



TRINIDAD AND TOBAGO CIVIL AVIATION AUTHORITY

GENERAL SKILLS TEST FOR PRIVATE PILOT LICENCE AEROPLANE

EXAMINEE: LICENCE NO.:

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DATE: A/C REG.: A/C TYPE:

WEATHER CONDITIONS..... **TURBULENCE:-** CALM/MODERATE/HEAVY

The skill test contents and sections set out in these Standards shall be used for the skill test for the issue of a PPL on single-engine and multi-engine aircraft. The format and application form for the skill test shall be as prescribed by the Authority.

Note: Use of checklist, airmanship (control of aircraft by external visual reference, anti/de-icing procedures, etc.) apply in all sections.

(Indicate: Satisfactory or Unsatisfactory in box after item)

SECTION 1 – Pre-Flight Operations and Departure

		Remarks
1.	Pre-flight documentation and weather brief	
2.	Mass and balance and performance calculation	
3.	Aircraft inspection and servicing	
4.	Engine starting and after starting procedures	
5.	Taxiing and aerodrome procedures, pre take-off procedures	
6.	Take-off and after take-off checks	
7.	Aerodrome departure procedures	
8.	ATC liaison – compliance, R/T procedures	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail



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SECTION 2 – General Airwork

		Remarks
1.	ATC liaison – compliance, R/T procedures	
2.	Straight and level flight, with speed changes	
3.	Climbing:	
	(a) Best rate of climb	
	(b) Climbing turns	
	(c) Levelling off	
4.	Medium (30° bank) turns	
5.	Steep (45° bank) turns (including recognition and recovery from a spiral dive)	
6.	Flight at critically low airspeed with and without flaps	
7.	Stalling:	
	(a) Clean stall and recover with power	
	(b) Approach to stall descending turn with bank angle 20°, approach configuration	
	(c) Approach to stall in landing configuration	
8.	Descending:	
	(a) With and without power	
	(b) Descending turns (steep gliding turns)	
	(c) Leveling off	
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail		

SECTION 3 – En-Route Procedures

		Remarks
1.	Flight plan, dead reckoning and map reading	
2.	Maintenance of altitude, heading and speed	
3.	Orientation, timing and revision of ETAs, log keeping	
4.	Diversion to alternate aerodrome (planning and implementation)	
5.	Use of radio navigation aids	
6.	Basic instrument flying check (180° turn in simulated IMC)	
7.	Flight management (checks, fuel systems and carburetor icing, etc.) ATC liaison – compliance, R/T procedures	
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail		



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SECTION 4 – Approach and landing Procedures

		Remarks
1.	Aerodrome arrival procedures	
2.	*Precision landing (short field landing), cross wind, if suitable conditions available	
3.	*Flapless landing	
4.	*Approach to landing with idle power (SINGLE-ENGINE ONLY)	
5.	Touch and go	
6.	Go-around from low height	
7.	ATC liaison – compliance, R/T procedures	
8.	Action s after flight	
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail		

SECTION 5 – Abnormal and Emergency Procedures

Note: This section may be combined with Sections 1 through 4.

		Remarks
1.	Simulated engine failure after take-off (SINGLE-ENGINE ONLY)	
2.	*Simulated forced landing (SINGLE-ENGINE ONLY)	
3.	Simulated precautionary landing (SINGLE-ENGINE ONLY)	
4.	Simulated emergencies	
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail		



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(3) Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

Conduct of Test

(4) The Authority will provide the Flight Examiner with adequate safety advice to ensure that the test is conducted safely.

(5) Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the Flight Examiner, only those sections not completed shall be tested in a further flight.

(6) Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

(7) An applicant shall be required to fly the aircraft from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with the Act or Regulations made thereunder.

(8) The route to be flown for the navigation test shall be chosen by the Flight Examiner. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the navigation section of the test, shall be at least 60 minutes and may, as agreed between applicant and Flight Examiner, be flown as a separate test.

(9) An applicant shall indicate to the Flight Examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

(10) The FE will take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Flight Test Tolerances

(11) The applicant shall demonstrate the ability to:

- (a) operate the aircraft within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge; and
- (e) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

(12) The following limits are for general guidance. The FE will make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

Height

normal flight	± 150 feet
with simulated engine failure	± 200 feet
hovering I.G.E flight (helicopters)	+/- 2 feet

Heading / Tracking of radio aids

normal flight	± 10°
with simulated engine failure	± 15°

Speed

take-off and approach (aeroplanes)	+15/-5 knots
take-off and approach (helicopters)	-10 knots/+ 15knots
all other flight regimes	± 15 knots