

 ente Nazionale per l'Aviazione Civile	PPL A	☐ SEP
	ISSUE SKILL TEST	☐ MEP (Note 1)
 	CHECK LIST Ref: AMC1 Part FCL.235 Reg. 1178/2011	>>> Note 1: Compliance with FCL.725(a)

A APPLICANT DETAILS			
Applicant last name(s)		ID card nr.	
Applicant first name(s)		Signature	

PPL		PPL(A) SKILL TEST				
MANOEUVRES / PROCEDURES		FSTD	A	PASS	FAIL	N/A
0	SECTION 0 - THEORETICAL KNOWLEDGE					
0.1	Theoretical knowledge	N/A	N/A	☐	☐	☐
Examiner initials						

1	SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE					
1.1	Pre-flight operations including: - Flight planning - Documentation - Weather briefing - NOTAM	☐	☐	☐	☐	☐
1.2	Mass and balance and performance calculation	☐	☐	☐	☐	☐
1.3	Aeroplane or TMG inspection and servicing	☐	☐	☐	☐	☐
1.4	Engine starting and after starting procedures	☐	☐	☐	☐	☐
1.5	Taxiing and aerodrome procedures, pre-take-off procedures	☐	☐	☐	☐	☐
1.6	Take-off and after take-off checks	☐	☐	☐	☐	☐
1.7	Aerodrome departure procedures	☐	☐	☐	☐	☐
1.8	ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
Examiner initials						

2	SECTION 2 - GENERAL AIRWORK					
2.1	ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
2.2	Straight and level flight, with speed changes	☐	☐	☐	☐	☐
2.3	Climbing: - Best rate of climb - Climbing turns - Levelling off.	☐	☐	☐	☐	☐
Examiner initials						



PPL		PPL(A) SKILL TEST				
MANOEUVRES / PROCEDURES		FSTD	A	PASS	FAIL	N / A
2	SECTION 2 - GENERAL AIRWORK (cont.)					
2.4	Medium turns 30° bank Look-out procedures Collision avoidance	☐	☐	☐	☐	☐
2.5	Steep turns 45° bank	☐	☐	☐	☐	☐
2.6	Flight at critically low air speed • Flaps extended • Flaps retracted	☐	☐	☐	☐	☐
2.7	Stalls • Clean stall and recover with power • Approach to stall in a descending turn with 20° bank angle in approach configuration • Approach to stall in landing configuration	☐	☐	☐	☐	☐
2.8	Descent • With and without power • Descending turns (steep gliding turns) • Level off	☐	☐	☐	☐	☐
		Examiner initials 				
3	SECTION 3 - ENROUTE PROCEDURES					
3.1	Flight log update Dead reckoning navigation Map reading and interpretation	☐	☐	☐	☐	☐
3.2	Maintaining: • Altitude • Heading • Speed	☐	☐	☐	☐	☐
3.3	Orientation Airspace structure knowledge and respect Flight log update Timing and revision of ETAs	☐	☐	☐	☐	☐
3.4	Diversion to alternate aerodrome • Planning • Implementation	☐	☐	☐	☐	☐
3.5	Use of radio navigation:	☐	☐	☐	☐	☐
3.6	Basic instrument flight: • 180° turns in simulated IMC	☐	☐	☐	☐	☐
3.7	Flight progress management: • Systems checks • Fuel system monitor • Carburetor icing	☐	☐	☐	☐	☐
3.8	ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
		Examiner initials 				
4	SECTION 4 - APPROACH AND LANDING PROCEDURES					
4.1	Aerodrome arrival procedures	☐	☐	☐	☐	☐
4.2	Collision avoidance and look-out procedures	☐	☐	☐	☐	☐
		Examiner initials 				

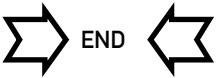
Applicant name _____



PPL		PPL(A) SKILL TEST				
MANOEUVRES / PROCEDURES		FSTD	A	PASS	FAIL	N/A
4	SECTION 4 - APPROACH AND LANDING PROCEDURES (cont.)					
4.4	Landing: • No flaps	☐	☐	☐	☐	☐
4.5	Approach to landing with idle power	☐	☐	☐	☐	☐
4.6	Touch and go	☐	☐	☐	☐	☐
4.7	Go-around from low height	☐	☐	☐	☐	☐
4.8	ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
4.9	Post flight actions	☐	☐	☐	☐	☐
		Examiner initials 				
5	SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES					
<i>Note 1: This section may be combined with Sections 1 through 4</i>						
5.1	Simulated engine failure after take-off (single engine only)	☐	☐	☐	☐	☐
5.2	Simulated forced landing (single engine only) >>> Note 2: These items may be combined at FE discretion	☐	☐	☐	☐	☐
5.3	Simulated precautionary landing (single engine only) >>> Note 3 : These items may be combined at FE discretion	☐	☐	☐	☐	☐
5.4	Simulated emergencies	☐	☐	☐	☐	☐
5.5	Oral questions	☐	☐	☐	☐	☐
		Examiner initials 				
6	SECTION 6 - SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE RATING ITEMS					
>>> Note 4: This section may be combined with Sections 1 through 5						
6.1	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)	☐	☐	☐	☐	☐
6.2	Asymmetric approach and go-around	☐	☐	☐	☐	☐
6.3	Asymmetric approach and full stop landing	☐	☐	☐	☐	☐
6.4	Engine shutdown and restart	☐	☐	☐	☐	☐
6.5	ATC compliance, R/T procedures or airmanship	☐	☐	☐	☐	☐
6.6	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	☐	☐	☐	☐	☐
6.7	Oral questions	☐	☐	☐	☐	☐
		Examiner initials 				



B	FLIGHT EXAMINER			
Examiner details	Name		License number	
	Signature		Location and date	



>>>>> **STANDARDIZATION REFERENCE GUIDE - NOT TO BE REPORTED TO NAA** <<<<<

A1	APPENDIX 1 – GLOSSARY, CROSS-REFERENCE, DETAILED INSTRUCTIONS	
(a)	Route to be flown and airport to be used	The route to be flown for the navigation test should be chosen by the FE. The route may end at the aerodrome of departure or at another aerodrome. The navigation section of the test should have a duration that allows the pilot to demonstrate his/her ability to complete a route with at least three identified waypoints and may, as agreed between the applicant and FE, be flown as a separate test
(b)	SOPs, TEM principles and general behaviour	Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections

A2	APPENDIX 2 – FLIGHT TEST TOLERANCE		
Applicants shall demonstrate the ability to:			
(a)	Operate the aeroplane or TMG within its limitations		
(b)	Complete all manoeuvres with smoothness and accuracy		
(c)	Exercise good judgement and airmanship		
(d)	Apply aeronautical knowledge		
(e)	Maintain control of the aeroplane or TMG at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt		
The following limits shall apply, corrected to make allowance for turbulent conditions, handling qualities & performance of the aeroplane or TMG used			
HEIGHT	Generally	± 150 ft	
	With simulated engine failure	± 200 ft	
HEADING OR TRACKING A RADIO AID	Generally	± 10°	
	With simulated engine failure	± 15°	
SPEED	Takeoff and approach	+ 15 knots / - 5 knots	
	All other flight regimes	± 15 knots	

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END