



# Flight Examiner Manual

**Module 2.2 - PPL (A)**



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**PPL(A) Skill Test**

**V2021.1**

**General Applicable Framework**

<b>Flight rules:</b>	VFR
<b>Operational rules:</b>	Part-NCO
<b>Crew concept:</b>	SPO
<b>Equipment:</b>	Aeroplane or TMG
<b>Applicable type or class:</b>	TMG, SEP, MEP
<b>Required examiner certificate:</b>	FE(A)



# 1. Introduction

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

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



## 2. Test Administration

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

The test is intended to simulate a practical flight, flown single-pilot under VFR. The navigation section should have a duration that allows the Candidate to demonstrate his ability to complete a route with at least three identified waypoints. The Examiner should plan 90 minutes for the flight, and 3 hours for the whole examination.

Usually, the Examiner occupies the instructor seat and is the PIC. No other person, if not operationally or organisationally necessary for the conduct of the examination, should be allowed in the aeroplane. Additionally, ATO/DTO limitations should be considered.

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

- Passport or ID
- The Candidate is at least 17 years old
- Medical EASA Class 1 or 2
- Radiotelephony privileges and language proficiency requirements
- Successful completion of the PPL(A) theoretical exam within the last 24 months
- EASA logbook, showing the following minimum flight instruction:
  - 45 hours of flight instruction in aeroplane/TMG, with a maximum of 5 hours in an FSTD
  - 25 hours of dual flight instruction
  - 10 hours of supervised solo, including 5 hours of cross-country, with one cross-country flight of at least 270 km (150 NM), with full-stop landings at 2 aerodromes different from the aerodrome of departure
- Part-FCL class rating requirements, for the aircraft used in the skill test, fulfilled
- Training completion certificate from the ATO/DTO
- Relevant PPL(A) skill test form filled, and endorsed by the ATO/DTO if applicable
- Aircraft documents
- Current navigation charts, and database if applicable
- Insurance of aircraft covering check flights
- Specific equipment for the flight part (e.g. sight-limiting device)

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



## 3. Examiner Briefing

The Examiner must brief the following elements:

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

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

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

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



## 4. Candidate Flight Briefing

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

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



## 5. Oral Examination on Ground

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

- Follow-up questions to the Candidate's briefing
- Regulations (EU and relevant specific national requirements)
- Licensing (e.g. PPL(A) privileges, ratings validity, currency requirements)
- Operational aspects
- Weather information and interpretation
- Airspace structure and limitations
- Aircraft systems, limitations, performance, mass and balance
- Flight planning
- Navigation charts
- Emergency procedures



## 6. Skill Test Items

The use of checklist, airmanship, control of aeroplane by external visual reference, anti-icing/de-icing procedures, etc., apply in all sections. Section 5 may be combined with sections 1 to 4; section 6, if applicable, may be combined with sections 1 to 5.

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

Section 1 - Pre-flight Operation and Departure		
a	Pre-flight documentation, NOTAM and weather briefing	<ul style="list-style-type: none"><li>• check all documents required for a private, passenger carrying flight are correct</li><li>• obtain and assess all elements of the prevailing and forecast weather conditions</li><li>• obtain and assess all aeronautical information and NOTAMS</li><li>• complete an appropriate flight navigation log and chart</li><li>• determine that the aeroplane is correctly fuelled for the flight</li></ul>
b	Mass and balance and performance calculation	<ul style="list-style-type: none"><li>• complete mass and balance schedule</li><li>• calculate aeroplane performance criteria and limitations applicable to runway and forecast weather conditions and make adjustments if required for actual conditions before take-off</li></ul>
c	Aeroplane inspection and servicing	<ul style="list-style-type: none"><li>• check aeroplane serviceability record and technical log</li><li>• perform all elements of the aeroplane pre-flight inspections as detailed</li><li>• confirm that the aeroplane is in a serviceable and safe condition for flight</li><li>• check and complete all necessary documentation</li></ul>
d	Engine starting and after starting procedures	<ul style="list-style-type: none"><li>• complete an appropriate passenger emergency procedure briefing for the Examiner</li><li>• complete all recommended engine starting and after starting procedures</li></ul>
e	Taxiing and aerodrome procedures, pre-take-off procedures	<ul style="list-style-type: none"><li>• complete all recommended taxiing checks and procedures</li><li>• comply with airport markings and signals</li><li>• follow ATC instructions</li><li>• complete all departure checks and drills including engine operation</li><li>• obtain ATC departure clearance</li><li>• confirm any aeroplane performance criteria including crosswind condition</li></ul>
f	Take-off and after take-off check	<ul style="list-style-type: none"><li>• position the aeroplane correctly for take off and advance the power levers(s) to take off power with appropriate checks</li><li>• use the correct take off technique using the recommended speeds for rotation/lift-off and initial climb</li><li>• ensure a safe climb and departure adjusting power and aeroplane configuration as appropriate</li><li>• complete all necessary after take-off checks</li></ul>





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<b>g</b>	<b>Aerodrome departure procedures</b>	<ul style="list-style-type: none"><li>• use charts or other published information as required</li><li>• execute a safe departure in accordance with clearance and with due regard for other air traffic</li><li>• use correct lookout techniques</li><li>• observe the Rules of the Air and ATC Regulations</li><li>• maintain directional control and drift corrections throughout</li><li>• follow any noise routing or departure procedures and ATC instructions</li><li>• complete all necessary climb checks</li></ul>
<b>h</b>	<b>ATC compliance and R/T procedures</b>	<ul style="list-style-type: none"><li>• demonstrate standard R/T procedures and phraseology</li><li>• demonstrate compliance with ATC instructions</li></ul>

**Section 2 - General Airwork**

<b>a</b>	<b>ATC compliance and R/T procedures</b>	<p>during this section the Examiner will be responsible for most of the ATC liaison and R/T procedures but this does not absolve the applicant from taking responsibility for the management of his aeroplane and for collision avoidance</p>
<b>b</b>	<b>Straight and level flight, with speed changes</b>	<ul style="list-style-type: none"><li>• demonstrate control of heading, altitude and airspeed in straight and level flight by visual attitudes while maintaining a correct lookout technique</li><li>• demonstrate correct use of trim.</li></ul>
<b>c</b>	<b>Climbing</b> <b>i best rate of climb</b> <b>ii climbing turns</b> <b>iii levelling off</b>	<ul style="list-style-type: none"><li>• maintain directional control and balance throughout</li><li>• trim for nominated speed including best Rate of Climb speed (VY)</li><li>• complete all necessary climb checks</li><li>• turn onto given headings maintaining balance and speed and bank angle</li><li>• maintain lookout throughout</li><li>• return aircraft to straight and level flight in cruise configuration at nominated level/ altitude</li><li>• complete all necessary drills and checks</li><li>• maintain heading and balance during transition from cruise or descent at VSO + 10 kts to best Angle of Climb speed (VX)</li><li>• complete all necessary climb checks</li><li>• turn onto given headings maintaining balance and speed and bank angle</li><li>• maintain lookout throughout</li><li>• return aircraft to straight and level flight in cruise configuration at nominated level/ altitude</li><li>• complete all necessary drills and checks</li></ul>



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d	Medium (30° bank) turns	<ul style="list-style-type: none"><li>• demonstrate the correct lookout technique before, during and after turns</li><li>• establish and maintain throughout the turn the nominated altitude and speed</li><li>• co-ordinate the entry to turns to achieve 30° bank</li><li>• co-ordinate the recovery from turns to straight and level flight on the specified heading or as appropriate without loss/gain of height</li></ul>
e	Steep (45° bank) turns (incl. recognition and recovery from a spiral dive)	<p>Steep Turn:</p> <ul style="list-style-type: none"><li>• demonstrate the correct lookout technique before, during and after turns</li><li>• establish and maintain throughout the turn the nominated altitude and speed</li><li>• co-ordinate the entry to steep turns to achieve at least 45° bank and maintain the turn through at least 360 degrees</li><li>• co-ordinate the recovery from turns to straight and level flight as directed by the Examiner without loss/gain of height</li></ul> <p>Spiral Dive:</p> <ul style="list-style-type: none"><li>• recognise the manoeuvre and initiate prompt and correct recovery action</li><li>• continue recovery action without exceeding any aeroplane limitations</li><li>• complete all necessary checks and drills</li></ul>
f	Flight at critically low air speed with and without flaps	<ul style="list-style-type: none"><li>• consider all safety checks before the manoeuvres where necessary</li><li>• 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</li><li>• maintain safe bank angles, speed, and altitude during turning and complete turns onto specified headings</li></ul>
g	Stalling i clean stall and recover with power ii approach to stall descending turn with bank angle 20°, approach configuration iii approach to stall in landing configuration	<ul style="list-style-type: none"><li>• consider safety checks before stalling</li><li>• establish the stall entry as appropriate from straight and turning flight and select the required aeroplane configuration</li><li>• maintain heading (or bank angle 10° - 30° as required) to stall entry</li><li>• recognise the symptoms of incipient and full stalls</li><li>• recover systematically by reducing the AoA and then re-establishing a safe and stable flight path</li><li>• complete all necessary checks and drills</li><li>• maintain lookout throughout</li></ul>
h	Descending i with and without power ii descending turns (steep gliding turns) iii levelling off	<ul style="list-style-type: none"><li>• maintain directional control and balance throughout</li><li>• trim for nominated speed including best glide speed</li><li>• complete all necessary descent checks</li><li>• turn onto given headings maintaining balance and speed and bank angle</li><li>• maintain lookout throughout</li><li>• return aircraft to straight and level flight in cruise configuration at nominated level / altitude</li><li>• complete all necessary drills and checks</li><li>• whilst gliding demonstrate awareness of increased stalling speed in manoeuvre (not with multi-engine aeroplanes)</li></ul>



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Section 3 - En-route Procedures		
<b>a</b>	<b>Flight plan, dead reckoning and map reading</b>	<ul style="list-style-type: none"><li>• complete all elements of VFR planning for the route prescribed with particular reference to planned altitudes and safe levels of operation</li><li>• identify position visually by reference to ground features and map</li></ul>
<b>b</b>	<b>Maintenance of altitude, heading and speed</b>	<ul style="list-style-type: none"><li>• control aeroplane using visual attitude flying techniques</li><li>• maintain the heading height and speed as computed in navigation log or advised to the Examiner within the prescribed limits</li></ul>
<b>c</b>	<b>Orientation, timing and revision of ETAs and log keeping</b>	<ul style="list-style-type: none"><li>• maintain awareness of surrounding terrain, obstacles and restricted airspaces</li><li>• navigate by means of calculated headings, ground speed and time</li><li>• achieve destinations or turning points within 3 minutes of ETA</li><li>• maintain a navigation log to monitor flight progress and fuel situation</li></ul>
<b>d</b>	<b>Diversion to alternate aerodrome (planning and implementation)</b>	<ul style="list-style-type: none"><li>• calculate heading, ground speed, ETA and fuel required during any unscheduled diversion</li><li>• calculate Safety Altitude for track to new destination</li><li>• navigate by means of calculated headings, ground speed and time</li><li>• maintain the heading, altitude and speed as computed in navigation log or advised to the Examiner within the prescribed limits</li></ul>
<b>e</b>	<b>Use of radio navigation aids</b>	<ul style="list-style-type: none"><li>• select and identify appropriate radio and navigation aids as required or nominated by Examiner</li><li>• locate and record the aeroplane position by using radio navigation equipment when required by the Examiner</li><li>• intercept and maintain given tracks or radials using the navigation aids nominate</li></ul>
<b>f</b>	<b>Basic instrument flying check (180° turn in simulated IMC)</b>	<ul style="list-style-type: none"><li>• demonstrate competence at manoeuvring the aircraft by sole reference to flight instruments</li><li>• use an appropriate technique of instrument scanning and cross check to maintain flight within prescribed limits</li><li>• establish a rate one turn through 180° using the direction indicator</li></ul>
<b>g</b>	<b>Flight management (checks, fuel systems and carburettor icing, etc.)</b>	<ul style="list-style-type: none"><li>• complete all necessary checks and drills</li><li>• set engine power for cruise or endurance performance in accordance with AFM</li><li>• adjust and monitor fuel consumption for range or endurance as appropriate</li><li>• make regular checks for carburettor icing, if appropriate</li><li>• display sound airmanship and cockpit management</li></ul>
<b>h</b>	<b>ATC compliance and R/T procedures</b>	<ul style="list-style-type: none"><li>• set and cross check altimeters to QNH or Standard pressure setting, as appropriate</li><li>• maintain two way R/T communication using correct phraseology throughout</li><li>• obtain ATC clearances or flight information, as appropriate</li><li>• comply with ATC clearances and instructions when required</li></ul>



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**Section 4 - Approach and Landing Procedures**

<b>a</b>	<b>Aerodrome arrival procedures</b>	<ul style="list-style-type: none"><li>• carry out appropriate checks and drills</li><li>• set altimeters and cross check in accordance with check list, or as required</li><li>• comply with published arrival procedure or clearance</li><li>• maintain adequate lookout and collision avoidance</li></ul>
<b>b</b>	<b>Precision landing (short field landing), crosswind, if suitable conditions available</b>	<ul style="list-style-type: none"><li>• consider weather and wind conditions, landing surface and obstructions</li><li>• plan and follow the circuit pattern and orientation with the landing area</li><li>• from the circuit pattern establish the recommended approach configuration adjusting speed and rate of descent to maintain a stabilised approach</li></ul>
<b>c</b>	<b>Flapless landing</b>	<ul style="list-style-type: none"><li>• achieve the selected touchdown area at the recommended speed</li><li>• adjust descent and flare to achieve a safe landing with little or no float with appropriate drift and crosswind correction</li><li>• maintain directional control after touchdown and apply brakes for a safe roll out</li></ul>
<b>d</b>	<b>Approach to landing with idle power (SE only)</b>	<ul style="list-style-type: none"><li>• complete all necessary checks and drills</li></ul>
<b>e</b>	<b>Touch and go</b>	<ul style="list-style-type: none"><li>• maintain directional control</li><li>• carry out required configuration changes (flap retraction etc)</li><li>• apply appropriate power for take-off.</li></ul>
<b>f</b>	<b>Go-around from low height</b>	<ul style="list-style-type: none"><li>• execute a timely decision to discontinue the approach either when instructed or as considered necessary</li><li>• apply appropriate power and control aeroplane attitude to initiate a safe climb maintaining balance and heading</li><li>• adjust configuration and speed to achieve a positive climb at VY or VX as appropriate</li><li>• maintain take off power until a safe manoeuvring altitude is reached and then adjust to a normal climb configuration and speed</li><li>• complete all necessary checks and drills</li></ul>
<b>g</b>	<b>ATC compliance and R/T procedures</b>	<ul style="list-style-type: none"><li>• obtain and comply with ATC clearances using correct R/T phraseology</li><li>• adjust circuit pattern/speed to maintain spacing with other traffic in the pattern</li><li>• maintain awareness of other traffic through R/T and lookout</li></ul>



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**Section 5 - Abnormal and Emergency Procedures**

<b>a</b>	<b>Simulated engine failure after take-off (SE only)</b>	<ul style="list-style-type: none"><li>• <i>establish safe flight speed without delay</i></li><li>• <i>execute emergency drills as 'touch drills' without error</i></li><li>• <i>when time permits, investigate possible cause of engine failure and take corrective action</i></li><li>• <i>plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew</i></li></ul>
<b>b</b>	<b>Simulated forced landing (SE only)</b>	<ul style="list-style-type: none"><li>• <i>choose a suitable landing area with due regard for landing surface, surroundings and wind velocity</i></li><li>• <i>plan descent to achieve a safe approach to chosen landing area such that a safe landing would be likely</i></li></ul>
<b>c</b>	<b>Simulated precautionary landing (SE only)</b>	<ul style="list-style-type: none"><li>• <i>choose a suitable landing area with due regard for landing surface, surroundings and wind velocity</i></li><li>• <i>plan descent to achieve a safe approach to chosen landing area such that a safe landing would be assured</i></li></ul>
<b>d</b>	<b>Simulated emergencies</b>	<ul style="list-style-type: none"><li>• <i>analyse emergency or abnormal situation and formulate appropriate plan</i></li><li>• <i>execute abnormal or emergency drills</i></li><li>• <i>plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew</i></li><li>• <i>use check list to confirm actions when time permits</i></li><li>• <i>make suitable emergency R/T calls (given to Examiner but not transmitted)</i></li><li>• <i>inform ATC of practice emergency situation and assistance required (where appropriate)</i></li></ul>
<b>e</b>	<b>Oral questions</b>	<ul style="list-style-type: none"><li>• <i>demonstrate knowledge of maintaining, operating, emergency handling and limitations of the aeroplane used for the flight test</i></li></ul>



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**Section 6 - Simulated Asymmetric Flight and Relevant Class or Type Items**

<b>a</b>	<b>Simulated engine failure during take-off (at a safe altitude)</b>	<ul style="list-style-type: none"><li>• maintain control of aeroplane direction and speed following simulated engine failure</li><li>• identify failed engine</li><li>• complete checks and drills</li><li>• establish safe climb at VYSE in trim</li></ul>
<b>b</b>	<b>Asymmetric approach and go-around</b>	<ul style="list-style-type: none"><li>• fly a visual circuit with asymmetric power to establish a final approach</li><li>• maintain a stable (trimmed) approach in the correct configuration</li><li>• make a clear decision to land/go-around at or before appropriate asymmetric committal altitude/height (ACH)</li><li>• at ACH or when instructed, carry out a go-around to establish a safe climb in the recommended configuration at VYSE</li></ul>
<b>c</b>	<b>Asymmetric approach and full stop landing</b>	<ul style="list-style-type: none"><li>• fly a visual circuit with asymmetric power to establish a final approach</li><li>• maintain a stable (trimmed) approach in the correct configuration</li><li>• make a clear decision to land at or before ACH</li><li>• execute a safe landing at the recommended speed/configuration in the appropriate landing area</li></ul>
<b>d</b>	<b>Engine shutdown and restart</b>	<ul style="list-style-type: none"><li>• control aircraft in heading, altitude, speed and balance during full engine shut down at safe altitudes, carry out appropriate drills and checks</li><li>• control aircraft heading, height and speed during re-start drills according to check list and re-establish aircraft to symmetric cruising flight</li></ul>
<b>e</b>	<b>ATC compliance and R/T procedures</b>	<ul style="list-style-type: none"><li>• inform ATC of abnormal flight condition and any assistance required</li><li>• comply with ATC procedures and instructions</li><li>• adjust traffic pattern with due regard to weather, surface conditions, obstructions and other air traffic</li><li>• adjust configuration and circuit pattern with regard to aeroplane performance</li><li>• complete necessary checks and drills</li></ul>
<b>f</b>	<b>Relevant items of the class or type rating skill test, if applicable:</b> <b>i</b> aeroplane systems (incl. autopilot) <b>ii</b> operation of pressurization system <b>iii</b> use of de- and anti-icing system	<ul style="list-style-type: none"><li>• aeroplane systems including handling of autopilot</li><li>• operation of pressurisation system</li><li>• use of de-icing and anti icing system</li><li>• demonstrate ability to operate aircraft systems as applicable</li><li>• rejected take off (at a reasonable speed)</li><li>• safely bring the aircraft to a halt on the runway following a simulated emergency during the initial part of the take-off run</li></ul>
<b>g</b>	<b>Oral questions</b>	<ul style="list-style-type: none"><li>• demonstrate knowledge of maintaining, operating, emergency handling and limitations of the aeroplane used for the flight test</li></ul>



## 7. Standard of Completion

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

- a operate the aeroplane within its limitations;
- b complete all manoeuvres with smoothness and accuracy;
- c exercise good judgment and airmanship; that is, to consistently use good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives;
- d apply aeronautical knowledge;
- e maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt;
- f stay within the following limits. Those tolerances are for general guidance; the Examiner should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

height:	normal flight	± 150ft
	with simulated engine failure	± 200 ft (ME only)
heading or tracking of radio aids:	normal flight	± 10°
	with simulated engine failure	± 15° (ME only)
speed:	take-off and approach	+ 15/-5 knots
	all other flight regimes	± 15 knots

Compared to requirement (a) and (f), completion standards (b) to (e) don't rely on quantitative tolerance, but on qualitative one. Usage of guidance provided in subpart 8 should provide for a fact-based and consistent assessment and decision of those qualitative requirements.



## 8. Knowledge, Skills and Attitude Assessment Guidance

The following tables are designed to give the Examiner guidance when assessing the Knowledge, Skills and Attitudes required by the Candidate to successfully complete each section of the test. It should aid the Examiner to assess the standard of completion elements laid down in subpart 7 under (b) to (e), and determine the result.

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

### Section 1 - Pre-flight Operation and Departure

planning and preparation of a safe and compliant flight, including the usage of TEM. Safe and compliant usage of the aircraft on the ground and during the transition to flight

#### Knowledge

- applicable regulations (rules of the air, operational, licensing)
- weather information interpretation and understanding
- Notams interpretation and understanding
- aircraft flight manual structure, relevant information usage
- aeronautical charts interpretation and usage
- radio communication procedures and standard phraseology

#### Skill

- flight preparation information retrieval
- searching in official reference documents (e.g. AFM, AIP)
- standard SOP and checklist usage
- smooth aircraft handling
- communicate clearly and assertively

#### Attitude

- looking for information and assess them critically
- safety-minded rather than mission-minded
- takes effective decisions
- assertive when in doubt
- aware of his limited experience and abilities



**Module 2.2 - PPL (A)****Section 2 - General Airwork**

safe and smooth aircraft operation throughout the certified flight envelope, awareness of the envelope limits and how to return to a safe flight, should an excursion occur

<b>Knowledge</b>	<ul style="list-style-type: none"><li>• aircraft pitch-power-configuration values</li><li>• recovery procedures from an unusual aircraft state (stall, approach to stall, spiral dive)</li><li>• spin prevention and spin recovery procedure</li><li>• causes of load-factor increase and effect on stall speed</li><li>• critical airspeeds (e.g. <math>V_s</math>, <math>V_{ne}</math>, <math>V_{no}</math>, <math>V_a</math>) and respective ASI markings</li></ul>
<b>Skill</b>	<ul style="list-style-type: none"><li>• establish stabilised flight path in trim, with the required power, airspeed, or vertical speed, as required</li><li>• smooth, precise, and coordinated aircraft handling</li><li>• smooth flight path changes, following the established SOPs</li><li>• correct and systematic application of recovery drills</li></ul>
<b>Attitude</b>	<ul style="list-style-type: none"><li>• acquire and update his knowledge about his position and potential threats (e.g. traffic, terrain, flight path) and consider their future evolution</li><li>• set priorities (Fly, Navigate, Communicate, Manage)</li><li>• assertive, seek clarification of doubts and misunderstandings before acting</li></ul>

**Section 3 - En-route Procedures**

navigating safely and effectively between A and B, in compliance with the regulation; monitoring the flight and maintaining an awareness of the changing environment; implementing adequate solutions as necessary

<b>Knowledge</b>	<ul style="list-style-type: none"><li>• navigation charts legend and charts interpretation</li><li>• operational flight plan usage</li><li>• onboard navigation and communication equipment use and limitation</li><li>• applicable regulation (airspace class, weather minima)</li><li>• radiotelephony requirements, procedures, and applicable standard phraseology</li></ul>
<b>Skill</b>	<ul style="list-style-type: none"><li>• chart and ground reading (reconciliation of ground features and chart information)</li><li>• proficient usage of onboard navigation and communication equipment</li><li>• smooth tracking of the required ground track or radio-navigation track, while maintaining altitude</li><li>• communicate clearly, assertively, and in due time</li><li>• flight replanning and diversion implementation</li><li>• ability to fly basic manoeuvres, and maintain aircraft control, in simulated IMC</li></ul>
<b>Attitude</b>	<ul style="list-style-type: none"><li>• aware of the current situation and its possible evolution, and proactively generating options</li><li>• set priorities (Fly, Navigate, Communicate, Manage) and manage workload</li><li>• takes effective decisions, displaying leadership</li><li>• considerate about other traffics and the potential threat</li><li>• ready and willing to seek assistance as necessary (e.g. from ATC)</li></ul>



## Module 2.2 - PPL (A)

## Section 4 - Approach and Landing Procedures

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

<b>Knowledge</b>	<ul style="list-style-type: none"><li>• arrival procedures, standard pattern, visual approach chart reading, briefing structure and purpose</li><li>• engine-out pattern and key positions</li><li>• applicable landing techniques with different winds and configurations</li><li>• go around procedures and applicable SOPs</li><li>• radiotelephony requirements, procedures, and applicable standard phraseology</li><li>• post-flight actions (e.g. post-flight inspection, logbook entry, flight plan closing, occurrence reporting)</li></ul>
<b>Skill</b>	<ul style="list-style-type: none"><li>• systematic configuration changes, operated within the applicable limitations</li><li>• precise and stable approach path</li><li>• positive touch down within the designated touch down zone, at the correct speed</li><li>• timely decision to abort the approach or landing</li><li>• correct and systematic application of go-around drills</li><li>• safe engine-out approach and landing</li></ul>
<b>Attitude</b>	<ul style="list-style-type: none"><li>• awareness of the other traffics, their intentions, and the resulting impact</li><li>• mindful about the environment and its impact (e.g. wind, sun, impending fog, night)</li><li>• considerate for other traffics</li><li>• assertive radiotelephony communication</li></ul>

## Section 5 - Abnormal and Emergency Procedures

spotting, assessing, and addressing emergencies or abnormals using the appropriate procedures, maintaining a safe flight throughout; decisions to discontinue the flight to ensure safety, if necessary

<b>Knowledge</b>	<ul style="list-style-type: none"><li>• emergency drills memory items</li><li>• understanding of all emergency and abnormal procedures</li><li>• precautionary landing methodology</li><li>• standard phraseology for emergency and abnormal situation</li><li>• transponder codes for emergency or com-loss situations</li><li>• priority setting tools (e.g. PPAA or FNCM)</li></ul>
<b>Skill</b>	<ul style="list-style-type: none"><li>• instrument scanning for advanced information of an impending issue</li><li>• timely execution of emergency drills memory items</li><li>• proper use of the applicable checklist</li><li>• ability to deal with a system failure according to the AFM</li><li>• situation assessment, decision and solution implementation</li></ul>
<b>Attitude</b>	<ul style="list-style-type: none"><li>• information gathering and problem solving</li><li>• informed decision making</li><li>• awareness of time or height availability and exhaustion</li><li>• informed decision making and effective implementation</li><li>• set priorities (Fly, Navigate, Communicate, Manage)</li></ul>



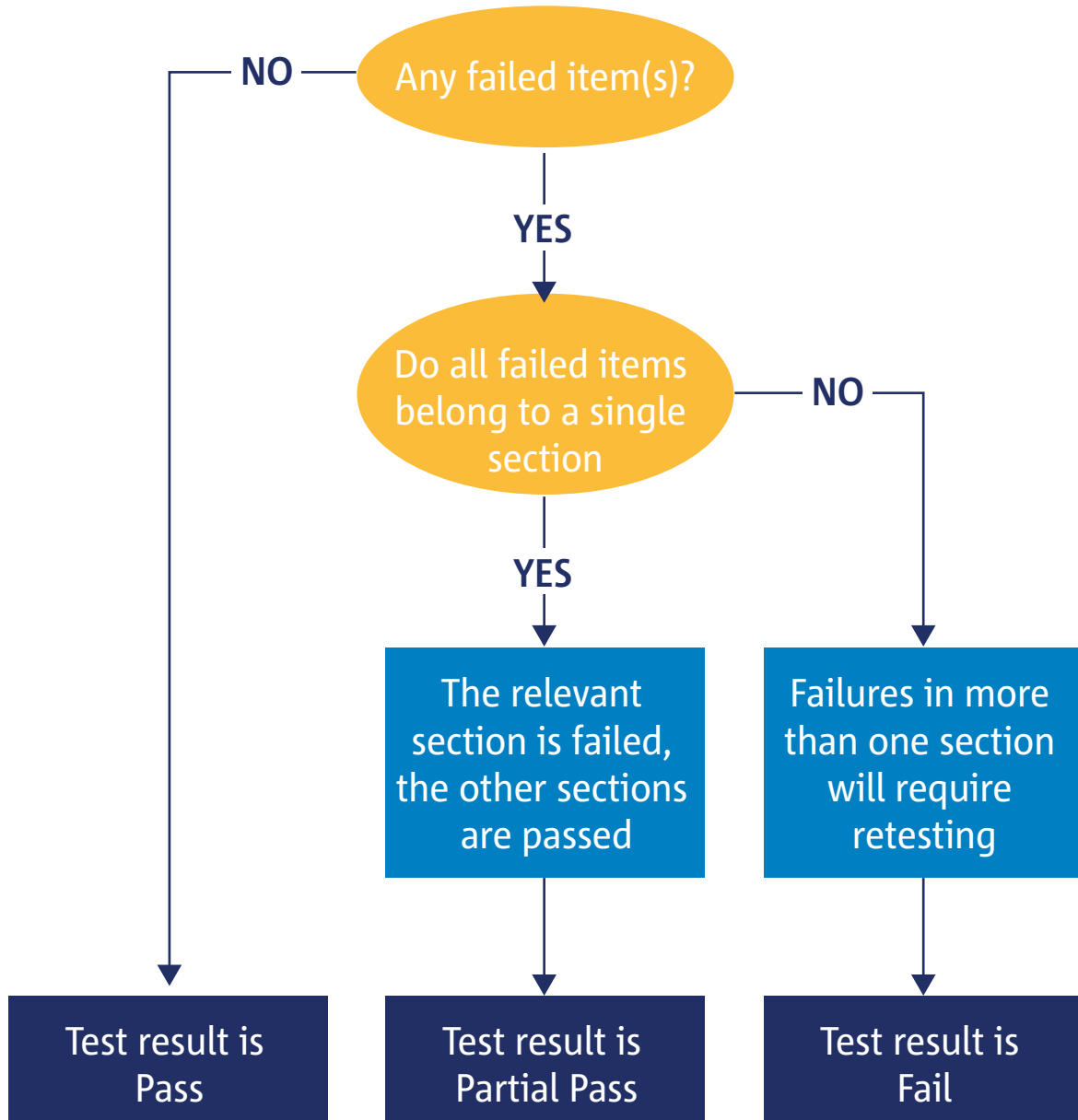
## Section 6 - Simulated Asymmetric Flight and Relevant Class or Type Items

safe asymmetric operation during, and after, engine failure; single-engine flight path management during take-off, climb, approach, landing, and go-around; performance limitation issues

<b>Knowledge</b>	<ul style="list-style-type: none"><li>• difference between single-engine controllability and performance</li><li>• understanding that performance is related to excess power available</li><li>• multi-engine specific speeds, relevance and markings (e.g. <math>V_{sse}</math>, <math>V_{xse}</math>, <math>V_{yse}</math>, <math>V_{mca}</math>)</li><li>• emergency drills memory items</li><li>• engine failure emergency procedure</li><li>• specific systems operation and limitations (e.g. pressurisation, anti/de-icing)</li></ul>
<b>Skill</b>	<ul style="list-style-type: none"><li>• maintain aircraft control, and establish a stable flight path, during and after engine failure-simulation</li><li>• timely execution of emergency drills memory items</li><li>• proper use of the applicable checklist</li><li>• adapt aircraft configuration for single-engine operation</li><li>• standard phraseology for emergency and abnormal situation (e.i single-engine situation)</li><li>• proper usage of specific aircraft systems (e.g. pressurisation, anti/de-icing)</li></ul>
<b>Attitude</b>	<ul style="list-style-type: none"><li>• appreciation for the performance limitation and adoption of a conservative planning approach</li><li>• assessment of the current situation under single-engine operation</li><li>• realistic and effective decision making</li><li>• anticipation and workload management</li></ul>



## 9. Decision Making Flow Chart





## 10. Test Debriefing

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



# 11. Completion of all applicable records

All relevant records must be completed. Which includes, but is not limited to:

- Relevant operational documentation, aircraft logbook, closing ATS flight plan
- Skill test protocol and examiner report
  - original to the applicant, respectively as per the candidate's competent authority instructions
  - 1 copy to the candidate's competent authority
  - 1 copy to the examiner's competent authority
  - 1 copy for the examiner's records
- Candidate logbook

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