

**SKILL TEST, ORAL THEORETICAL KNOWLEDGE EXAMINATION & PROFICIENCY CHECK
FOR FI(A) / CRI(SPA) / IRI(A), MI(A), FTI(A) RATINGS**

Applicant name & surname							
Licence type and No.:				Applicant signature			
A	APPLICATION						
FI(A)		CRI(SPA)			IRI(A)		
MI(A)		FTI(A)					
B	FLIGHT DETAILS						
Aeroplane class/ type		ME	SE	Departure aerodrome			
Registration				Arrival aerodrome			
Chocks on				Chocks off			
Block time				Departure time			
C	TEST RESULTS						
Theoretical examination	Pass		Fail		Flight test	Pass	Fail
D	REMARKS / RESTRICTIONS						
Sections not completed (
Items not completed	1	2	3	4	5	6	7
Additional training requirements:							
Place and Date				Examiner authorisation.			
Signature				FIE name (block letters)			

Notes:

- The test comprises oral theoretical examinations on the ground, pre-flight and post flight briefings and in-flight FI(A) demonstrations during skill tests in an aeroplane.
- Before taking the skill test an applicant shall have completed the required training. The FTO shall produce the applicant's training records when required by the examiner.
- Section 1, the oral theoretical knowledge examination part of the skill test, is sub-divided into two parts:
 - the applicant is required to give a lecture under test conditions to other 'student(s)', one of whom will be the examiner. The test lecture is to be selected from items a–h of Section 1. The amount of time for preparation of the test lecture shall be agreed beforehand with the examiner. Appropriate literature may be used by the applicant. The test lecture should not exceed 45 minutes.
 - the applicant is tested orally by an examiner for knowledge of items a–i of Section 1 and the 'teaching and learning' content given in the FI(A) courses.
- Section 2, 3 and 7 are for a FI(A) rating for single engine (SE) single pilot aeroplanes (SPAs). These sections comprise exercises to demonstrate the ability to be a FI(A) (ie. instructor demonstration exercises) chosen by the examiner from the flight syllabus of the FI(A) training courses. The applicant will be required to demonstrate FI(A) abilities, including briefing, flight instruction and de-briefing.
- Section 4 may be used for the inclusion of other FI(A) demonstration exercises, as decided by the examiner and acknowledged by the applicant before the skill test.
- Section 5 comprises additional instructor demonstration exercises for a FI(A) rating for multi-engine (ME) SPAs. This section, if required, shall use a ME SPA, simulator or FNPT II,III. If a simulator or FNPT is used, this shall simulate a ME aeroplane. This section shall be completed in addition to Section 2, 3 and 4 (if applicable) and 7.
- Section 6 will include additional FI(A) rating demonstration exercises, as decided by the examiner and agreed with the applicant before the skill test, for a FI(A) rating for instrument ratings (IR). These exercises will be related to the training requirements for the initial issue of an IR.
- During the skill test the applicant shall occupy the seat normally occupied by the FI(A). The examiner or another FI(A) shall function as the 'student'. The applicant shall be required to explain the relevant exercises and to demonstrate their conduct to the 'student', where appropriate. Thereafter, the 'student' shall execute the same manoeuvre including typical mistakes of inexperienced students. The applicant is expected to correct mistakes orally and/or, if necessary, by intervening.
- Section 1 and 2 through 7 (as relevant) shall be completed within a period of six months but all
- Sections should, wherever possible, be completed on the same day. Failure in any exercise within Sections 2, 3 and 4 (if applicable) and 5/6 (if relevant) requires a re-test covering all exercises. Section 1, if failed, may be retaken separately.
- The examiner may terminate the test at any stage if it is considered that the applicant's demonstration of flying or instructional skills require a re-test.
- The examiner shall be the pilot-in-command, except in circumstances agreed by the examiner when another FI(A) is designated as pilot-in-command for the flight. Responsibility for the flight shall be allocated in accordance with national regulations.

1	2	3	4
	ITEMS	1 st ATTEMPT	2 nd ATTEMPT
Section 1 Theoretical knowledge (oral)			
a	Air Law		
b	Aircraft General Knowledge		
c	Flight Performance and Planning		
d	Human Performance and Limitations		
e	Meteorology		
f	Navigation		
g	Operational Procedures		
h	Principles of Flight		
i	Training Administration		
Section 2 Pre-flight briefing			
a	Visual Presentation		
b	Technical Accuracy		
c	Clarity of Explanation		
d	Clarity of Speech		
e	Instructional Technique		
f	Use of Models and Aids		
g	Student Participation		
Section 3 Flight			
a	Arrangement of Demo		
b	Synchronisation of Speech with Demo		
c	Correction of Faults		
d	Aeroplane Handling		
e	Instructional Technique		
f	General Airmanship / Safety		
g	Positioning, use of Airspace		
Section 4 Other exercises at Examiner's discretion			
a	Spin avoidance (SE aeroplane)		
b	Safety Module		
c	Take-off and climb, engine failure after take-off (SE aeroplane)		
d	Approach, landing, missed approach		
e	Forced landing without power (SE aeroplane)		
f			
g			
Section 5 Multi-engine exercises			
a*	Actions following an engine failure shortly after take-off		
b*	A single-engine approach and go around		
c*	A single-engine approach and landing		
d			
e			
f			
g			
* These exercises shall be demonstrated at the skill test for the single-pilot multi-engine class rating instructor rating			
Section 6 Instrument exercises			
a	Basic Instrument Flight		
b	Applied Instrument Flight		
c	Instrument Approach		
d	Limited panel and unusual Attitudes		
e			
f			
g			
Section 7 Postflight de-briefing			
a	Visual Presentation		
b	Technical Accuracy		
c	Clarity of Explanation		
d	Clarity of Speech		
e	Instructional Technique		
f	Use of Models and Aids		
g	Student Participation		