

MICROLIGHT FLIGHT EXAMINER AUTHORITY (FE)

INTRODUCTION SEMINAR

Welcome

MICROLIGHT FLIGHT EXAMINER AUTHORITY (FE)

SEMINAR PROGRAM

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APPOINTMENT AND PRIVILEGES

GRANT

The FE Authority is granted by the Civil Aviation Authority (CAA)

PRIVILEGES

The FE Authority authorises the holder to conduct **Flight Tests** for the grant or revalidation of a Microlight Class rating to be included in a Pilot's Licence. The FE Authority may be **Control Type restricted** - Fixed Wing / Flexwing/ Powered Parachute

Embedded within the FE Authority are the privileges of the **GR** and **R** Authorities. The GR allows the holder to set Ground Examinations, the R Authority allows the holder to sign Certificates of Revalidation in Private Pilot's Licenses.

PERIOD

Examiner Authorities are usually valid for three years. FE Authorities are only valid when the holder has a **valid Flight Instructor Certificate** for the Class of aircraft for which the FE Authority is granted.

LOCATION

FE Authorities are granted to an individual for use within a specific flight-training organisation. If the holder leaves the sponsoring flight-training organisation the FE Authority automatically lapses.

APPOINTMENT AND PRIVILEGES

FEE

The CAA charges a fee for each authorisation. The British Microlight Aircraft Association (BMAA) charges a fee for administering each application for initial grant or renewal of each authorisation.

REVALIDATION/ RENEWAL

Renewal of a Flight Examiner Authorisation is dependent upon the candidate having received a **recommendation** from the Panel after a successful test. This test is normally a ground oral assessment.

If a Flight Examiner Authorisation has lapsed for more than 3 years the Assessment procedure will be the same as for an initial approval, a flight and ground oral assessment test.

In the event of a Flight Examiner failing to obtain a recommendation from the Panel, the candidate will be given the opportunity to carry out refresher training and present themselves for retesting to obtain the necessary recommendation

MINIMUM REQUIREMENTS FOR APPLICANTS

PRIOR TO APPLICATION

The applicant must meet certain criteria:

1. Have been a Flight Instructor (FI) for two years. This does not include the FI (R) period.
2. Have at least 300 instructional hours of which 200 should be on Microlight aircraft.
3. It must also be shown that there is a need for such an appointment at the sponsoring flight-training organisation.

EXAMINER APPOINTMENT SELECTION PROCEDURE

MINIMUM EXPERIENCE

The applicant must meet the minimum periods and instructional experience requirements as specified.

SEMINAR ATTENDANCE

Applicants must have attended an Examiner Seminar, or completed one to one coaching with a FIE M and be recommended as suitable for an Assessment, within the previous 12 months before making an application.

ASSESSMENT TEST

Applicants will undertake a Flight and Ground Oral Assessment test with a FIE M. If successful the Panel will recommend to the CAA that the FE authority be issued. The FE Authority will be issued on the Control Type that was used for the test.

If the applicant does not already hold a R or GR Examiner Authority they must answer correctly a series of written questions based on revalidation scenarios provided by the BMAA LIAC before the recommendation can be made for the FE Authority.

MULTIPLE CONTROL TYPES

CONTROL TYPES

Applicants must have successfully completed FI tests on each Control Type for which the FE privileges are being sought.

MULTIPLE CONTROL TYPES

Applicants for FE Authority on multiple control types will be required to complete a flight and oral assessment on one type, only an oral assessment on the other.

ADDING CONTROL TYPES

If applying for the addition of a Control Type this will normally be an oral assessment.

THE ASSESSMENT

BOOKING AN ASSESSMENT

The Applicant can request the assessment test with a FIE M of their choice.

When making the arrangements for the assessment it must be made clear whether the applicant is applying for a flight or oral assessment and for which Control Types.

The FIE M cannot examine any applicant they have coached as part of the preparation for the assessment.

DOCUMENT CHECK

The FIE M will examine the applicant's Pilot Licence, Medical certification, Instructor Certificate, personal flying log before starting the assessment.

The applicant will provide evidence of meeting the minimum requirements.

AIRCRAFT CHECK

Aircraft documentation check and physical examination of the aircraft will be carried out so that both the applicant and FIE are satisfied with the condition of the aircraft.

THE ASSESSMENT

FIE PRE ASSESSMENT BRIEFING

The applicant will treat the FIE as a candidate for a NPPL M GST.
The applicant will carry out a GST on the 'candidate' and include:

- A pre GST briefing
- The flight
- A post flight debriefing with a result
- Conduct a Ground Oral exam
- Complete sample documentation

The applicant may use the POH for the aircraft being used.

On completion of the assessment the FIE will advise the applicant of the result.

- If successful the Panel will recommend the issue of the FE authority to the CAA
- If unsuccessful for the recommendation the FIE will advise the applicant on how to improve their performance before reapplying.

THE ASSESSMENT

THE APPLICANT MUST DEMONSTRATE:

- An **understanding** of the role of an examiner and does not slip into instructor role
- To be able to recognise when it is appropriate to intervene either verbally or physically during the flight
- To ensure safety is never compromised and air law is complied with at all times
- A comprehensive **knowledge** of the content of each of the flight exercises that make up the NPPL Microlight flight syllabus for the Control Type/s applied for
- The **pass/fail** requirements of the test and the processes of administration concerned with the role of Flight Examiner

THE ASSESSMENT

- **APPLICANT PRE FLIGHT BRIEFING TO THE FIE (CANDIDATE)**
- **This will consist of;**
- A check of the candidates documents to verify the eligibility for the GST, including photo ID. The FIE will provide a sample logbook for this purpose.
- A Pre-GST Briefing to the candidate in accordance with the Guide.
- The applicant will also describe the content of the **Ground Oral** examination that forms part of the FE responsibilities and how they would conduct that test.

THE ASSESSMENT

- **TIMING** The flight and ground oral assessment will typically take 4 – 6 hours.
- The ground oral assessment typically 1 – 2 hours.
- **RESULTS** Following the conclusion of the assessment the FIE M will make a judgement as to whether to recommend the application. The applicant will be informed immediately of the outcome.
- **FEE** There is a fee payable to the FIE M for the assessment as well as to the BMAA and the CAA.

ROLE OF THE EXAMINER

The role of the examiner is to direct the candidate to perform tasks that will enable the examiner to make a **judgement** as to the candidate's suitability to hold a Microlight Pilot's Licence

The examiner must not slip into 'instructor mode' during the test. The candidate must realise that they are acting as pilot in command and the examiner must do nothing that might confuse the candidate as to his role or responsibilities

The examiner must fully **brief** the GST candidate before the test begins. The examiner must clearly communicate tasks to the candidate during the test so there is no misunderstanding of what is required from the candidate. The examiner's **terminology** needs to be accurate

The examiner should present the tasks in a logical and realistic manner

The examiner **must not try to trick** the candidate into making errors at any time during the test.

CONDUCTING A GST – Introduction

See the I & E Guide Section 5.3

The Examiner must understand that the test candidate will usually be nervous of the test and should plan the sequence of the GST to help the candidate overcome nervous distraction and demonstrate their true ability. Although the candidate must be put at ease as far as possible the examiner must not give the impression that the test is purely a forgone conclusion and that a pass will be inevitable.

The **pre-test briefing** must be conducted so that the candidate understands the purpose of the test, the sequence that it will follow, the division of responsibilities and the possible results.

It is best to plan the flight to start with basic handling tasks before moving on to more complex, exacting, exercises. This will give the candidate time to settle into the flight and **build confidence** so that later more complex manoeuvres will be addressed in a more relaxed state of mind. This should give the candidate a better chance to demonstrate their skill.

Instructions to the candidate should be very clear so there is no chance that they can be misunderstood.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Candidate Pre-test Briefing

The test is conducted on behalf of the CAA and that there is a right of appeal.

The candidate should be briefed to conduct all aspects of the flight as the pilot in command. The Examiner is ultimately in command of the flight.

The candidate should be briefed to deal with any problems or emergencies occurring during the flight, both simulated and real.

The candidate should be advised that they are being assessed on not only their flying skills but their captaincy and airmanship.

The candidate should be briefed to carry out any requests from the Examiner in their own time. The candidate should be encouraged to seek clarification if any doubt exists as to what is expected of them.

Whilst the Examiner will not intentionally attempt to entrap the candidate, they should question any request, which appears inappropriate.

The Examiner will provide a detailed description of the sequence of the flight

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Example sequence for conducting a GST

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for airfield departure

Brief the candidate to complete

- pre-flight documentation and pre-flight planning
- aircraft checks
- passenger briefing
- airfield departure in a specified direction to a specified level
- transit to a specified area.

During this part of the flight the candidate will be able to demonstrate many aspects of their handling and airmanship abilities without having to perform specific individual tasks. The flight manoeuvres involved are basic but important and the candidate should not find it difficult to achieve the required standard. The candidate will be able to control the aircraft for up to fifteen minutes from start-up to the destination without interruption from the examiner and this will lead to an increase in confidence.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for airfield departure

During the departure sequence the examiner can judge:

- Pre-flight preparation of the aircraft and flight planning, to include local airfield procedures, NOTAM check, weather check and aircraft documents check
- Passenger briefing
- Starting and pre-take off checks and vital actions
- Taxiing control
- Assessment of conditions and appropriate choice of take off technique
- Initial climb procedure
- Post take off checks
- Various rates of climb control
- The flight path may also give the opportunity to assess climbing turns.
- Situational awareness
- Airfield departure procedure
- Height control
- Ability to fly straight to a point in a direction
- Speed control in level flight
- Lookout and possibly en-route checks

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for airfield departure

The examiner may also wish to use this airfield departure period as an opportunity to request a demonstration of flight at **different airspeeds** whilst in level flight.

The examiner will look for:

- Accurate co-ordination of power and pitch to achieve an **airspeed change** whilst maintaining **level flight** and accurate use of the trimmer to maintain the new airspeed. The aircraft should be flown at the new airspeed for sufficient time to demonstrate that the candidate has managed to achieve the new speed in a trimmed state.
- That the heading has been maintained throughout.

Following the departure and arrival at the intended examination area the candidate should have settled into the flight and be able to fly specific manoeuvring tasks, as they will have done throughout training.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for basic handling

A straight ahead climb to a pre-determined level using the requested type of climb

The examiner will look for:

- A thorough lookout around and particularly above the aircraft prior to any climb starting
- A co-ordination of pitch and power to prevent any unwanted speed change during the climb entry
- Accurate speed control throughout the climb including use of trimmer where appropriate
- Lookout and engine and performance checks during the climb
- Levelling off at the target altitude with appropriate pitch and power co-ordination to prevent any unwanted speed change

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for basic handling

A straight ahead descent to a pre-determined level using the requested type of climb. Entering a climb from the descent and entering a descent from a climb.

The examiner will look for:

- A thorough lookout around and particularly below the aircraft prior to any descent starting
- A co-ordination of pitch and power to prevent any unwanted speed change during the descent entry
- Accurate speed control throughout the descent including use of trimmer where appropriate
- Lookout and engine performance checks during the descent
- Levelling off at the target altitude with appropriate pitch and power co-ordination to prevent any unwanted speed change
- Entering a climb from the descent and entering a descent from the climb using the appropriate technique

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for basic handling

A level 30° bank turn through at least 360° within a target airspeed range, flown in both directions

The examiner will look for:

- The candidate to nominate a minimum target airspeed.
- A thorough lookout around the aircraft prior to starting the turn
- An accurate use of roll control and rudder if applicable to achieve the bank required
- A co-ordination of pitch and power to prevent any loss of height whilst maintaining the airspeed within acceptable parameters
- A constant angle of bank at the requested angle
- Lookout scan during the turn
- An accurate completion of the turn so that the aircraft is set in straight flight towards the correct reference point with any adjustment of pitch and power as required to maintain level and airspeed.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for basic handling

A climbing turn at a particular airspeed, flown in both directions

The examiner will look for:

- A thorough lookout around the aircraft prior to starting the turn
- An accurate use of roll control and rudder if applicable to achieve the bank required
- A co-ordination of pitch and power to enter the climb and maintain the pre-determined airspeed throughout the climb
- A constant shallow angle of bank to maximise the climb performance without allowing the overbank tendency to develop
- Lookout and engine and performance checks during the turn
- An accurate completion of the turn so that the aircraft is set in straight or level flight towards the correct reference point or altitude with any adjustment of pitch and power as required to maintain airspeed.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for basic handling

A descending turn at a particular airspeed, flown in both directions

The examiner will look for:

A thorough lookout around the aircraft prior to starting the turn

- An accurate use of roll control and rudder if applicable to achieve the bank required
- A co-ordination of pitch and power to enter the descent and maintain the pre-determined airspeed throughout the descent
- A constant angle of bank throughout the descent without allowing the under-bank tendency to develop
- Lookout and engine and performance checks during the turn
- An accurate completion of the turn so that the aircraft is set in straight or level flight towards the correct reference point or altitude with any adjustment of pitch and power as required to maintain airspeed.

Steep turns handling

What is required

A co-ordination of pitch and power to prevent any loss of height whilst maintaining the airspeed within acceptable parameters

On entry

A target airspeed is achieved before the turn begins and a + / - is agreed (acceptable parameters).

During

As the bank develops the aircraft attitude is controlled by the pitch control. (Flexwing - bar forwards. Fixed Wing - stick backwards).

As required in coordination with any pitch input, power will be adjusted to maintain the selected airspeed (power increased).

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for steep turns

A level 45° bank turn through 360° within a target airspeed range, flown in both directions

The examiner will look for:

- Pre-manoeuvre checks so that in the event of poor handling the aircraft safety is not compromised
- A thorough lookout around the aircraft prior to starting the turn
- An accurate use of roll control and rudder if applicable to achieve the bank required
- A co-ordination of pitch and power to prevent any loss of height whilst maintaining the airspeed within acceptable parameters
- A constant angle of bank at the requested angle
- Lookout and performance checks during the turn
- An accurate completion of the turn so that the aircraft is set in straight flight towards the correct reference point with any adjustment of pitch and power as required to maintain airspeed and level.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for steep turns

A level turn up to 60° bank through 360° or, if a Flexwing aircraft through 270°, within a target airspeed range and flown in both directions

The examiner will look for:

- Pre-manoeuvre checks so that in the event of poor handling the aircraft safety is not compromised
- *A knowledge of the aircraft's bank limitations and recommended maximum heading change if applicable*
- A thorough lookout around the aircraft prior to starting the turn
- An accurate use of roll control and rudder if applicable to achieve the bank required
- A co-ordination of pitch and power to prevent any loss of height whilst maintaining the airspeed within acceptable parameters
- A constant angle of bank at the requested angle
- Lookout and performance checks during the turn
- An accurate completion of the turn so that the aircraft is set in straight flight towards the correct reference point with any adjustment of pitch and power as required to maintain airspeed and level.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for flight at critically low airspeeds

A reduction in speed to the **slow flight** range. Straight and turning flight at slow flight followed by a recovery.

The examiner will look for:

- Pre-manoeuvre checks so that in the event of poor handling the aircraft safety is not compromised
- A gradual reduction of airspeed with pitch control to the slow flight airspeed, balanced with power to maintain level flight
- Use of controls as required to maintain straight and turning flight.
- For Fixed Wing types the correct use of rudder and aileron controls.
- Recovery to a normal flight speed without excessive loss of height.

Stall Handling

SSR - FLEXWING AIRCRAFT

SIMULTANEOUSLY: BAR BACK and APPLY FULL POWER

As soon as a **safe airspeed** is achieved raise the nose to minimise height loss and level the wings.

SSR – FIXED WING AIRCRAFT

SIMULTANEOUSLY: STICK FORWARD and APPLY FULL POWER

As soon as a **safe airspeed** is achieved raise the nose to minimise height loss and level the wings.

Stall Handling – From the Guide

“An important factor minimising the height loss resulting from a stall recovery is the **rate** and the amount the bar/stick is moved to achieve the required attitude.

The term 'bar back' or 'stick forward' does not imply that the control should be moved to or past the neutral position. The rate and amount that the control should be moved is dependant upon a variety of factors (e.g. the attitude of the aircraft at the moment the recovery is initiated, the proximity of the ground, the pitch stability characteristics of the aircraft type etc.). The control should be moved sufficiently to ensure that the wing is positively 'unstalled', that the required attitude is achieved and that airspeed is starting to increase whilst achieving a minimum height loss.

If the nose of the aircraft has dropped **significantly** below the horizon prior to the application of power, the increase in power should be delayed until the nose of the aircraft is raised.

The nose of the aircraft should be raised as soon as a **safe airspeed** is achieved. It is usually possible to raise the nose of the aircraft almost immediately after the SSR has been accomplished.

Once the nose of the aircraft has been raised the climbing attitude should be adopted and the climb established. It is most appropriate to recover into the climb as power is already applied and there may be a requirement to regain lost altitude. If power was not available for the recovery the normal gliding attitude should be adopted.”

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for stalling

Some of the stall recoveries will be from a **fully developed stall**, some at the **incipient** stage.

Where applicable to type stall entries should include entries with the aircraft in the approach configuration, flaps selected, and trimmed for that configuration.

For **all** entries and recoveries the examiner will look for:

- Pre-manoeuvre checks so that in the event of poor handling the aircraft safety is not compromised
- A progressive reduction of airspeed to induce the stall
- For Fixed Wing types the correct use of rudder and aileron controls.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for stalling

A stall entry from straight flight in a glide followed by a recovery using a pitch control only recovery technique.

The examiner will look for:

- A recognition of the stall followed by a recovery using the published pitch only technique resulting in minimum height loss into gliding flight

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for stalling

A stall entry from straight flight in a glide followed by a recovery using the standard stall recovery technique.

The examiner will look for:

- A recognition of the stall followed by a recovery using the published SSR resulting in minimum height loss into climbing flight

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for stalling

A stall entry from straight and climbing flight followed by a recovery using the standard stall recovery technique.

Careful consideration should be given on the use of full power during this entry when flying high powered aircraft, especially so on Flexwing aircraft.

The examiner will look for:

- A recognition of the stall followed by a recovery using the published SSR resulting in minimum height loss into climbing flight

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for stalling

A stall entry from turning flight in a glide followed by a recovery using the standard stall recovery technique.

The examiner will look for:

- A recognition of the stall followed by a recovery using the published SSR resulting in minimum height loss into climbing flight
- Particular attention to the use of controls to level the wings after the initial inputs required to increase the airspeed.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for unusual attitudes

The examiner will take control of the aircraft with the candidate following through on the controls. The examiner will complete required pre-manoeuvre checks. The examiner will manoeuvre the aircraft into an 'unusual attitude' and pass control to the candidate for the recovery.

A recovery from high speed low nose attitude wings banked with an increasing airspeed (spiral dive entry).

The examiner will look for:

- An immediate reduction of power to idle
- The wings to be rolled level
- The nose of the aircraft to be raised without inducing high G loads
- A climb to be entered to regain height

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for unusual attitudes

The examiner will take control of the aircraft with the candidate following through on the controls. The examiner will complete required pre-manoeuvre checks. The examiner will manoeuvre the aircraft into an 'unusual attitude' and pass control to the candidate for the recovery.

A recovery from a high nose attitude with reducing airspeed in turning flight.

The examiner will look for:

- Correct use of power and pitch control to maintain and increase airspeed
- Use of controls to level wings
- Final recovery of aircraft to an appropriate flight attitude.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Simulated forced landing

The candidate is required to demonstrate their ability to **safely** fly an aircraft to an approach position following a simulated engine failure, or other cause of a loss of power.

The examiner may ask for the candidate to demonstrate the procedure at any time during the test.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Simulated forced landing

A recovery from a simulated engine failure from at least 1500 to 2000 feet above ground level.

The examiner will look for:

- Accurate control of **airspeed** following the simulated loss of power
- Knowledge of field selection principles and a good choice of landing area
- A recognisable **plan** for the descent to the chosen landing area
- An accurately flown descent following the plan so that the aircraft is established on an approach at a suitable airspeed
- Checks to cover possible restart and closedown procedures and MAYDAY call

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Simulated forced landing

A recovery from a simulated engine failure from at least 1500 to 2000 feet above ground level - **changing landing area selection**

- In the event that the candidate makes a change from the original landing area selection because he has become aware of a *better* option the candidate should not be penalised. *Providing* the change is not made because he would have been unable to achieve the original landing area and a successful approach is made to the new area, the candidate has demonstrated the ability to react to new information and modify his plan accordingly.
- In the event that the landing area chosen by the candidate is *unsuitable* for a safe forced landing and other suitable areas were available, providing he recognises the landing area as unsuitable early enough to avoid an unsafe situation and he is able to make a successful approach to a more suitable landing area, the candidate has demonstrated the ability to react to new information and modify his plan accordingly.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Simulated forced landing

A recovery from a simulated engine failure from at least 1500 to 2000 feet above ground level - **changing landing area selection**

- He has, however, has demonstrated poor field selection and **further demonstration** showing the ability to select a suitable landing area is necessary. If a candidate fails to recognise the problem until too late to successfully make a safe approach into a more suitable area the demonstration should be treated as a FAIL.
- In the event the candidate changes landing area because he is unable to achieve flight to his original selection, provided he makes the change sufficiently early to avoid an unsafe situation and is able to successfully make a safe approach into an alternative area he has demonstrated the ability to react to a changing situation and modify his plan accordingly. The candidate has not, however, demonstrated the ability to make a successful approach into a *pre-selected* landing area and **further successful demonstration** is necessary. If he continues the original approach until no safe options are available to him the demonstration should be treated as a FAIL

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Simulated precautionary landing

A demonstration of the procedure for assessing the suitability of a field for a precautionary landing.

The examiner will look for:

- An understanding by the candidate that there is time available for field selection and that the field selected should be safe to land in without damage or injury. The candidate should be prepared to go around at any point.
- A sequence of inspection passes to ascertain the surface suitability of the field and plan the approach path and technique.
- The candidate to understand the limitations of the Low Flying Rules and the dangers of operating at minimum level

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Operation at minimum level

A demonstration of a flight at minimum level between two points to simulate flight beneath cloud or airspace.

The examiner will look for:

The candidate to fly a route that

- Complies with legal restrictions on low flying
- Always provides a safe landing area
- Takes into account other traffic

Maintenance of safe airspeed and coordination of controls at all times.

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for airfield rejoin

The examiner will ask the candidate to return to the airfield and land.

The flight back to the airfield gives the examiner the opportunity to assess the candidate's **orientation** and **navigation** skills.

On return to the airfield the examiner has the opportunity to assess the candidate's understanding of the **airfield procedures**, ability to co-ordinate with other traffic and ability to make a decision as to runway in use and a suitable **approach technique** for the conditions of the day.

The examiner will look for:

- Correct orientation and a planned flight path to return to the airfield
- Contact with the airfield if applicable to establish current airfield information
- Correct altimeter setting procedures
- An accurate joining procedure and correct assessment of conditions and their affect on the runway in use
- An accurate descent and circuit join
- An approach and a full stop landing as planned by the candidate

EXAMPLE SEQUENCE FOR CONDUCTING A GST

Suggested sequence for circuit flight

The candidate will be asked to fly in the circuit to demonstrate various take off and landing techniques, procedures following simulated engine failures and other emergencies within the circuit.

The candidate will then be requested to return to the parking area, secure the aircraft and complete post flight documentation.

The examiner will look for:

- An understanding of the chosen take-off and landing techniques
- An ability to safely position the aircraft for a landing following a simulated engine failure
- An ability to co-ordinate with other traffic within the airfield circuit pattern
- A safe return to the parking area and parking of the aircraft with post-flight checks, and completion of any required airfield and aircraft documentation.

Circuit flight

What is meant by demonstrate various take off and landing techniques?

For example **SOFT FIELD TAKEOFF**

- If available, flap should be used.
- The aircraft should not be brought to a stop at the start of the takeoff run
- Pitch control should be used to achieve the optimum attitude which produces the maximum amount of lift throughout the takeoff roll transferring weight from the wheels to the wing of the aircraft.
- Lift-off should occur at the lowest possible airspeed.
- Immediately after the wheels leave the ground the nose attitude should be carefully lowered to achieve a safe climbing speed as soon as possible.

Circuit flight

What is meant by demonstrate various take off and landing techniques?

For example **SOFT FIELD APPROACH AND LANDING**

- The touchdown should be achieved at the lowest possible groundspeed.
- Powered approach is used to allow slow approach speed
- Flaps, if available, should be used.
- The lowest possible touch down speed may, according to type, be achieved with a small amount of power being applied until the main wheels have touched down.

CONDUCTING A GST

THE DEBRIEFING

The candidate should be encouraged to analyse and criticise their own performance in all aspects of the test.

The debriefing will follow the sequence of the test.

The Examiner will comment on both the positive and negative aspects of the candidate's performance.

In the event of a partial pass or failure it is important that the candidate fully appreciates the aspects of their performance that were unsatisfactory.

The Examiner should provide precise details of the areas which did not meet the required standard, including explanation of the correct technique or procedure. The candidate should also be given guidance concerning the requirement for further training (in terms of both content and duration) prior to completing or attempting the GST again.

THE GST

STANDARDS REQUIRED

It would be impossible to devise a complete and detailed formula by which a candidate can be assessed. It is essential, however, that the highest possible degree of standardisation in assessment is achieved. The following guidance, therefore, should be applied during the assessment of any candidate.

QUALITATIVE REQUIREMENTS

- Exercise good judgement and airmanship
- Operate the aircraft within its limitations
- Complete all manoeuvres with smoothness and accuracy
- Apply aeronautical knowledge
- Execute emergency procedures and manoeuvres appropriate to the aircraft.
- Demonstrate control of the aircraft at all times so that the successful outcome of a procedure or manoeuvre is never in doubt

THE GST

STANDARDS REQUIRED

QUANTATIVE REQUIREMENTS

Height control - tolerances

1. normally within 100 ft of required altitude
2. not more than 200 ft at any time (allowance for exceptional weather)
3. not more than 100 ft for more than 30 seconds

Heading control - tolerances

1. normally within 15 degrees of required heading
2. not more than 30 degrees at any time
3. not more than 15 degrees for more than 30 seconds

Airspeed control - tolerances

1. normally within 5 mph/kt of required airspeed
2. not more than 10mph/kt at any time
3. not more than 5mph/kt for more than 30 seconds
4. never below approach airspeed, during the approach

THE GST

STANDARDS REQUIRED

QUANTATIVE REQUIREMENTS

Stall recovery - height loss is significantly affected by aircraft type and loading. The candidate's performance should be assessed against the expected height loss achieved by the application of the correct technique.

Forced landing (without power)

The procedure should produce a **safe result at all times**.

Allowance can be made for altered plans due to obstructions or misjudgement at a reasonable height.

Further attempts may be allowed providing first procedure would not have resulted in an **unsafe** condition.

THE GST

TIMING

Basic principles of teaching recognise that a person's ability to concentrate and perform deteriorate over a period. Lessons are usually flown for around one hour to account for the deterioration.

The GST may impose a significant mental strain on the candidate and the examiner must recognise this and the possible detrimental effect on performance. The examiner should aim to complete the GST flight over a **period not exceeding** one and a quarter hours.

If for any reason it is likely that the flight time will exceed this guidance the examiner should consider breaking the flight into **more than one session** to give the candidate an opportunity to rest.

The examiner may also choose to examine only a selection of examples of repetitive manoeuvres. For example various turning options, stall entry and recovery options, take-off and landing techniques.

THE GST

DISCUSSION ITEMS

Because of the restriction on time available it is usual that the examiner will treat some parts of the test as discussion items. These parts usually test procedural knowledge rather than handling ability.

For example: simulated emergencies such as cabin or engine fire.

The examiner may also choose to examine by discussion any stall entry and recovery options and take off and landing techniques that have not been flown.

THE GST

RESULTS

Pass

All elements are completed successfully. It is possible to conduct the GST over two flights if time or weather prevents completion in one.

Fail

The candidate has failed to reach a satisfactory standard and will have to fly another complete GST.

Partial Pass

In one, possibly two, parts of the test the candidate failed to reach the required standard but the other parts of the test are satisfactory. The failed parts of the test must be flown again. **All parts** of the second flight must be passed. The test must be completed within a **28 day** period.

GST

ADMINISTRATION

Whatever the result of the GST the candidate's flying logbook must be completed as follows.

The entry must include details of the flight and be signed by the Examiner, including their Examiner authorisation number.

GST

ADMINISTRATION

GST PASS

The Examiner will complete section 6 of the NPPL (M) Application Form 102M. The name of the candidate must be entered on the top of the form, together with details of the flight. If the GST consisted of more than one flight the details of each flight must be recorded on the form. The date on which individual parts of the test are completed must be entered in the appropriate column of the form. The Examiner will finally complete the form by including their own details and signing in the appropriate place.

Logbook. The candidate's logbook must be completed to show the Examiner as Captain, the candidate as P1/S, the flight duration entered in the P1 column and the remarks column should show 'GST Pass' and be signed by the Examiner

6. GENERAL SKILLS TEST.		TO BE COMPLETED BY THE FLIGHT EXAMINER	
Name of Applicant:			
Aircraft Type(s):	Registration:	Place of Test:	Duration of Test:
PREPARATION FOR FLIGHT	Date	STALLING continued	Date
Weather suitability / NOTAM check		Recovery from developed stall - In turning flight	
Aircraft documents check		Recovery from developed stall - In approach configuration	
Weight and performance calculation		FORCED LANDING WITHOUT POWER	
Fuel state		Checks & Procedure	
Pre-flight inspection		PRECAUTIONARY LANDING	
Booking out & airfield procedures		Checks & Procedure	
STARTING, TAXIING AND PRE-DEPARTURE CHECKS		OPERATION AT MINIMUM LEVEL	
Pre-start checks		Procedure	
Post-start checks		AERODROME JOINING	
Taxiing techniques and checks		Procedure and awareness	
Pre-departure / power checks		CIRCUIT JOINING PROCEDURES	
TAKE-OFF AND DEPARTURE		Standard overhead join / other standard join	
Pre-take-off checks (vital actions)		APPROACH AND LANDING	
During and post-take-off checks		Pre-landing checks	
Normal take-off		Glide approach and use of sideslip	
Assessment of crosswind & crosswind take-off		Powered approach / Performance landing	
Performance take-offs		Assessment of crosswind & crosswind landing	
Aerodrome departure procedures		Checks after landing	
NAVIGATION, ORIENTATION		MISSED APPROACH & GO-AROUND	
Recognition of features		Checks & Procedure	
Assessment of heading		SIMULATED EMERGENCIES	
GENERAL HANDLING		Engine fire in the air/on the ground	
Climbing		Cabin fire in the air/on the ground	
Straight and Level flight		Engine failure after take off	
Descending – use of power, flap, spoiler		Other simulated emergencies	
Turning - Level		ENGINES AND SYSTEMS HANDLING	
Turning - Climbing		Use and management throughout	
Turning - Descending		AIRMANSHIP AND AWARENESS	
Turning at high angles of bank		Lookout	
UNUSUAL ATTITUDES		Positioning – restricted airspace, hazards, weather	
Recovery from spiral dives		Aerodrome discipline & procedures	
Recovery from steep climbing turns		ACTION AFTER FLIGHT	
STALLING		Engine shut down	
Checks before stalling		Parking and security aircraft	
Recovery at the incipient stage		Recording flight details	
Recovery from developed stall – In straight flight			
Note: Pilots taking the test must undertake all sections of the test on this page, except for parts inappropriate to the aircraft type.			
I certify that : (a) I have examined the training schedule which this applicant has completed and (b) I have conducted a flight test during which this applicant has demonstrated his ability to perform satisfactorily the manoeuvres listed above and recorded the flight details in the applicant's personal flying logbook.			
I am therefore satisfied that the applicant has reached the standard of flying required for the grant of a NPPL Microlight Class Rating.			
Examiner's Signature		Examiner's Name	
CAA Examiner Authorisation No.		CAA Examiner Authorisation expiry date	
Date of Signature			

GST

ADMINISTRATION

GST PARTIAL PASS

The Examiner will complete the applicant and aircraft details as far as possible in section 6 of the NPPL (M) Application Form 102M. Those parts of the GST successfully completed will be dated on the form.

Logbook. The candidate's logbook should show the Examiner as Captain, the candidate as PUT, the duration of the flight entered in the P2/ Dual column. The remarks column should show 'GST Partial Pass' and be signed by the Examiner.

When the test is completed the remaining details should be entered in section 6 and the flight exercises completed should be dated on the form 102M. The Examiner should complete the declaration at the bottom of the page.

Logbook. The candidate's logbook should show the Examiner as Captain, the candidate as P1/S and the duration of the flight should be entered in the P1 column. The remarks column should show 'GST Completed Pass' and be signed by the Examiner.

GST

ADMINISTRATION

GST FAILURES

The Examiner should not complete any part of section 6 of the NPPL (M) application form.

The Examiner should complete a 'Examiner Report – Failure of Test' CAA form SRG 2129. The reason for the failure should be stated clearly and in detail. The form must be signed by the Examiner and the candidate and the candidate's attention must be drawn to the right of appeal, printed on the form. If the candidate refuses to sign the form the Examiner should forward it to the BMAA LIAC with an explanatory note.

The SRG 2129 form should be copied and copies given to:

1) The candidate 2) the BMAA LIAC 3) The Examiner

Logbook. The candidate's logbook must be completed to show the Examiner as Captain, the candidate as PUT and the flight duration entered in the Dual / P2 column. The remarks column should show 'GST Fail' and be signed by the Examiner. (Note: this looks a little harsh but it stops the candidate rushing off to another Examiner for test before any required training. It is however a true record of the flight).

CONDUCTING THE TECHNICAL EXAMINATION PART 2 (ORAL EXAM)

- The Technical Examination Part 2 (Oral) examination must be completed by a **FE**. It is normal to complete the examination at the same time as the GST, although not actually a requirement to do so.
- Throughout the Technical Examination Part 2 (Oral) the candidate must demonstrate a level of knowledge and understanding sufficient to ensure the safe operation of the aircraft. The candidate must be able to achieve a pass in every relevant section of the examination.
- Specifically the candidate is expected to demonstrate a knowledge of the aircraft type on which the GST was, or is to be, conducted including an understanding of the construction of the type, operational limitations, daily pre-flight inspection routine and maintenance requirements as published in the aircraft operators manual.

The following headings should be included as applicable to type:

Rigging/derigging	Flight Instruments	Pilot Maintenance
Engine	Aircraft Limitations	Engine Indications
Flying Controls	Engine Controls	Landing Gear
Electrical System	Oil System	Propellers
Heating/ Ventilation		

So do you still want
to be a Flight
Examiner?

QUESTIONS