Flight Examiner (FE(A) Practical Training Report

CPL(A) Skill Test

هيئة الطيران المدني CIVIL AVIATION AUTHORITY	**Civil Aviation Authority - Sultanate of Oman** **Flight Safety Department - Personnel Licensing Section** **Flight Examiner (FE(A) Practical Training Report** **CPL(A) Skill Test**

A. Examiner Applicant Details.

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

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

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

FE(A) Name	License Number	Signature	Date

• I acknowledge the result of the practical training assessment detailed above.		
FE(A) Applicant Name	**Signature**	**Date**

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

• Applicant name	
• Date of birth	

C. Practical Training Assessments - Session 1.

No	Practical Training Assessments Events	Result		Remarks
		SAT	SATW	
		Insert examiner initials		
Section 1 - Briefing The 'Candidate'.				
The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:				
1.1	The objective of the flight			
1.2	Licensing checks, as necessary			
1.3	Freedom for the 'candidate' to ask questions			
1.4	Operating procedures to be followed (for example operators manual)			
1.5	Weather assessment			
1.6	Operating capacity of 'candidate' and examiner			
1.7	Aims to be identified by 'candidate'			
1.8	Simulated weather assumptions (for example icing and cloud base)			
1.9	Contents of exercise to be performed			
1.10	Use of screens (if applicable)			
1.11	Agreed speed and handling parameters (for example V-speeds, bank angle, approach minima)			
1.12	Use of R/T			
1.13	Respective roles of 'candidate' and examiner (for example during emergency)			
1.14	Administrative procedures (for example submission of flight plan)			
Section 2 - Conduct.				
The examiner should maintain the necessary level of communication with the candidate. The following check details should be followed by the examiner:				
2.1	Involvement of examiner in a MP operating environment			
2.2	The need to give the 'candidate' precise instructions			
2.3	Responsibility for safe conduct of the flight			
2.4	Intervention by examiner, when necessary			
2.5	Use of screens			
2.6	Liaison with ATC and the need for concise, easily understood intentions			
2.7	Prompting the 'candidate' regarding required sequence of events (for example following a go-around)			
2.8	Keeping brief, factual and unobtrusive notes			
Section 3 - Assessment.				
The examiner should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:				
3.1	Questions from the 'candidate'			
3.2	Give results of the test and any sections failed			
3.3	Give reasons for failure			
Section 4 - Debriefing.				
The examiner should demonstrate the ability to conduct a fair, unbiased debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:				
4.1	Advise the candidate how to avoid or correct mistakes			
4.2	Mention any other points of criticism noted			
4.3	Give any advice considered helpful			
Section 5 - Recording - Documentation.				
The examiner should demonstrate the ability to complete the relevant records correctly. These records may be:				
5.1	The relevant test or check form			
5.2	License entry			
5.3	Notification of failure form			
5.4	Relevant company forms where the examiner has privileges of conducting operator proficiency checks			
Section 6 - Demonstration of Theoretical Knowledge.				
6.1	The examiner should demonstrate a satisfactory knowledge of the regulatory requirements associated with the function of an examiner			

• Applicant name	
• Date of birth	

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

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

FE(A) Name	License Number	Signature	Date

• I acknowledge the result of the practical training assessment detailed above.		
FE(A) Applicant Name	**Signature**	**Date**

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

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

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

• Applicant name	
• Date of birth	

E. Practical Training Assessments - Session 2.

No	Practical Training Assessments Events	Result		Remarks
		SAT	USAT	
		Insert examiner initials		
Section 1 - Briefing The 'Candidate'.				
The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:				
1.1	The objective of the flight			
1.2	Licensing checks, as necessary			
1.3	Freedom for the 'candidate' to ask questions			
1.4	Operating procedures to be followed (for example operators manual)			
1.5	Weather assessment			
1.6	Operating capacity of 'candidate' and examiner			
1.7	Aims to be identified by 'candidate'			
1.8	Simulated weather assumptions (for example icing and cloud base)			
1.9	Contents of exercise to be performed			
1.10	Use of screens (if applicable)			
1.11	Agreed speed and handling parameters (for example V-speeds, bank angle, approach minima)			
1.12	Use of R/T			
1.13	Respective roles of 'candidate' and examiner (for example during emergency)			
1.14	Administrative procedures (for example submission of flight plan)			
Section 2 - Conduct.				
The examiner should maintain the necessary level of communication with the candidate. The following check details should be followed by the examiner:				
2.1	Involvement of examiner in a MP operating environment			
2.2	The need to give the 'candidate' precise instructions			
2.3	Responsibility for safe conduct of the flight			
2.4	Intervention by examiner, when necessary			
2.5	Use of screens			
2.6	Liaison with ATC and the need for concise, easily understood intentions			
2.7	Prompting the 'candidate' regarding required sequence of events (for example following a go-around)			
2.8	Keeping brief, factual and unobtrusive notes			
Section 3 - Assessment.				
The examiner should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:				
3.1	Questions from the 'candidate'			
3.2	Give results of the test and any sections failed			
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The examiner should demonstrate the ability to conduct a fair, unbiased debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:				
4.1	Advise the candidate how to avoid or correct mistakes			
4.2	Mention any other points of criticism noted			
4.3	Give any advice considered helpful			
Section 5 - Recording - Documentation.				
The examiner should demonstrate the ability to complete the relevant records correctly. These records may be:				
5.1	The relevant test or check form			
5.2	License entry			
5.3	Notification of failure form			
5.4	Relevant company forms where the examiner has privileges of conducting operator proficiency checks			
Section 6 - Demonstration of Theoretical Knowledge.				
6.1	The examiner should demonstrate a satisfactory knowledge of the regulatory requirements associated with the function of an examiner			

F. CPL(A) Skill Test - Expanded Guidance and Additional Explanations.

The use of checklist, airmanship, control of airplane by external visual reference, anti-icing/de-icing procedures, etc., apply in all sections. Section 5 may be combined with sections 1 to 4; section 6, if applicable, may be combined with sections 1 to 5. Items (c) and (e)(iv) in section 2, and the whole of sections 5 and 6 may be performed in an FNPTII or FFS; the FSTD used shall represent the same airplane type/class and variant used for the skill test.

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
SECTION 1 - Pre-Flight Operations and Departure.			
a	Pre-flight, including. Flight planning, Documentation, Mass and balance determination,Weather brief, NOTAMS	• *Check all documents required for a commercial, passenger or cargo carrying flight, are correct* • *Obtain and assess all elements of the prevailing and forecast weather conditions* • *Obtain and assess all aeronautical information and NOTAMS* • *Complete an appropriate flight navigation log and chart* • *Determine that the airplane is correctly fueled for the flight* • *Complete mass and balance schedule*	
b	Airplane inspection and servicing	• *Check airplane serviceability record and technical log* • *Perform all elements of the airplane pre-flight inspections as detailed* • *Confirm that the airplane is in a serviceable and safe condition for flight* • *Check and complete all necessary documentation*	
c	Taxiing and take-off	• *Complete an appropriate passenger emergency procedure briefing for the Examiner* • *Complete all recommended taxiing checks and procedures* • *Comply with airport markings and signals* • *Follow ATC instructions* • *Complete all departure checks and drills including engine operation* • *Obtain ATC departure clearance* • *Position the airplane correctly for take-off and advance the power-lever/s to take off power with appropriate checks* • *Use the correct take-off technique using the recommended speeds for rotation/lift-off and initial climb* • *Ensure a safe climb and departure adjusting power and airplane configuration as appropriate* • *Complete all necessary after take-off checks*	
d	Performance considerations and trim	• *Calculate airplane performance criteria and limitations applicable to runway and forecast weather conditions and make adjustments if required for actual conditions before take-off* • *Set trim for take-off according CG and configuration* • *Maintain the airplane in trim*	
e	Aerodrome and traffic pattern operations	• *Observe the standard and local departure, and traffic pattern, practice and regulation*	
f	Departure procedure, altimeter setting, collision avoidance(lookout)	• *Correct usage of charts or other published information* • *Execute a safe departure in accordance with clearance and with due consideration for other traffic* • *Use correct lookout techniques* • *Observe the Rules of the Air and ATC Regulations* • *Maintain directional control and drift corrections throughout* • *Follow any noise routing or departure procedures and ATC instructions* • *Complete all necessary climb checks*	
g	ATC compliance and R/T procedures	• *Demonstrate standard R/T procedures and phraseology* • *Demonstrate compliance with ATC instructions*	
SECTION 2 – General Airwork.			
a	Control of the airplane by external visual reference, including straight and level, climb, descent, lookout	• *Demonstrate control of heading, altitude and airspeed in straight and level flight by visual attitudes while maintaining a correct lookout technique* • *Demonstrate correct use of trim*	
b	Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls	• *Consider safety checks before the maneuvers where necessary* • *Stabilize the airplane at the nominated low airspeed above the stall speed, while maintaining altitude, heading and lookout* • *Maintain safe bank angles, speed and altitude during turns onto specific headings*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
		• *Establish the stall entry as appropriate from straight or turning flight and select the required airplane configuration* • *Recognize the symptoms of incipient and full stalls* • *Recover systematically by reducing the AoA and then reestablishing a safe and stable flight path* • *Complete all necessary checks and drills*	
c	Turns, including turns in landing configuration. Steep turns 45°	• *Demonstrate the correct lookout technique before, during and after turns* • *Establish and maintain throughout the turn the nominated altitude and speed* • *Establish and maintain a coordinated turn with the specified bank* • *Coordinate the recovery from turns to straight and level flight as directed by the Examiner without loss/gain of height*	
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives	• *Consider safety checks before the maneuvers where necessary* • *Recognize the situation and initiate prompt and correct recovery action* • *Continue recovery action without exceeding any airplane limitations* • *Complete all necessary checks and drills*	
e	Flight by reference solely to instruments, including: (i) Level flight, cruise configuration, control of heading, altitude and airspeed (ii) Climbing and descending turns with 10°-30° bank (iii) Recoveries from unusual attitudes. (iv) Limited panel instruments	• *Demonstrate competence at maneuvering the aircraft by sole reference to flight instruments* • *Use an appropriate technique of instrument scanning and cross check to maintain flight within prescribes limits*	
f	ATC liaison - compliance, R/T procedures	• *During this section the Examiner will be responsible for most of the ATC liaison and R/T procedures but this does not absolve the applicant from taking responsibility for the management of his airplane and for collision avoidance*	
SECTION 3 - En-Route Procedures.			
a	Control of airplane by external visual reference, including cruise configuration Range/ Endurance considerations	• *Control airplane using visual attitude flying techniques* • *Set engine power for cruise or endurance performance in accordance with AFM* • *Complete all necessary checks and drills*	
b	Orientation, map reading	• *Identify position visually by reference to ground features and map* • *Maintain awareness of surrounding terrain, obstacles and restricted airspaces*	
c	Altitude, speed, heading control, lookout	• *Maintain the heading, altitude and speed as computed in navigation log, or advised to the Examiner, within the prescribed limits* • *Maintain systematic lookout*	
d	Altimeter setting. ATC liaison - compliance, R/T procedures	• *Set and cross check altimeters to local QNH or Standard pressure setting, as appropriate* • *Maintain two-way R/T communication using correct phraseology throughout* • *Obtain ATC clearances or flight information, as appropriate* • *Comply with ATC clearances and instructions when required*	
e	Monitoring of flight progress, flight log, fuel usage, assessment oftrack error and re-establishment of correct tracking	• *Maintain a navigation log to monitor flight progress and fuel situation* • *Navigate by means of calculated headings, ground speed and time* • *Make appropriate adjustment to maintain, regain or correct back to track* • *Achieve destination or turning points within 3 minutes of ETA*	
f	Observation of weather conditions, assessment of trends, diversion planning	• *Demonstrate correct understanding and application of VFR constrains* • *Observe en-route weather evolution and adjust route or altitude accordingly to maintain VMC and ensure a safe flight continuation, alternatively discontinuing flight is considered*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
		• *Use appropriate means to update weather information concerning the conduct of the flight or possible diversion-planning*	
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)	• *Select and identify appropriate radio and navigation aids as required or nominated by Examiner* • *Determine the airplane position by using radio navigation equipment when required by the Examiner* • *Intercept and maintain given tracks or radials using the navigation aids nominated; demonstrate competence at flying and navigating by sole reference to flight and navigation instruments* • *Establish a route and divert to an unscheduled alternate, due to a simulated condition (e.g. weather, ops, system-failure) as advised by the Examiner* • *Calculate heading, ground speed, ETA, safe altitude and fuel required for the diversion*	
SECTION 4 - Approach and Landing Procedures.			
a	Arrival procedures, altimeter setting, checks, lookout	• *Set altimeters and cross check as required* • *Comply with published arrival procedure or clearance* • *Maintain adequate lookout and collision avoidance* • *Adjust circuit pattern and speed to maintain spacing with other traffic*	
b	ATC liaison - compliance, R/T procedures	• *Maintain two-way R/T communication using correct phraseology throughout* • *Obtain ATC clearances or flight information, as appropriate* • *Comply with ATC clearances and instructions when required* • *Maintain awareness of other traffic through R/T and lookout*	
c	Go-around action from low height	• *Execute a timely decision to discontinue the approach either when instructed or as considered necessary* • *Apply appropriate power and control airplane attitude to initiate a safe climb maintaining balance and heading* • *Adjust configuration and speed to achieve a positive climb at VY or VX as appropriate* • *Maintain take off power until a safe maneuvering altitude is reached and then adjust to a normal climb configuration and speed* • *Complete all necessary checks and drills*	
d	Normal landing, crosswind landing (if suitable conditions)	• *Consider weather and wind conditions, landing surface and obstructions* • *Establish the recommended approach configuration, adjusting speed and rate of descent to maintain a stabilized approach* • *Select and achieve the appropriate touchdown area at the calculated speed.* • *Adjust descent and flare to achieve a safe landing with little or no float with appropriate drift and crosswind correction* • *Maintain directional control after touchdown and apply brakes for a safe roll out*	
e	Short field landing	• *Conduct the landing maneuver as defined in AFM, if specified* • *Approach path, speed control, touch down and brake application are crucial*	
f	Approach and landing with idle power (single-engine only)	• *Coordinate with ATC, respectively communicate intention; ensure adequate spacing* • *Visualize glide path to touch down and adjust trajectory and configuration accordingly* • *Conduct go around if the landing will not take place inside the touch down zone*	
g	Landing without use of flaps	• *Consider landing distance required* • *Establish and maintain normal approach path* • *Stabilize the airplane at the calculated approach speed for the configuration* • *Adjust descent and flare to achieve a safe landing with little or no float with appropriate drift and crosswind correction*	
h	Post-flight actions	• *Post flight inspection* • *Airplane securing* • *Complete all necessary documentation*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
SECTION 5 - Abnormal and Emergency Procedures.			
a	Simulated engine failure after take-off (at a safe altitude), fire drill	• *Establish safe flight speed without delay* • *Execute emergency drills (touch drills) without error* • *When time permits, investigate possible cause of engine failure/fire and take corrective action* • *Plan and execute further actions to ensure safe recovery of airplane, passengers and crew*	
b	Equipment malfunctions including alternative landing gear extension, electrical and brake failure	• *Identify and analyses situation, and formulate appropriate plan* • *Execute emergency drills, if any* • *Execute emergency or abnormal checklist* • *Plan and execute further actions to ensure safe recovery of airplane, passengers and crew* • *Make appropriate emergency R/T calls (simulated)*	
c	Forced landing (simulated)	• *Choose a suitable landing area with due regard for landing surface, surroundings and wind velocity* • *Plan descent to achieve a safe approach to chosen landing area such that a safe landing would be likely* • *Prepare for evacuation and brief passengers*	
d	ATC liaison - compliance, R/T procedures	• *Inform ATC and maintain two-way R/T communication using correct phraseology* • *Request assistance if necessary*	
e	Oral questions	• *Demonstrate knowledge of maintaining, operating, emergency handling and limitations of the airplane used for the skill test*	
SECTION 6 - Simulated Asymmetric Flight and Relevant Class or Type Items.			
a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)	• *Maintain control of airplane direction and speed following simulated engine failure* • *Identify failed engine* • *Complete checks and drills* • *Establish safe climb at VYSE in trim*	
b	Asymmetric approach and go-around	• *Fly a visual circuit with asymmetric power to establish a final approach* • *Maintain a stable (trimmed) approach in the correct configuration* • *Make a clear decision to land/go-around at or before appropriate asymmetric committal altitude/height (ACH)* • *At ACH or when instructed, carry out a go-around to establish a safe climb in the recommended configuration at VYSE*	
c	Asymmetric approach and full stop landing	• *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 check list.* • *Control aircraft heading, height and speed during re-start drills according to check list and re-establish aircraft to symmetric cruising flight*	
e	ATC liaison - compliance, R/T procedures, Airmanship	• *Inform ATC of abnormal flight condition and any assistance required* • *Comply with ATC procedures and instructions* • *Adjust traffic pattern with due regard to weather, surface conditions, obstructions and other air traffic* • *Adjust configuration and circuit pattern with regard to airplane performance* • *Complete necessary checks and drills*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
f	As determined by the FE - any relevant items of the class or type rating skill-test to include, if applicable: (i) Aeroplane systems including handling of autopilot. (ii) Operation of pressurisation system. (iii) Use of de-icing and anti-icing system	• *Airplane systems including handling of autopilot* • *Operation of pressurization 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 airplane used for the flight test*	

G. Standard of Completion.

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

(1) Operate the airplane within its limitations;

(2) Completes all maneuvers with smoothness and accuracy;

(3) Exercise good judgment and airmanship; that is, to consistently use good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives;

(4) Apply aeronautical knowledge;

(5) Maintains control of the airplane at all times in such a manner that the successful outcome of a procedure or maneuvers is never seriously in doubt;

(6) Stays within the following limits. Those tolerances are for general guidance; the Examiner should make allowance for turbulent conditions and the handling qualities and performance of the airplane used:

Height:	Normal flight	± 100 ft
	With simulated engine failure	± 150 ft (ME only)
Heading or tracking of radio aids:	Normal flight	± 10°
	with simulated engine failure	± 15° (ME only)
Speed:	Take-off and approach	± 5 knots
	All other flight regimes	± 10 knots

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

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

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

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

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

Section 1 - Pre-flight Operation and Departure		**Remarks**
Planning and preparation of a safe and compliant flight, including the usage of TEM. Safe and compliantusage of the aircraft on the ground and during the transition to flight		
Knowledge	• Applicable regulations (rules of the air, operational, licensing) • Weather information interpretation and understanding • NOTAMS interpretation and understanding • Aircraft flight manual structure, relevant information usage • Aeronautical charts interpretation and usage • Radio communication procedures and standard phraseology	
Skill	• Flight preparation information retrieval • Searching in official reference documents (e.g. AFM, AIP) • Standard SOP and checklist usage • Smooth aircraft handling • Communicate clearly and assertively	
Attitude	• Looking for information and assess them critically • Safety-minded rather than mission-minded • Takes effective decisions • Assertive when in doubt • Aware of his limited experience and abilities	

Section 2 - General Airwork		**Remarks**
Safe and smooth aircraft operation throughout the certified flight envelope, awareness of the envelope limits and how to return to a safe flight, should an excursion occur		
Knowledge	• 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 stabilized 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		**Remarks**
Navigating safely and effectively between A and B, in compliance with the regulation; monitoring theflight and maintaining an awareness of the changing environment; implementing adequate solutionsas necessary		
Knowledge	• Navigation charts legend and charts interpretation • Operational flight plan usage • Onboard navigation and communication equipment use and limitation • Applicable regulation (airspace class, weather minima) • Radiotelephony requirements, procedures, and applicable standard phraseology	
Skill	• Chart and ground reading (reconciliation of ground features and chart information) • Proficient usage of onboard navigation and communication equipment • Smooth tracking of the required ground track or radio-navigation track, while maintaining altitude • Communicate clearly, assertively, and in due time • Flight re planning and diversion implementation • Ability to fly and navigate in simulated IMC	
Attitude	• Aware of the current situation and its possible evolution, and proactively generating options • Set priorities (Fly, Navigate, Communicate, Manage) and manage workload • Takes effective decisions, displaying leadership • Considerate about other traffics and the potential threat • Ready and willing to seek assistance as necessary (e.g. from ATC)	

Section 4 - Approach and Landing Procedures		Remarks
Safe arrival and entry into an airport area in compliance with the regulation; structured pattern and stable approach leading to a safe landing in different configurations; discontinuation of the approach or landing		
Knowledge	• Arrival procedures, standard pattern, visual approach chart reading, briefing structure and purpose • Engine-out pattern and key positions • Applicable landing techniques with different winds and configurations • Go around procedures and applicable SOPs • Radiotelephony requirements, procedures, and applicable standard phraseology • Post-flight actions (e.g. post-flight inspection, logbook entry, flight plan closing, occurrence reporting)	
Skill	• Systematic configuration changes, operated within the applicable limitations • Precise and stable approach path • Positive touch down within the designated touch down zone, at the correct speed • Timely decision to abort the approach or landing • Correct and systematic application of go-around drills • Safe engine-out approach and landing	
Attitude	• Awareness of the other traffics, their intentions, and the resulting impact • Mindful about the environment and its impact (e.g. wind, sun, impending fog, night) • Considerate for other traffics • Assertive radiotelephony communication	

Section 5 - Abnormal and Emergency Procedures		Remarks
Spotting, assessing, and addressing emergencies or abnormal using the appropriate procedures, maintaining a safe flight throughout; decisions to discontinue the flight to ensure safety, if necessary		
Knowledge	• Emergency drills memory items • Understanding of all emergency and abnormal procedures • Precautionary landing methodology • Standard phraseology for emergency and abnormal situation • Transponder codes for emergency or com-loss situations • Priority setting tools (e.g. PPAA or FNCM)	
Skill	• Instrument scanning for advanced information of an impending issue • Timely execution of emergency drills memory items • Proper use of the applicable checklist • Ability to deal with a system failure according to the AFM • Situation assessment, decision and solution implementation	
Attitude	• Information gathering and problem solving • Informed decision making • Awareness of time or height availability and exhaustion • Informed decision making and effective implementation • Set priorities (Fly, Navigate, Communicate, Manage)	

Section 6 - Simulated Asymmetric Flight and Relevant Class or Type Items		Remarks
Safe asymmetric operation during, and after, engine failure; single-engine flight path management during take-off, climb, approach, landing, and go-around; performance limitation issues		
Knowledge	• Difference between single-engine controllability and performance • Understanding that performance is related to excess power available • Multi-engine specific speeds, relevance and markings (e.g. Vsse, Vxse, Vyse, Vmca) • Emergency drills memory items • Engine failure emergency procedure • Specific systems operation and limitations (e.g. pressurization, anti/de-icing)	
Skill	• Maintain aircraft control, and establish a stable flight path, during and after enginefailure-simulation • Timely execution of emergency drills memory items • Proper use of the applicable checklist • Adapt aircraft configuration for single-engine operation • Standard phraseology for emergency and abnormal situation (e.i single-engine situation) • Proper usage of specific aircraft systems (e.g. pressurization, anti/de-icing)	
Attitude	• Appreciation for the performance limitation and adoption of a conservative planning approach • Assessment of the current situation under single-engine operation • Realistic and effective decision making • Anticipation and workload management	