



## PRIVATE PILOT LICENSE (A) SKILL TEST REPORT

**INSTRUCTIONS:** Print or type. Do not write in shaded areas, these are for CAAV use only. Submit original only to the CAAV or an CAAV Authorized Person. If additional space is required, use an attachment

Name of Candidate:	ID/Passport	
Address:		
Phone:	Email:	
Name of DPE or CAAV Inspector:	License No	

To be completed by examiner		
Skill Test	<input type="checkbox"/> PPL (A)	<input type="checkbox"/> Training within an CAAV's Approved ATO <input type="checkbox"/> Conversion of a ICAO license <input type="checkbox"/> Other

Details of check					
<i>Date</i>	<i>Type of Aircraft</i>	<i># Registration</i>	<i>Class &amp; Type Rating</i>		
<i>Departure</i>	<i>Destination</i>	<i>Block-off</i>	<i>Block-on</i>	<i>Block time</i>	<i># Landing</i>

### SKILL TEST REPORT

SECTION 1. PREFLIGHT PREPARATION		REF#	Result	Remark
1.1	Privileges, limitations and recent flight experience for PPL	3.1 - 1(a)		
1.2	Medical certificate class and duration	3.1 - 1(b)		
1.3	Pilot logbook	3.1 - 1(c)		
1.4	Airworthiness and Registration certificates	3.1 - 2(a)		
1.5	Airworthiness directives	3.2 - 2(a)		
1.6	Inspection requirements	3.2 - 2(c)		
1.7	Aircraft Techlog	3.2 - 2(d)		
1.8	Weight and balance	3.1 - 2(c)		
1.9	Required instruments and equipment for day/night VFR	3.2 - 1(a)		
1.10	Special flight permit	3.2 - 1(c)		
1.11	Operating limitations, placards, instrument markings and POH/AFM	3.6		
1.12	NOTAM and Weather information	3.3		
1.13	Flight planning	3.4		
1.14	National Airspace System	3.5		
1.15	Aircraft System (flight control and trim, rudder, engine and propeller, landing gear, fuel, oil, hydrolic, electrical, avionics, pitot-static, Deicing and anti-icing)	3.7		
1.16	Aeromedical factors (hypoxia, hyperventilation, sinus, disorientation, sickness...)	3.10		
1.17	Water and seaplane charecteristics (for seaplane)	3.8		
1.18	Seaplane bases, maritime rules and aids to marine navigation (for seaplane)	3.9		
1.19	Flight procedures (traffic patterns, Airport Joining procedure)	5.2		
SECTION 2. PREFLIGHT OPERATION AND DEPARTURE				
2.1	Aircraft Inspection and servicing	4.1		
2.2	Cockpit Management	4.2		
2.3	ATC Communication	5.1		
2.4	Engine Starting and after starting procedures	4.3		
2.5	Taxiing & aerodrome procedures	4.4		
2.6	Taxiing and Sailing (for seaplane)	4.5		
2.7	Before take-off check	4.6		
SECTION 3. TAKE-OFF AND CLIMB				
3.1	Normal Take-off	6.1		
3.2	Crosswind Take-off	6.1		
3.3	Soft-field Take-off	6.3		
3.4	Short-field Take-off	6.5		
3.5	Glassy Water Take-off (for seaplane)	6.7		
3.6	Rough Water Take-off (for seaplane)	6.9		
3.7	Climbing i) Best rate of climb ii) Climbing turns	6.3, 6.7, 6.9		



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	iii) Levelling off			
3.8	Maximum Performance Climb	6.5		
<b>SECTION 4. PERFORMANCE MANEUVER</b>				
4.1	Steep Turn (45° bank and 360° turn)	7.1		
4.2	Rectangular Course	8.1		
4.3	S-Turns	8.2		
4.4	Turn Around a Point	8.3		
4.5	Slow flight	10.1		
4.6	Power-off Stalls	10.2		
4.7	Power-on Stalls	10.3		
4.8	Spin Awareness	10.4		
4.9	Airspeed Climbs	11.2		
4.10	Turns To Headings	11.4		
4.11	Recovery From Unusual Flight Attitudes	11.5		
4.12	Radio Communications, Navigation System	11.6		
<b>SECTION 5. EN-ROUTE PROCEDURES</b>				
5.1	Flight plan, dead reckoning & map reading	9.1		
5.2	Straight and level flight with speed changes	11.1		
5.3	Orientation, timing and revision of ETAs & log keeping	9.1		
5.4	Diversion to alternate aerodrome (planning and implementation)	9.3		
5.5	Lost procedure	9.4		
5.6	Use of radio navigation aids	9.2		
5.7	Basic instrument flying check	9.2		
5.8	Flight management (checks, fuel systems & carburetor icing, etc.)	9.1		
5.9	ATC compliance & R/T procedures	5.2, 9.2		
<b>SECTION 6. DESCENT</b>				
6.1	Descending: i) With and without power ii) Descending turns (steep gliding turns) iii) Levelling off iv) Constant Airspeed Descents	11.3		
<b>SECTION 7. APPROACH AND LANDING</b>				
7.1	Aerodrome arrival procedure	6.2		
7.2	Normal Approach and Landing			
7.3	Crosswind Approach and Landing (if suitable conditions not available then simulated)	6.2		
7.4	Soft-field Approach and Landing	6.4		
7.5	Short-Field Approach and Landing	6.6		
7.6	Glassy Water Approach and Landing (only for seaplane)	6.8		
7.7	Rough Water Approach and Landing (only for seaplane)	6.10		
7.8	Forward Slip to a Landing	6.11		
7.9	Go-around/Reject Landing	6.12		
7.10	Touch and Go	6.1, 6.2		
7.11	Traffic Pattern	5.2		
7.12	Flapless landing	6.2 (4)		
7.13	ATC Compliance & R/T Procedures	5.1, 9.2		
<b>SECTION 8. EMERGENCY PROCEDURE</b>				
8.1	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS)	12.2		
8.2	Simulated engine failure after take-off (SE only)	12.2		
8.3	Simulated emergency approach and landing (included force landing SE only)	12.1		
8.4	Simulated emergencies (System and Equipment Malfunction, Emergence equipment and Survival gear)	12.2, 12.3		
<b>SECTION 9. NIGHT OPERATION</b>				
9.1	Physiological Aspects of Night Flying	13.1		
9.2	Lighting System	13.1		
9.3	Aircraft lighting system	13.1		
9.4	Personal equipment for night flight	13.1		
9.5	Night orientation, Navigation and Chart Reading Techniques	13.1		
9.6	Safety Precautions and Emergency unique to night flying	13.1		



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**SECTION 10. POST-FLIGHT PROCEDURES**

10.1	After Landing Procedures	14.1		
10.2	Parking and Security Procedures	14.1		
10.3	Anchoring Procedures (for seaplane)	14.2		
10.4	Docking and Mooring (for seaplane)	14.3		
10.5	Ramping/Beaching (for seaplane)	14.4		

<b>Result</b>	<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	<input type="checkbox"/> Partial Passed
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<b>Failed item:</b>	<b>Remarks:</b>

**Details of the failed or partial passed test:**

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**Remarks:**

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<b>Date and place</b>	<b>Signature of Applicant</b>	<b>Signature of Examiner/Inspector</b>



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**A) Completion Instructions:**

1. The Skill Test Standard for PPL with single engine is referred to CAAV AC 07-006.
2. Insert in rightmost column the evaluation of the applicant.  
**P = Proficient;**  
**NT = Needs Training.**  
**W = Waived;**  
**NA = Not Applicable to particular check conducted.**
3. If N/A or Waivers (W): The justifications are needed under “remarks” of page 3.
4. The actual accomplishment of the required AREAS of OPERATION or TASK in those operations may be waived at the examiner’s discretion when the applicant holds another aeroplane category, class or type rating in which:
  - a) Those tasks were accomplished; and
  - b) There are no obvious skill differences for the accomplishment of those tasks between the class ratings.
5. An applicant shall pass all applicable AREAS of OPERATION. If, in the judgment of the examiner, the applicant does not meet the standards of performance of any TASK performed, the associated AREAS of OPERATION is failed and therefore, the skill test is failed.
6. Any maneuvers or procedure of the test may be repeated once by the applicant. The examiner or applicant may discontinue the skill test at any time when the failure of an AREA of OPERATION makes the applicant ineligible for the certificate or rating sought.
7. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those AREAS of OPERATION OR TASK not completed shall be tested in a further flight.
8. Failure in any AREA of OPERATION of the re-test, including those AREAS of OPERATION that have been passed on a previous attempt, will require the applicant to take the entire test again. All AREAS of OPERATION of the skill test shall be completed within 60 days. Further training may be required following any one failed skill test. Failure to achieve a pass in all AREAS of OPERATION of the test in two attempts will require further training as determined by the CAAV. There is no limit to the number of skill tests that may be attempted.
9. Typical areas of unsatisfactory performance and grounds for disqualification are:
  1. Any action or lack of action by the applicant that requires corrective intervention by the examiner to maintain safe flight.
  2. Failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.
  3. Consistently exceeding tolerances stated in the skill test TASK Objectives.
  4. Failure to take prompt corrective action when tolerances are exceeded.
10. An applicant shall be required to fly the aeroplane from a position where the pilot-in command functions can be performed and carry out the skill test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with Vietnam aviation regulations. The route to be flown for the navigation test shall be chosen by the examiner. The route may end at the aerodrome of departure or at another aerodrome.



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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.

11. An applicant shall indicate to the 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 aeroplane 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 aeroplane used.

12. The examiner will take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

### **B) Flight Test Tolerance**

1. The applicant should demonstrate the ability to:

- a) Operate the aeroplane within its limitations;
- b) Complete all manoeuvres with smoothness and accuracy;
- c) Exercise good judgment and airmanship;
- d) Apply aeronautical knowledge;
- e) Maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

2. The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

a) Height:

- (i) Normal flight  $\pm 200$  ft
- (ii) Steep turns, slow flight:  $\pm 100$  ft
- (iii) Pilotage & Dead Reckoning:  $\pm 200$  ft
- (iv) With simulated engine failure  $\pm 200$  ft

b) Heading or tracking of radio aids:

- (i) Normal flight  $\pm 20^\circ$
- (ii) Pilotage & Dead Reckoning, Diversion:  $\pm 15^\circ$
- (iii) Slow Flight:  $\pm 10^\circ$
- (iv) With simulated engine failure  $\pm 15^\circ$

c) Speed:

- (i) Straight and Level Flight:  $\pm 10$  knots
- (ii) Take-off and approach  $+10/-5$  knots
- (iii) Slow flight:  $+10/-0$  knots
- (iv) All other flight regimes  $\pm 15$  knots