



SECTION:	LICENSING FORMS	LIF-AFC-001
TITLE:	PPL FLIGHT CHECK - FLIGHT CREW LICENSING EXAMINATION APPLICATION CHECK FORM SPA - SINGLE ENGINE AEROPLANE	

PPL SE Land Sea Turboprop Turbojet

COMPLETE IN CAPITAL LETTERS

**A-APPLICANTS DETAILS
TO BE COMPLETED BY THE APPLICANT**

Type of licence:	<input type="checkbox"/> SPL <input type="checkbox"/> pPL	Licence No.		State of issue	
Name				Phone	
Address				Email	
Organization				Signature of applicant	
AC Type / Variant					
AC Registration		Date			

**B -THEORETICAL TRAINING
TO BE COMPLETED BY THE FTO**

Theoretical knowledge course minimum pass mark (75%) obtained in all seven subject areas, and the minimum course completion hours have been attained by the applicant.

Name of FTO	Course period (dd/mm/yy) From: / / To: / /	Ground Hours
Head of Training or Chief Ground Instructor signature	Name in capital letters	Date

**C – FLIGHT TRAINING
TO BE COMPLETED BY THE CHIEF FLIGHT INSTRUCTOR FOR THE FTO**

AC Type and Variant STD Type and Variant	P1 Hrs	Course Completion Date dd/mm/yy	Location	STD Level	Chief Flight Instructor's name FI No. Company Stamp and Signature
AIRCRAFT:		/ /			
STD:		/ /			
AIRCRAFT		/ /	Take offs: _____ # Landings: _____ #		

**D – FLIGHT TEST/CHECK
TO BE COMPLETED BY THE EXAMINER**

AIRCRAFT REGISTRATION (Full A6 Number)	P1 Hrs	Completion dd/mm/yy	Location	Examiner 's name FE No. Stamp & signature						
Aircraft exterior check: Performed										
D1 – Take offs in a/c: _____ #										
D2 – Landings in a/c : _____ #										
Logbook Hours	PIC	Solo	Solo X- Country	Total X- Country	SPIC	Instrument (Simulated & Actual)	IFR	Dual Instruction	Total Night	TOTAL
Aeroplane										

**E-RESULTS
IF PASSED COMPLETE AS ENTERED IN THE LICENCE (XII), IF FAILED ENTER REASON IN SECTION G- REMARKS**

PASSED	FAILED	License & Rating (If Applicable)	Date of test dd/mm/yy	Examiner Number	Examiner Name	Signature & Stamp
<input type="checkbox"/>	<input type="checkbox"/>					



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**F-TEST / CHECK ITEMS
TO BE COMPLETED BY THE EXAMINER**

				Reason Codes					Attempt		Checked In A	S SB SR US	Examiner Initial
				C	A	M	P	S	1	2			

SECTION 1: PRE-FLIGHT OPERATIONS & DEPARTURE

Use of checklists, airmanship (control of aeroplane by external reference, anti/de-icing procedures etc), single pilot resource management
Aeronautical decision making, threat and error management and good visual lookout apply in all sections of the Test

1a	Pre-flight documentation and weather brief (sea state for water ops)												
1b	Mass and balance and performance calculations												
1c	Aeroplane inspection and servicing												
1d	Engine starting and after starting procedures												
1e	Taxiing and aerodrome procedures, pre-take-off procedures												
1f	Take-off and after take-off checks												
1g	Aerodrome departure procedures												
1h	ATC liaison – Compliance, R/T procedure												

SECTION 2: GENERAL AIRWORK

2a	ATC liaison – Compliance, R/T procedure												
2b	Straight and level flight, with speed changes												
2c	Climbing: i. Best rate of climb ii. Climbing turns iii. Levelling off												
2d	Medium (30 bank) turns – both directions (minimum 180o)												
2e	Steep (45o bank) turns (including recognition and recovery from a spiral dive) – both directions (minimum 180o)												
2f	Flight at critically low airspeed with and without flap												
2g	Stalling: i. Clean stall and recovery with power ii. Approach to stall in descending turn with bank angle 20o, approach configuration iii. Approach to stall in landing configuration												
2h	Descending: i. With and without power ii. Descending turns (steep gliding turns) iii. Levelling off												

SECTION 3: EN-ROUTE PROCEDURES

3a	Flight plan, dead reckoning and map reading												
3b	Maintenance of altitude, heading and speed												
3c	Orientation, timing and revision of ETA's, log keeping												
3d	Diversion to alternate aerodrome (planning and implementation)												
3e	Use of radio navigation aids												
3f	Basic instrument flying check (180 simulated IMC)												



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3g	Flight management (checks, fuel systems, and carburettor icing etc.)											
3h	ATC liaison – Compliance, R/T procedure											

SECTION 4: APPROACH AND LANDING PROCEDURES

4a	Aerodrome arrival procedures											
4b	Precision landing (short field), cross wind, if suitable conditions available											
4c	Flapless landing											
4d	Approach and landing with idle power from up to 2000 feet above the runway											
4e	Touch and go operations											
4f	Go-around from low/minimum height											
4g	Actions after flight											
4h	ATC liaison – Compliance, R/T procedure											

SECTION 5: ABNORMAL AND EMERGENCY PROCEDURES

5a	Simulated engine failure after take-off											
5b	Simulated forced landing											
5c	Simulated precautionary landing											
5d	Simulated emergencies (pick two of the following): i. Engine fire in flight ii. Cabin fire iii. Electrical fire in flight iv. Loss of PFD/MFD (If equipped)											
5e	Oral questions											
5f	ATC liaison – Compliance, R/T procedure											

**SECTION 6: RELEVANT CLASS/TYPE ITEMS –
As appropriate for the Class/Type of aircraft**

6a	Pressurization and air-conditioning (If installed)											
6b	Pitot/static system											
6c	Hydraulic system (If installed)											
6d	RNAV/FMS/GPS System (If installed)											
6e	Handling of autopilot (if installed)											
6f	Oral questions – this will include a review of the abnormal and emergency procedures											

G – REMARKS

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Examiner's Name		Signature & Stamp
FE No.		



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H – INSTRUCTIONS

This form applies to flight crews for PPL skills test on single-engine, single pilot aeroplanes. The application is to be filled out by typing or writing clearly in capital letters.

- (A) The applicant shall complete this section.
- (B) The FTO shall complete this section. This section shall be signed by the Head of Training or Chief Ground Instructor.
- (C) The Chief Flight Instructor shall complete section C. The first column is reserved for the listing of the Aircraft and STD types and variants used during the training course. Column 2 indicated the number of P1 hours conducted by the student in each type of equipment. Column 4 is to be used for the STD (if applicable) and its location and approval level. The final row, Aircraft, shall list the total number of aircraft hours the course completion date and the total number of takeoff and landings conducted by the applicant throughout the course.
- (D) The Examiner shall complete section D. The first column is reserved for the aircraft registration and the second column is reserved for P1 hours accumulated during the check flight. The third column is reserved for the date of successful completion of the check. The fourth column is reserved for the location (departure airport) of the check. The aircraft exterior check must be completed on the same date as successful completion of the check and lines D1 and D2 must show the number of takeoffs and landings in the aircraft on the date of the check (this will be no lower than those required in sections 4 and 5)
- (E) To be completed by the examiner. As an example, the examiner would enter PPL (A) in row 1 along with the date of the test, his examiner number, name, stamp and signature.
- (F) The examiner will ensure that each row and column is completed and reason codes listed for any 2nd attempts.
- (G) The examiner shall enter general remarks concerning the examination in this section. If the applicant fails the test, the examiner shall indicate the reasons why (the narrative should be factual and succinct. Additionally, the examiner will note the amount of time spent on the ground oral examination of the check. Lastly any SB or SR items are required to have information entered into this section.

<p>Symbology A=Aeroplane; STD=Synthetic Training Device</p> <p>Reason Codes C = CRM; A = Automation Management; M = Manual Flying skills; P = Procedural Knowledge and Execution; S = System Knowledge and application</p> <p>Attempts 1 = First Attempt 2 = Final Attempt</p> <p>Explanation Codes S = Satisfactory; SB = Satisfactory with Briefing; SR = Satisfactory with Remedial Training; US = Unsatisfactory</p>
RESERVED FOR CAMA USE