary training and experience requirements, to establish the aim of the flight test and check that he is aware of those planning resources that he will require. This briefing will normally take about 10 minutes.

3.2.2 At the pre-arranged time the Flight Examiner will meet the applicant. A check will be made to ensure that the applicant has the necessary equipment and documentation including:

- Personal flying logbook (including evidence of any retraining if this is not the first attempt).
- An EASA or LAPL medical certificate appropriate for the test to be conducted.
- A form of identity; eg. a valid passport or ID card.
- A valid Certificate of Course Completion iaw the training organisation's approval or a previous attempt form F684.
- Evidence of successful completion of all theoretical examinations.
- Appropriate aeroplane technical documents.
- Two headsets - most Examiners will carry their own headset but a spare unit should be available for the flight.
- Two copies of the authorised aeroplane check list.
- For the PPL test, Instrument flying screens, visors or goggles.

- Current publications for the routing and airfields.
- Planning material including a blank flight log, current map and navigation equipment.
- Any relevant CAA correspondence such as a letter of assessment or retraining requirements.

3.2.3 The examiner will outline the content of the skill test including a navigation route and any other airfields to be used. The navigation route will normally comprise 2 legs; each leg should be sufficiently long to require at least one visual fix during the leg and would therefore be of 15 - 25 minutes duration. The route would normally require transit through controlled airspace or a MATZ/ATZ.

3.2.4 The applicant will be given the Examiner's weight for his performance and mass and balance calculations.

3.2.5 When the applicant is clear about the format for the flight he will be given time to complete the necessary planning and pre-flight preparation, normally 1 hour, depending upon the circumstances. The examiner will specify the time to meet for the main briefing.

3.3 Planning

3.3.1 Planning facilities will be available either at the Training Organisation, or aerodrome flight planning facility. The examiner will check that the applicant is aware of where resources are. A quiet briefing room should be used so that the planning can be completed without interruption or distraction.

3.3.2 Planning shall be completed without assistance from other students or instructors.

3.3.3 Current ATC and Met information should be obtained from the aerodrome flight planning facility. Any booking requirements must be made in adequate time for the flight.

3.3.4 A flight log must be prepared and the Examiner may require a copy. The log must include such items as:

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

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

3.3.6 Pre-prepared flight logs, specially drawn routes, or pre-prepared aeroplane weight and trim calculations shall not be used. Only routinely available planning information and documents are permitted.

3.4 Weather Minima

3.4.1 The pre-flight preparation of the skill test requires the applicant to assess the weather conditions and make his decision whether to proceed with the flight. In arriving at his decision an applicant must take into account the requirements of all the sections of the test that he is taking. The flight must be conducted maintaining Visual Meteorological Conditions (VMC) throughout. For those items of the PPL test which are required to be flown by sole reference to instruments, Instrument Meteorological Conditions (IMC) will be simulated by using appropriate cockpit screening, goggles or a visor.

3.4.2 Applicants shall comply with the minimum weather conditions specified in their Training Organisations Flying Order Book or Operations Manual, or other more stringent limitations if applicable (e.g. State Minima). However, when extreme conditions of high wind speed, severe turbulence, icing or thunderstorms exist, the examiner may determine that this would make the flight difficult to assess and may override the applicant's willingness to proceed. The flight should not proceed if all planned sections cannot be achieved or the forecast would prevent a return to base or a suitable alternate aerodrome.

3.4.3 Awareness of engine icing conditions must be displayed by regularly checking the outside air temperature and carburettor heat where appropriate. Training Organisations must ensure that an operating procedure is published for using aeroplane icing equipment, particularly with reference to carburettor heat. The aeroplane must not be flown deliberately into icing conditions if this is contrary to the aeroplane flight manual.

3.5 Main Briefing

3.5.1 When the applicant has completed the flight planning, the examiner will give a comprehensive briefing covering all aspects of the flight. During the briefing the applicant should ask questions at any time if he is unclear about any aspect. This briefing would normally take 30 minutes. The Examiner may not brief in the sequence below, but will cover all the relevant items in his briefing.

3.5.2 The briefing will include:

- ***The purpose of the flight***
  The purpose of the flight is for the applicant to demonstrate his ability to plan and conduct a private, passenger carrying flight whilst acting as pilot-in-command and operating as a single crew member. The briefed profile shall be conducted in VMC and the flight will include simulated aeroplane emergencies and general flying manoeuvres. Passenger safety, comfort and reassurance must be considered throughout the flight. The applicant is asked to assume that the Examiner is a passenger who will act as the Safety Pilot when flight in simulated IMC takes place. The applicant is not to expect any assistance from the Examiner.

- ***The applicant's responsibilities***
  The Examiner will explain that all the duties and decisions necessary for the safe and practical conduct of the flight, in accordance with current legislation, will be the responsibility of the applicant. The applicant should liaise with ATC but if ATC instructions conflict with the briefing these will take priority; the examiner will only intervene if he decides to do so for reasons of safety or clarification.

- ***Checklists***
  Throughout the flight the applicant will be expected to use the authorised aeroplane checklist. The applicant is to assume that the test is the first flight of the day. Airborne checks may be completed from memory, or from alternative notes, but must be in accordance with the checklist and with each check item spoken aloud.

- ***Planning check***
  The Examiner will assess the applicant's ability to check the appropriate aeroplane documents before flight. He will expect to be briefed by the applicant as to the weather

suitability, including surface wind limitations and the methods of calculating runway cross wind components. The Examiner will check the flight navigation log and may take a photocopy. He may question the applicant on any aspect of the planning, for example: choice of operating altitudes, safety altitudes, fuel planning, NOTAMS. The applicant's calculations of the aeroplane's mass and balance and performance will be assessed.

- ***The profile***
  The Examiner will go through the flight, item by item explaining to the applicant what is required of him. (To avoid repetition of the briefed items these are expanded at para 3.6 The Flight). The Examiner will not instruct the applicant on how to fly or manage the flight; he will advise what he wants to see the applicant do. Conditions, such as when radio aids may be used, will be covered. Procedures for the use of the screens, goggles or visors will be advised, including a reminder that, when simulating IMC, the Examiner will be responsible for collision avoidance. During the briefing the Examiner will regularly check if the applicant has any questions and finally he will ask the applicant if he is quite clear what is required of him during the test.

- ***Aeroplane control***
  The aeroplane must be operated in accordance with the Aircraft Flight Manual or Pilots' Operating Handbook, as appropriate, and the operating procedures should follow those given in the Training Organisation's Flying Order Book or Operations Manual. The Examiner will require confirmation of the various speeds and configurations to be used at each phase of flight. Speeds may be adjusted to meet different conditions or circumstances but the Examiner must be advised of the new target speed at that time. The Examiner will also explain that if the applicant wishes to change any of the speeds in flight, he must inform the Examiner and nominate a new speed.

- ***Emergencies and abnormal conditions***
  The Examiner will discuss the actions necessary should any actual emergency or abnormal condition occur during the flight. In general, the applicant is to control and handle any aeroplane emergency but the Examiner, as aeroplane commander, may elect to take control at any stage.

- ***Simulated Emergencies***
  The Examiner will brief on how he will initiate simulated emergencies.

- ***Oral questioning***
  The examiner may ask practical questions relating to the flight on subjects such as VFR procedures, aeroplane performance and technical aspects, emergency handling and the aeroplane documents.

3.5.3 The Examiner may stop the test at any stage if he considers that the applicant's demonstration of skill and/or knowledge requires a complete retest.

3.6 The Flight

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

3.6.2 ***Pre - Departure Procedure (Section 1)***
The applicant will be expected to carry out a safe and practical inspection of the aeroplane prior to flight, and must be aware of the servicing operations that he is entitled to carry out on the aeroplane. The applicant will be expected to proceed with the checks at a practical pace and with reference to the checklist. Expanded checklists are not permitted. Where visual checks are made these should be described to the Examiner only if requested. Pre-flight checks of the radio and navigation equipment should include all the equipment which the applicant proposes to use during the flight. The Examiner must be briefed, as a passenger, on the position and method of the use of emergency exits, safety belts, safety harnesses, oxygen equipment, life jackets, and all other devices required by the ANO and intended for use by passengers in the case of emergency. The applicant must instruct the Examiner in the actions he should take in the event of an emergency.

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

3.6.4. ***The Take-off and Departure (Section 1)***
When ready for departure the applicant should assess the cross-wind component and confirm this to the Examiner. The departure should comply with any instructions given by ATC. The following points should also be observed:

- Correct use of cross-wind take-off techniques where appropriate.
- Correct use of take-off safety, lift-off and initial climb speeds.
- Correct power settings for the climb.
- Completion of the after take-off checks.

3.6.5 ***The En-Route procedures (Section 3)***
Section 3 is usually flown after Departure to ensure an efficient flow to the flight. During this section of the flight the aeroplane is assumed to be on a private, passenger carrying flight under Visual Flight Rules. When the aeroplane has achieved cruising altitude and is on heading for the turning point, the applicant should confirm to the Examiner the heading, altitude, and ETA, thereafter advising any changes. For instance, "2 minutes late at my halfway point - the revised ETA is now. . ." etc. The following points should also be observed:

- Correct altimeter settings.
- Observance of safety altitudes and minimum levels.
- Compliance with regulations and liaison with ATC. Sound airmanship and a safe practical approach to ATC liaison is require.
- Accuracy of flying, altitude, speed, heading control.
- Cruise checks as appropriate, fuel management, carburettor icing etc.
- Map reading and assessment and correction of errors.
- Log Keeping. (The Examiner may ask to see the applicant's Pilot Log after the flight).
- Achievement of ETAs.
- Engine handling.

The applicant is expected to navigate by visual positioning in a practical way, not to feature crawl. Numerous heading or altitude changes that are the result of poor flying may constitute a fail in this section. The applicant is expected to calculate changes to his heading and ETA in order to correct deviations from his plan. Radio navigation aids may not be used during the first leg of the en-route section although they may be tuned and identified in anticipation of their use on the next leg. After the first leg VOR, ADF, VDF and DME may be used, but not at the expense of accurate flying. The applicant will be expected to tune and identify any aids used and to operate within their promulgated range. For the PPL test, at some stage during the second leg, the Examiner may require the applicant to establish position by using these radio navigation aids. RNAV, GPS or radar shall not be used as the primary fixing or tracking aid.

3.6.6 During the en route procedure, at an appropriate time, normally before reaching the second turning point, the applicant will be instructed to carry out a diversion to a point at least 20 nms away. A specific airfield or prominent position for the diversion will be pin-pointed by the

Examiner on the applicant's chart. The applicant will be given reasonable time to assess his position and calculate the necessary navigation data before altering heading towards the diversion point. Applicants may use their own grids, graticules or plotters for navigation purposes in the air provided control of the aeroplane is satisfactorily maintained while doing so. When the aeroplane is established on heading for the diversion point, the applicant will be expected to advise the Examiner of the heading, altitude, and ETA, thereafter advising any changes. The Examiner may not require the applicant to continue all the way to the diversion destination if he considers that their safe arrival there is in no doubt. For the PPL test, at the end of the diversion phase, the Examiner may ask the applicant to intercept and maintain a track to or from a suitable VOR or ADF for approximately 5 minutes using a needle or course deviation indicator (CDI) presentation as specified by the Examiner. The applicant will be expected to tune and identify the aid correctly and to operate within the promulgated range.

3.6.7 Should the Examiner, during the PPL test, not require the applicant to fix and track using radio aids during the navigation phase, a demonstration of radio aid fixing and tracking will be required at another point during the test. The applicant will be required to comply with the appropriate ATC clearances and other regulations throughout the diversion phase.

3.6.8 ***Simulated IMC (PPL test only)***

The Examiner will simulate inadvertent entry into cloud, by means of screens, visors or goggles and the applicant will be required to execute a rate one level turn on instruments through 180° to return the aircraft to VMC on a suitable heading. Applicants are expected to show consideration of the safety factors necessary for flight in IMC.

3.6.9 ***Airwork (Section 2)***

Throughout this section the Examiner will be responsible for navigation and ATC liaison, but the applicant will be responsible for look out. The following items will be assessed in this section.

Control of the aeroplane by external visual reference including:

- Straight and level flight at various airspeeds and configurations. Climbing and descending at various speeds and rates including best angle (V_X) and best rate (V_Y).

- Flight manoeuvres at critically low airspeeds. This exercise may be achieved by completing either a low level, bad weather circuit and go around or a precautionary landing with power, together with execution of steep gliding turns and a climb at V_X.

- Turns using up to 30° of bank, including turns in landing configuration; steep turns at not less than 45° bank through at least 360°; steep turns in a gliding configuration using not less than 40° of bank.

- Recognition of, and recovery from, spiral dives. The Examiner may put the aeroplane into a steep dive or a spiral dive with speed increasing rapidly and hand control to the applicant to initiate appropriate recovery action either to straight and level flight or into a climb as briefed.

- Recognition and recovery from stalls. A stall in the clean configuration, as detailed below, and at least 2 other stalls from the following series of stalls will be required and the examiner will brief the sequence of these both pre-flight and in the air:

- Stall in clean configuration, fully developed stall entering from straight and level flight, with the throttle(s) closed. The Examiner will nominate when the recovery should begin.

- Approach to stall from an approach configuration, with approach flap setting, gear down and low power. The stall should be initiated from a turn (level or slightly descending with between 10° and 30° AOB) and the applicant must recover at the first symptom of the approaching stall.

- Approach to stall in the landing configuration with full flap, gear down, and low power. The stall should be initiated from straight flight as if established on final approach to land (i.e. not climbing); the applicant must recover at the first symptom of the approaching stall.

- Approach to stall in a climbing turn with take-off flap and climb power (single-engine aeroplane only) the applicant must recover at the first symptom of the approaching stall.

- All recoveries shall be made with the minimum loss of height and returning to a clean climb configuration at V_Y maintaining directional control. (The examiner may nominate a heading to be achieved after recovery).

3.6.10 ***Approach and Landing (Section 4)***

Applicants will be expected to carry out a safe join to an aerodrome circuit, which may not necessarily be at their home field. This involves entry to the traffic pattern with the aeroplane in the appropriate configuration and at the correct speed. Applicants will be expected to carry out a number of approaches and landings (usually 'touch and go' landings) involving the following:

- Precision or short field landing. This may be combined with a bad visibility/low level circuit as part of the assessment of low speed handling. In order to assess this exercise the Examiner may limit the amount of runway available.

- Cross wind landing (when practical).

- Go around from a low height/altitude.

- Approach and landing with idle power (glide approach). The examiner may limit the amount of runway available.

- Approach and landing without the use of flaps (flapless).

- Touch and go.

The applicant will also be responsible for taxying and parking, after landing and shut down checks, and the completion of aeroplane documentation.

3.6.11 ***Abnormal and Emergency Operations (Section 5)***

The items of this section may be combined with Sections 1 through 4 (and Section 6 if appropriate). The Examiner will simulate an abnormal or emergency situation; the applicant is expected to carry out the appropriate emergency actions. If drills involve the operation of fuel cocks, fuel shut off valves, mixture controls and any critical engine control, operations should be simulated by "touch actions" only. Emergency radio calls should be made aloud but not transmitted. Applicants should not assume that the practice emergency is complete until told by the Examiner.

- Simulated engine failure after take off (EFATO). This exercise may be flown in the aerodrome traffic pattern or following the simulated forced landing, during the climb-out. For multi engine aircraft this exercise is assessed in Section 6.

- Simulated forced landing (Single engine aircraft only). This exercise is normally to be performed away from the airfield and will usually commence above 2000 feet AGL. The applicant should nominate a landing area and demonstrate a planned approach. The Examiner will initiate the go around at a safe and appropriate point.

- Simulated precautionary landing (Single engine aircraft only). This item may be included in Section 3 as demonstrating the techniques for an emergency landing off-airfield or may be flown as a low-level (bad weather) circuit pattern during Section 4.

- Simulated emergencies. This item will include items from the Emergencies Section of the Pilots Operating Handbook. Some emergency procedures may be covered by oral ground examination.

3.6.12 ***Simulated Asymmetric Flight plus any relevant items of the Class/Type Rating Skill Test (Section 6)***

The items in this Section may be combined with Sections 1 through 5. The Examiner will simulate an abnormal or emergency situation; the applicant should respond in the same manner as described in para 3.6.11 (Section 5), except in the case of Item d – Engine shutdown and restart – where full drills should be carried out. Items a, b and c are applicable to multi engine aeroplanes only. Item d is applicable to multi engine aeroplanes and touring motor gliders only.

Note: Items marked with an asterisk are applicable to all aeroplanes.

- Simulated engine failure after take off (EFATO). At a safe height after take off the Examiner will simulate an engine failure by closing one of the throttles. The applicant will be expected to retain control of the aeroplane, identify the 'failed' engine and carry out the appropriate engine shut down and propeller feathering procedures using touch drills. On completion of these drills, the Examiner will be responsible for setting zero thrust and the management of the (simulated) failed engine.

- Asymmetric approach and go around. The applicant will be expected to carry out a circuit to go-around under asymmetric power.

- Asymmetric approach and full stop landing.

- Engine shutdown and restart. The applicant will be expected to carry out an actual engine shutdown and restart. This item may be combined with Section 5 Item d in the form of a fire drill.

- ATC liaison and compliance, RT procedures and airmanship.

- Operation of aircraft systems such as auto-pilot, pressurisation, de-icing and anti-icing systems if applicable. Rejected take-off (at a reasonable speed).*

- Oral questions relevant to the aeroplane used for the test. These questions will include discussion of aircraft emergencies.*

Applicants who take the skill test in a multi engine aeroplane will not be expected to fly the steep gliding turns in Section 2, the glide approach in Section 4 or the practice forced landing in Section 5.

3.6.13 The following items may be performed in an appropriate Flight Simulator or Flight Navigation Procedure Trainer - Type II (FNPT II):

- Abnormal and Emergency Procedures Section 5 - item d.

- Simulated Asymmetric Flying Section 6 - items a, d and e.

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

CURRENTLY IT IS CAA POLICY TO CONDUCT THESE ELEMENTS IN AN AIRCRAFT

3.7 Post Flight Action

3.7.1 After the flight, before de-briefing the Examiner may complete any oral questioning to finalise the requirements of the class/type rating element of the test (Section 6). The Examiner may also ask questions in order to clarify certain items or actions. He will then inform the applicant of the result of the test together with reasons for failure in the event of a partial pass or fail. If

the applicant wishes, the examiner will conduct a debriefing to discuss the applicant's performance in more detail and, if appropriate, give advice on aspects of the test which the applicant may find useful during any subsequent attempt.

3.7.2 Notification of the result will be given on the test result form SRG 2127 (LAPL) or SRG 2128 (PPL). The form will show the result of each item and section. The applicant will be required to sign the form as having understood the result and will be given a copy of the report form to retain. One copy of the test report must be sent with the licence application. This will normally be sent by the examiner. Following a successful skill test, applicants must also obtain the signature of the Examiner in the relevant section of the licence application form.

3.7.3 Appendix 2 gives a list of the test standards upon which the Examiner will base his assessment. The criteria are arranged to reflect the order of items listed on the Test Report form SRG 2127/8.

3.7.4 Should an applicant have cause for concern about the conduct of the flight test then such comment should be made in writing to the Senior Flight Examiner. Details of the appeal procedure are given at Part 4.3.

Part 4 - Assessment Criteria and Administrative Procedures

4.1 Assessment Criteria

4.1.1 The flight will be assessed as private, passenger carrying flight. The safety and comfort, reassurance and briefing of passengers must be considered. The applicant shall demonstrate ability to:

- Operate the aeroplane within its limitations.
- Complete all manoeuvres with smoothness and accuracy.
- Exercise good judgement and airmanship.
- Apply aeronautical knowledge of procedures and regulations as currently apply.
- Maintain control of the aeroplane at all times in a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

4.1.2 Throughout the flight the aeroplane should be flown as accurately as possible. The tolerances for operation are given as guidance to applicants but do not necessarily indicate that a 'failure' will result if any boundary is exceeded. Similarly, flight within the tolerances should not be achieved at the expense of smoothness and co-ordination.

4.1.3 The Examiner will make allowance for adverse weather conditions such as turbulence and the handling qualities and performance of the aeroplane used. The skill test tolerances shown at Appendix 3 are for general guidance.

4.2 Administrative Procedures

4.2.1 Each time an applicant undertakes a skill test it is known as an 'Attempt'. 'Attempts' are grouped into 'Series'. There are up to two Attempts in each Series. There is no limit to the number of Series that may be taken.

4.2.2 A PASS will be awarded when all sections of the test are passed.

4.2.3 The second half of an attempt taken in 2 parts, shall include Section 1 and items a, b, and h of Section 4 irrespective of a previous pass in these sections/items.

4.2.4 An applicant failing only one section at the first attempt in a Series shall have gained a PARTIAL PASS. The second attempt will always require the applicant to retake the previously failed section. Additionally the applicant will be expected to carry out the actions necessary to put the aircraft in a position from which the failed section can be retested.

The only exception to this is failure of item g in Section 6 (Oral questions) in which case only the failed item will require re-testing.

4.2.5 If an applicant is taking the test in 2 parts and he fails a section during the first part then this part cannot be retested before the second part is undertaken. The applicant has the option to either:

- Fly the second part so that the first attempt is complete and can be assessed as either a PARTIAL PASS or a FAIL depending on the result of the second part.

or

- Forego the first test Series and move directly to the second test Series.

Examiners should advise applicants of the implications of following this second option as described in para 4.2.8.

4.2.6 A FAIL will be awarded if more than one section is failed at the first attempt in a Series or if any item is failed at the second attempt of a Series.

4.2.7 A FREE RETEST may be awarded if the applicant discontinues the flight and the reasons for doing so are agreed by the examiner. The free retest will require only those sections or items not previously flown to be completed; these items must be completed before the result of the flight can be determined. If the applicant terminates the flight test for reasons considered inadequate by the Examiner, he may forfeit the test fee and a further fee will be required before the next test.

4.2.8 The FAIL as defined above will conclude that Series. Before undertaking a further attempt in the next (second) Series the applicant will be required to:

- Complete the retraining prescribed by the Flight Examiner at the completion of the Series and indicated on the Flight Test and report form SRG 2127 (LAPL) or SRG 2128 (PPL)

- Present his personal flying logbook to the Flight Examiner, containing entries, certified by the Chief Flying Instructor (CFI) of the training organisation giving training, indicating that the prescribed training has been completed and that the applicant is fit to retake the skill test.

4.2.9 Should the applicant fail the second or subsequent Series the retraining required will be set by the CAA Senior Flight Examiner (SFE) or his deputy. The first attempt in Series 3 shall be conducted by an examiner nominated by the CFE or his deputy. Retraining will be based upon an assessment of the reasons for failure of all previous attempts.

4.3 Applicant's Appeal Procedure

4.3.1 The reverse of the SRG 2127/8 contains an extract from the Civil Aviation Authority Regulations 1991, which is reproduced below:

Regulation 6(5) of the Civil Aviation Regulations 1991 provides as follows:-

> *Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed with an appeal the applicant will have to satisfy the CAA that the examination or test was not properly conducted. Mere dissatisfaction with the result is not enough.*

Should the applicant have concern about the conduct of the skill test he should write to the Senior Flight Examiner who will provide guidance on the Appeal Procedures.

Appendix 1 - Skill Test Schedule and Standard

Applicant's Notes

These notes are intended to give applicants a detailed account of the exercises that may, at the discretion of the examiner, be required in each section. The headings used relate directly to those shown on form SRG 2127/8.. It is emphasised that during the skill test applicants should concern themselves only with flying and operating the aeroplane to the best of their ability. The application of the test standards are the responsibility of the Examiner.

Examiner's Notes

These guidance notes are published to establish the test standard required for a skill test. Any flight test can only be a brief 'snapshot' of a pilot's ability and therefore, to ensure overall pilot competence, Training Organisation's Flight Instructors are expected to use these standards when preparing applicants for the test. The Examiner must apply the standards evenly and fairly and without prejudice. The flight however, may be conducted in any sequence to achieve a complete and efficient test.

PPL SKILLS TEST SCHEDULE

Section 1 – Pre-Flight operations and Departure

(a) ***Pre-flight documentation, NOTAM and weather briefing:***

- *Check all documents required for a private, passenger carrying flight are correct.*
- *Obtain and assess all elements of the prevailing and forecast weather conditions.*
- Obtain and assess all aeronautical information and NOTAMS.
- *Complete an appropriate flight navigation log and chart.*
- *Determine that the aeroplane is correctly fuelled for the flight.*

(b) ***Mass and balance and performance calculation:***

- *Complete mass and balance schedule.*
- *Calculate aeroplane performance criteria and limitations applicable to runway and forecast weather conditions and make adjustments if required for actual conditions before take-off.*

(c) ***Aeroplane inspection and servicing:***

- *Check aeroplane (or TMG) serviceability record and technical log.*
- *Perform all elements of the aeroplane pre-flight inspections as detailed.*
- *Confirm that the aeroplane is in a serviceable and safe condition for flight.*
- *Check and complete all necessary documentation.*

(d) ***Engine starting and after starting procedures:***

- *Complete an appropriate passenger emergency procedure briefing for the Examiner.*
- *Complete all recommended engine starting and after starting procedures.*

(e) ***Taxiing and aerodrome procedures, pre take off procedures:***

- *Complete all recommended taxying checks and procedures.*
- *Comply with airport markings and signals.*
- *Follow ATC instructions.*
- *Complete all departure checks and drills including engine operation.*
- *Obtain ATC departure clearance.*
- *Confirm any aeroplane performance criteria including crosswind condition.*

(f) ***Take-off and after take-off checks:***

- *Position the aeroplane correctly for take off and advance the throttles to take off power with appropriate checks.*
- *Use the correct take off technique using the recommended speeds for rotation/lift-off and initial climb.*
- *Ensure a safe climb and departure adjusting power and aeroplane configuration as appropriate.*
- *Complete all necessary after take-off checks.*

(g) ***Aerodrome departure procedures:***

- *Use charts or other published information as required.*
- *Execute a safe departure in accordance with clearance and with due regard for other air traffic.*
- *Use correct lookout techniques.*
- *Observe the Rules of the Air and ATC Regulations.*
- *Maintain directional control and drift corrections throughout.*
- *Follow any noise routing or departure procedures and ATC instructions.*
- *Complete all necessary climb checks.*

(h) ***ATC compliance and R/T procedures:***

- *Demonstrate standard R/T procedures and phraseology.*
- *Demonstrate compliance with ATC instructions.*
- *Operate on the ground and in the air with particular regard for passenger safety and comfort.*

Section 2 – General Airwork

(a) ***ATC compliance, R/T procedures:***

- *During Section 2 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.*

(b) ***Straight and level flight with speed changes:***

- *Demonstrate control of heading, altitude and airspeed in straight and level flight by visual attitudes while maintaining a correct lookout technique.*
- *Demonstrate correct use of trim.*

(c) ***Climbing:***

- *Maintain directional control and balance throughout.*
- *Trim for nominated speed including best Rate of Climb speed (V_Y).*
- *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.*
- *Best angle of climb.*
- *Maintain heading and balance during transition from cruise or descent at V_{SO} + 10 kts to best Angle of Climb speed (V_X).*
- *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:***

- *Demonstrate the correct lookout technique before, during and after turns.*
- *Establish and maintain throughout the turn the nominated altitude/level and speed.*
- *Co-ordinate the entry to turns to achieve 30° bank.*
- *Co-ordinate the recovery from turns to straight and level flight on the specified heading or as appropriate without loss/gain of height.*

(e) ***Steep (45° bank) turns (including recognition and recovery from a spiral dive):***

Steep Turn:

- *Demonstrate the correct lookout technique before, during and after turns.*
- *Establish and maintain throughout the turn the nominated altitude/level and speed.*
- *Co-ordinate the entry to steep turns to achieve at least 45° bank and maintain the turn through at least 360 degrees.*
- *Co-ordinate the recovery from turns to straight and level flight as directed by 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.*
- *Recover with minimum height loss.*
- *Complete all necessary checks and drills.*

(f) ***Flight at critically low airspeed 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:***

- *Consider safety checks before stalling.*
- *Establish the stall entry as appropriate from straight and turning flight and select the required aeroplane configuration.*
- *Maintain heading (or bank angle 10° - 30° as required) to stall entry.*
- *Recognise the symptoms of the stall or approaching stall and initiate the correct recovery action as directed by the Examiner.*
- *Recover with minimum height loss and return to a clean configuration climb at $V_{Y.}$*
- *Complete all necessary checks and drills.*
- *Maintain lookout throughout.*

(h) ***Descending:***

- *Maintain directional control and balance throughout.*
- *Trim for nominated speed including best glide speed.*
- *Complete all necessary descent checks.*
- *Turn onto given headings maintaining balance and speed and bank angle.*
- *Maintain lookout throughout.*

- *Return aircraft to straight and level flight in cruise configuration at nominated level / altitude.*
- *Complete all necessary drills and checks.*
- *Whilst gliding demonstrate awareness of increased stalling speed in manoeuvre (not multi-engine aeroplanes).*

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 log or advised to the Examiner within the prescribed limits.*

(c) ***Orientation, timing and revision of ETAs, and log keeping:***

- *Navigate by means of calculated headings, ground speed and time.*
- *Achieve destinations or turning points within 3 minutes of estimated time of arrival (ETA).*
- *Maintain a navigation log and radio log by recording all pertinent information such that the whole route may be reconstructed if necessary after flight.*

(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 height and speed as computed in navigation log or advised to the Examiner within the prescribed limits.*

(e) ***Use of radio navigation aids:***

- *Select and identify appropriate radio and navigation aids as required or nominated by Examiner.*
- *Locate and record the aeroplane position by using radio navigation equipment when required by the Examiner.*
- *Intercept and maintain given tracks or radials using the navigation aids nominate.*

(f) ***Basic instrument flying (180° turn in simulated IMC):***

- *Demonstrate competence at manoeuvring the aircraft by sole reference to flight instruments.*

- *Use an appropriate technique of instrument scanning and cross check to maintain flight within prescribes limits.*
- *Establish a rate one turn through 180° using the direction indicator.*

(g) ***Flight management (checks, fuel systems and carburettor icing etc):***

- *Complete all necessary checks and drills.*
- *Configure airframe and engine(s) for cruise/endurance performance in accordance with Flight Manual.*
- *Adjust and monitor fuel consumption for range or endurance as appropriate.*
- *Make regular checks for carburettor icing, if appropriate.*

(h) ***ATC compliance and R/T procedures:***

- *Set and cross check altimeters to QNH, Regional Pressure setting (RPS), Standard pressure setting, or QFE as specified in checklist, Flying Order Book or as appropriate.*
- *Maintain two way R/T communication using correct phraseology throughout.*
- *Obtain ATC clearances and appropriate level of service.*
- *Comply with ATC clearances and instructions when required.*
- *Display sound airmanship and cockpit management.*

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, Flying Order Book or as required.*
- *Comply with published arrival procedure or clearance.*
- *Maintain adequate lookout and collision avoidance.*

(b) **** Precision landing (short field landing), crosswind, if suitable conditions available.***

(c) **** Flapless landing***.

(d) ***Approach to landing with idle power (Single engine only):***

Standard for all types of approach and landing:

- *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 aeroplane approach configuration adjusting speed and rate of descent to maintain a stabilised approach.*

- *Select and achieve the appropriate touchdown area at the recommended speed.*
- *Adjust descent and roundout (flare) to achieve a safe landing with little or no float with appropriate drift and crosswind correction.*
- *Maintain directional control after touchdown and apply brakes for a safe roll out.*
- *Complete all necessary checks and drills.*

(e) ***Touch and go:***

- *Maintain directional control.*
- *Carry out required configuration changes (flap retraction etc).*
- *Apply appropriate power for take-off.*

(f) ***Go around 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 V_Y or V_X as appropriate.*
- *Maintain take off power until a safe manoeuvring altitude is reached and then adjust to a normal climb configuration and speed.*
- *Complete all necessary checks and drills.*

(g) ***ATC compliance and R/T procedures:***

- *Obtain and comply with ATC clearances using correct R/T phraseology.*
- *Adjust circuit pattern/speed to maintain spacing with other traffic in the landing pattern.*
- *Maintain awareness of other traffic through R/T and lookout.*

(h) ***Actions after flight:***

- *Complete all after landing checks and drills.*
- *Return aeroplane to parking area and complete engine shutdown.*
- *Secure aeroplane and complete documentation.*

Section 5 - Abnormal and Emergency Procedures

Items from this section may be performed in sections 1 through 4.

(a) ***Simulated engine failure after takeoff (SE only):***

- *Execute emergency drills as 'touch drills' without error (see section 3.6.11).*
- *When time permits, investigate possible cause of engine failure and take corrective action.*

- *Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew.*

(b) ***Simulated forced landing (SE only):***

- *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.*

(c) ***Simulated precautionary landing (SE 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 that a safe landing would be assured.*

(d) ***Simulated emergencies:***

- *Analyse emergency or abnormal situation and formulate appropriate plan.*
- *Execute abnormal or emergency drills.*
- *Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew.*
- *Use check list to confirm actions when time permits.*
- *Make suitable emergency R/T calls (given to Examiner but not transmitted).*
- *Inform ATC of practice emergency situation and assistance required (where appropriate).*

(e) ***Oral questions:***

- *Demonstrate knowledge of maintaining, operating, emergency handling and limitations of the aeroplane used for the flight test.*

Section 6 - Simulated Asymmetric Flight and relevant Class or Type Rating items

Items from this section may be performed in Sections 1 through 5.

(a) ***Simulated engine failure after takeoff (at a safe altitude unless carried out in a FSS):***

- *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.*

(b) ***Asymmetric approach and 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 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 $V_{YSE.}$*

(c) ***Asymmetric approach and 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 the appropriate landing area.*

(d) ***Engine shutdown and restart:***

- *Control aircraft in heading, altitude, speed and balance during full engine shut down at safe altitudes, carry out appropriate drills and checks.*
- *Control aircraft heading, height and speed during re-start drills according to check list and re-establish aircraft to symmetric cruising flight.*

(e) ***ATC compliance, R/T procedures or airmanship:***

- *Inform ATC of abnormal flight condition and any assistance required.*
- *Comply with ATC procedures and instructions.*
- *Adjust traffic pattern with due regard to weather, surface conditions, obstructions and other air traffic.*
- *Adjust configuration and circuit pattern with regard to aeroplane performance.*
- *Complete necessary checks and drills.*

(f) ***As determined by the FE- any relevant items of the class or type rating skill test to include, if applicable:***

- *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 simulated emergency during the initial part of the take-off run.*

(g) ***Oral questions:***

- *Demonstrate knowledge of maintaining, operating, emergency handling and limitations of the aeroplane used for the flight test.*
- *These items may be combined, at the discretion of the FE.*

LAPL SKILLS TEST SCHEDULE

Section 1 – Pre-flight operations and Departure

(a) ***Pre-flight documentation, NOTAM and weather briefing:***

- *Check all documents required for a private, passenger carrying flight are correct.*
- *Obtain and assess all elements of the prevailing and forecast weather conditions.*
- *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 applicable to 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 condition for flight.*
- *Check and complete all necessary documentation.*

(d) ***Engine starting and after starting procedures:***

- *Complete an appropriate passenger emergency procedure briefing for the Examiner.*
- *Complete all recommended engine starting and after starting procedures.*

(e) ***Taxiing and aerodrome procedures, pre take off procedures:***

- *Complete all recommended taxiing checks and procedures.*
- *Comply with airport markings and signals.*
- *Follow ATC instructions.*
- *Complete all departure checks and drills including engine operation.*
- *Obtain ATC departure clearance.*
- *Confirm any aeroplane performance criteria including crosswind condition.*

(f) ***Take off and after take-off checks:***

- *Position the aeroplane correctly for take off and advance the throttles to take off power with appropriate checks.*
- *Use the correct take off technique using the recommended speeds for rotation/lift-off and initial climb.*
- *Ensure a safe climb and departure adjusting power and aeroplane configuration as appropriate.*
- *Complete all necessary after take-off checks.*

(g) ***Aerodrome departure procedures:***

- *Use charts or other published information as required.*
- *Execute a safe departure in accordance with clearance and with due regard for other air traffic.*
- *Use correct lookout techniques.*
- *Observe the Rules of the Air and ATC Regulations.*
- *Maintain directional control and drift corrections throughout.*
- *Follow any noise routing or departure procedures and ATC instructions.*
- *Complete all necessary climb checks.*

(h) ***ATC liaison, compliance:***

- *Demonstrate standard R/T procedures and phraseology.*
- *Demonstrate compliance with ATC instructions.*
- *Operate on the ground and in the air with particular regard for passenger safety and comfort.*

Section 2 – General Airwork

(a) ***ATC liaison:***

- *Demonstrate standard R/T procedures and phraseology.*
- *Demonstrate compliance with ATC instructions.*
- *Operate on the ground and in the air with particular regard for passenger safety and comfort.*
- *During Section 2 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.*

(b) ***Straight and level flight with speed changes:***

- *Demonstrate control of heading, altitude and airspeed in straight and level flight by visual attitudes while maintaining a correct lookout technique.*

- *Demonstrate correct use of trim.*

(c) ***Climbing:***

1. **Best rate of climb;**
2. **Climbing turns;**
3. **Levelling off.**

- *Maintain directional control and balance throughout.*
- *Trim for nominated speed including best Rate of Climb speed (V_Y).*
- *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.*
- *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 altitude/level and speed.*
- *Co-ordinate the entry to turns to achieve 30° bank.*
- *Co-ordinate the recovery from turns to straight and level flight on the specified heading or as appropriate without loss/gain of height.*
- *the management of the aeroplane and for collision avoidance.*

(e) ***Steep (45° bank) turns (including recognition and recovery from a spiral dive):***

Steep Turn:

- *Demonstrate the correct lookout technique before, during and after turns.*
- *Establish and maintain throughout the turn the nominated altitude/level and speed.*
- *Co-ordinate the entry to steep turns to achieve at least 45° bank and maintain the turn through at least 360 degrees.*
- *Co-ordinate the recovery from turns to straight and level flight as directed by the Examiner without loss/gain of height.*
- *Recognition and recovery from the Spiral Dive.*
- *Recognise the manoeuvre and initiate prompt and correct recovery action.*

- *Continue recovery action without exceeding any aeroplane limitations.*
- *Recover with minimum height loss.*
- *Complete all necessary checks and drills.*

(f) ***Flight at critically low airspeed 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:***

- *Consider safety checks before stalling.*
- *Establish the stall entry as appropriate from straight and turning flight and select the required aeroplane configuration.*
- *Maintain heading (or bank angle 10° - 30° as required) to stall entry.*
- *Recognise the symptoms of the stall or approaching stall and initiate the correct recovery action as directed by the Examiner.*
- *Recover with minimum height loss and return to a clean configuration climb at* $V_{Y.}$
- *Complete all necessary checks and drills.*
- *Maintain an adequate lookout throughout.*

(h) ***Descending:***

- *Maintain directional control and balance throughout.*
- *Trim for nominated speed including best glide speed.*
- *Complete all necessary descent checks.*
- *Turn onto given headings maintaining balance and speed and bank angle.*
- *Maintain lookout throughout.*
- *Return aircraft to straight and level flight in cruise configuration at nominated level / altitude.*
- *Complete all necessary drills and checks.*
- *Whilst gliding demonstrate awareness of increased stalling speed in manoeuvre (not multi-engine aeroplanes).*

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 log or advised to the Examiner within the prescribed limits.*

(c) ***Orientation, airspace structure, timing and revision of ETAs, and log keeping:***

- *Awareness of the aircrafts position in relation to hazards such as CAS, high ground and Obstacles.*
- *Navigate by means of calculated headings, ground speed and time.*
- *Achieve destinations or turning points within 3 minutes of estimated time of arrival (ETA).*
- *Maintain a navigation log and radio log by recording all pertinent information such that the whole route may be reconstructed if necessary after flight.*

(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 height and speed as computed in navigation log or advised to the Examiner within the prescribed limits.*

(e) ***Flight management (checks, fuel systems, carburettor icing, etc):***

- *Complete all necessary checks and drills.*
- *Configure airframe and engine(s) for cruise/endurance performance in accordance with Flight Manual.*
- *Adjust and monitor fuel consumption for range or endurance as appropriate.*
- *Make regular checks for carburettor icing, if appropriate.*

(f) ***ATC liaison: compliance:***

- *Set and cross check altimeters to QNH, Regional Pressure setting (RPS), Standard pressure setting, or QFE as specified in checklist, Flying Order Book or as appropriate.*
- *Maintain two way R/T communication using correct phraseology throughout.*
- *Obtain ATC clearances and appropriate level of service.*
- *Comply with ATC clearances and instructions when required.*
- *Display sound airmanship and cockpit management.*

- *Operate on the ground and in the air with particular regard for passenger safety and comfort.*

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, Flying Order Book or as required.*
- *Comply with published arrival procedure or clearance.*
- *Maintain adequate lookout and collision avoidance.*

(b) ***Collision avoidance (look-out procedures).***

(c) ***Precision landing (short field landing),crosswind, if suitable conditions available).***

(d) ***Flapless landing (if applicable).***

(e) ***Approach to landing with idle power:***

- *Standard for all types of approach and landing.*
- *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 aeroplane approach configuration adjusting speed and rate of descent to maintain a stabilised approach.*
- *Select and achieve the appropriate touchdown area at the recommended speed.*
- *Adjust descent and roundout (flare) to achieve a safe landing with little or no float with appropriate drift and crosswind correction.*
- *Maintain directional control after touchdown and apply brakes for a safe roll out.*
- *Complete all necessary checks and drills.*

(f) ***Touch and Go:***

- *Maintain directional control.*
- *Carry out required configuration changes (flap retraction etc).*
- *Apply appropriate power for take-off.*

(g) ***Go-around 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 V_Y or V_X 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.*

(h) ***ATC liaison:***

- *Obtain and comply with ATC clearances using correct R/T phraseology.*
- *Adjust circuit pattern/speed to maintain spacing with other traffic in the landing pattern.*
- *Maintain awareness of other traffic through R/T and lookout.*

(i) ***Actions after flight:***

- *Complete all after landing checks and drills.*
- *Return aeroplane to parking area and complete engine shutdown.*
- *Secure aeroplane and complete documentation.*

Section 5 - Abnormal and Emergency Procedures

Items from this section may be performed in sections 1 through 4.

(a) ***Simulated engine failure after takeoff:***

- *Execute emergency drills as 'touch drills' without error (see section 3.6.11).*
- *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:***

- *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.*

(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 such that a safe landing would be assured.*

(d) ***Simulated emergencies:***

- *Analyse emergency or abnormal situation and formulate appropriate plan.*

- *Execute abnormal or emergency drills.*
- *Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew.*
- *Use check list to confirm actions when time permits.*
- *Make suitable emergency R/T calls (given to Examiner but not transmitted).*
- *Inform ATC of practice emergency situation and assistance required (where appropriate).*

(e) ***Oral Questions:***

- *Demonstrate knowledge of maintaining, operating, emergency handling and limitations of the aeroplane used for the flight test.*

Appendix 2 - Skill Test Tolerances

The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

The following is an extract from the Flight Examiners Handbook:

PROFILE	LAPL /PPL	PPL MEP
Normal Flight	± 150 ft	
with simulated engine failure		± 200 ft
Tracking	± 10 °	
Heading		
All engines operating	± 10°	
With simulated engine failure		± 15°
Speed		
Take-off / Vr	*+ 15 / - 5 kt*	
Climb and approach	± 15 kt	
Vat / Vref	+ 15 / -5 kt	
Cruise	± 15 kt	
With simulated engine failure		+ 15/ -5 kt
Blue Line speed or Vyse / V_2		± 5 kt
Maximum airspeed error at any time	± 15 kt	

Appendix 3 - Skill Tests – Managing Stress

As you prepare for your test a certain amount of stress is helpful. Too much stress can be unhelpful, as it can affect your memory and concentration. Even the word **test** *can induce panic and doubt. Here are some ways of managing and reducing stress.*

Make sure you eat regularly. Skipping a meal, e.g. breakfast, will affect your blood sugar level and may reduce your ability to concentrate.

Do not be tempted to increase your intake of tea or coffee as caffeine will increase your stress level (a maximum of 5 cups of tea or coffee a day is recommended). Energy drinks such as **Red Bull** *contain high levels of caffeine and may over stimulate and not provide the expected help.*

Exercise has proved to reduce stress. You can test this: next time you are going to take some exercise note how stressed you are before you start, on a scale of 0 – 10 (where 0 = calm and 10 = stressed), then measure again when you return from the exercise. Therefore exercise on the day before the test and on the day of the test will help to reduce your stress levels. It will also distract you and help you to sleep well the night before. If you are feeling very stressed just before the test, take some vigorous exercise e.g. power walk around the car park before going in.

Stress is increased by negative thoughts e.g. 'I am going to fail'. Having the thought will not make any difference directly to the outcome of the test, but will increase your stress levels. Similarly don't load yourself with unreasonable assumptions of your required skills - no test demands a perfect performance.

If you find that despite your best endeavours your stress is higher than is helpful to you, try some distraction. Concentrate on the things around you, refocus your mind and distract yourself from your thoughts. Try listening to other people's conversations, count the number of red things in the room, guest what people in the room may be going to eat that evening – anything that will engage you attention. The more detail the task you give yourself, the more distracting it will be.

If you know that you are inclined to become stressed, then plan ahead how you might manage your stress. Decide what exercise you are going to to take, and practice what form of distraction you are going to use. Make sure that you allow plenty of time on the day; do as much preparation in advance as is possible. Plan to arrive early and ensure that you have all the equipment that you may need. Do not add pressure; is it really sensible to book a flight home immediately after your test? If, say, family pressures are mounting consider a training break until things settle down. Do not be tempted to test just because money is tight – you must be ready.

During the test try to prioritise tasks; omitting or delaying a minor activity is preferable to rushing into a more important event. Listen carefully to ATC, both to your own clearances and instructions as well as other calls that may affect you. Tell ATC what you want to do and avoid unwanted communication tasks when you are going to be busy.

The best defence against stress is the confidence that comes from sound preparation and regular practice. Various Standards Documents are available to you on the CAA website which clearly set out what you are required to do. Your instructors are there to deliver the skills training necessary to meet the test standard.

Recurrent training and testing is going to be a feature of your aviation career. Coping with stress is just one more skill to learn on the way.