

GENERAL CONDUCT of RADIO PROCEDURE (RT) 'No Flight' tests

1. The test will be 1 to 1 (Examiner/Student)
2. The test will be a 'flight', **without flight**, using CIX Teamspeak.
3. You will be sent a brief and will be required to discuss details of your flight plan, as 'sent to Tower' by your Pilot Client program, before the test starts.
4. The test 'flight' will involve RT scenarios appropriate to the level being tested. (see the manuals)
5. The test is to assess your knowledge / use of (aviation) radio procedure, in the same way that your Flight Test assessed your ability to fly and control your A/C.
6. **Assessment criteria** are:-
 - a. **All transmissions should be clear, confident and unambiguous.**
 - b. **All transmissions should correctly relate to the aircraft and flight at the time of the communication, especially Position Reports/CEPHACERs.**
 - c. **Any transmission which could lead to a dangerous situation for your, or any other A/C will result in a fail.**
 - d. **All 'read-backs' of clearances and Instructions must contain ALL the clearance/instruction passed** (if possible in the same order)
 - e. **No unnecessary calls ('wasting 'Air Time'); maximum 3 allowed**
7. The examiner may ask for information or describe a 'situation' during the 'flight'. You should describe your actions and/or make an appropriate transmission, whichever you decide is best or correct.

E.g. **"Information; Your destination A/P is 10nm away and you are flying above Fog, clear of cloud within sight of ground below."** You could ask for weather at Destination; divert; ask to use ILS or 'talk-down'(Mil.) or any other solution you consider valid.

You must assess your options and make the appropriate call. In this situation there is more than one action which would be considered correct. If you need to let him know of an action you have taken that is NOT a radio transmission, begin with "Information..." or "Action, ..." or "Info.,...".

E.g. **"Action, Pull Carb. Heat"**. **"Info, engine recovered"**
8. If at any time you need to ask a question, **not a radio transmission**, start by saying **'Question'**.

E.g. **"Question, how far away is XX airfield?"** **"10nm"** Questions which give you a solution to your problem may not be answered clearly.
9. Expect **ANY** scenario which could arise from the manual appropriate to the level of the test. But, typically only one, *possibly*.
10. The test will be considered to have started when you say you are ready to proceed and will end when you reach your destination.
11. The test will be set up using PlanG as a reference source, what you use to plan and then 'fly' the test is up to you; PlanG; pen and paper; VFR chart; Road atlas (suitably prepared). You may need to identify possible VRP's, as well as airspace restrictions and 'on-airport' routes.
12. You will be notified of the result before the session ends with a de-brief, as appropriate.
13. The examiner will **ONLY** introduce/use scenarios for which you could have expected to have practiced (in any training) and/or have prepared/planned for from the content of the RT manual concerned.
14. You may, of course, at any time request a 'practice' flight, to ensure you are familiar with the process. The aim is to help you achieve and enjoy the experience.
15. Do not forget, the object is to confirm that your RT satisfies the criteria set out above. You will not be given a task/problem which makes that impossible.