SENIOR PRIVATE PILOT (SPP)

EXAM BRIEFING GUIDE AND FLIGHT TEST STANDARDS

1. Introduction

This briefing is created to help candidates understand the purpose of this exam.

2. Requirements

Before applying for this exam, you shall meet the following requirements:

1. your Private Pilot rating (PP) since more than 60 days and
2. at least 100 hours of logged time on IVAN as a Pilot (ATC hours are not taken into account)

3. Applying for the exam

The theoretical and practical exam can be requested by directly accessing your exam status page.

The exam has two parts which shall be successfully validated in this order:

1. Theoretical exam: complete successfully the SPP online test
2. Practical exam: examiner will check your theoretical knowledge and your proficiency in basic IFR.

Requests for practical exams are only possible for members of active divisions. Members of inactive divisions will have to change to an active division in order to get higher ratings (R&R 4.6.2.1)

Once your exam has been registered, the examiner will contact you via your e-mail address given on your details page. Before requesting for the exam, check that this e-mail address is valid since it is the only way for the examiner to get in touch with you.

We recommend you to do a practical training in your division prior to applying for this exam.

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4. Theoretical Senior Private Pilot Exam

All theoretical exams consist of 20 randomly selected multiple-choice questions (MCQ).

- Each question includes 3 to 5 proposed answers among which only one is correct.
- You have a maximum of 45 minutes to fill in the examination paper, and should you exceed this limit, the exam will be automatically recorded as failed (default failed score = 0/100).
- These MCQ exams are automatically corrected (each question will be marked 0 for a wrong answer or 5 for a right answer).
- The pass-mark for the exam is 75/100 (corresponding to at least 15 correct answers)

The theoretical questions are mainly extracted from our training documentation and software manual:
https://www.ivao.aero/training/documentation/index.php?section=fsx
https://www.ivao.aero/training/documentation/index.php?section=pp
https://www.ivao.aero/training/documentation/index.php?section=spp

All questions are based on ICAO/JAR OPS Rules and Regulations if not stated otherwise in the question.

Note that you can submit your answers as often as you want during the 45 minutes of the exam. Only the last submission will be taken into account. We greatly recommend you submit your examination paper on a regular basis in order to avoid to be marked 0 if you are disconnected or if you exceed the 45 minutes limit.

After your successful theoretical exam, you can apply for the practical part of the exam without delay.

Warning: Our system does not allow the resetting of theoretical exams, as in this case the same exam will appear again. Consequently, the Training department will always refuse to reset unfilled or timed out exams. In order to shorten the time for applying again, members should save their answers on a regular basis so as to avoid the exam being marked 0 if a disconnection or a time out occurs.

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5. Practical Senior Private Pilot Exam

The SPP exam is a series of tasks to appreciate your basic IFR theoretical knowledge and your practical flying skills in performing simple IFR exercises.

Note that these are our minimum standards. Your local division may have set additional requirements that should be published on its web site.

5.1. Training material

The training material is available on the IVAO website following these links below:
https://www.ivao.aero/training/documentation/index.php?section=fsx
https://www.ivao.aero/training/documentation/index.php?section=pp
https://www.ivao.aero/training/documentation/index.php?section=spp

5.2. Other online sources

Examinee shall pay attention to the difference of regulations between local procedures for his examination and these documentations issued from a specific country.

http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/pilot_handbook/
http://www.ivao.be/sites/ivaobefiles/info_pdf/seminarie1006_precisionapproaches.pdf
http://www.flightsimbooks.com/flightsimhandbook/
http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/FAA-H-8083-15B.pdf
http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/instrument_procedures_handbook

5.3. IVAO software, connection and communication modes

You shall only use one **IVAO ATC client approved by the HQ training department** for the exam.
You shall use IVAO weather enabled. Other weather sources are possible but they shall generate weather as closed as possible of the IVAO METAR.

We know that some IVAP or X-IVAP version present some limitation. We let the examinee select the best solution possible. But we discourage the use of other weather sources to ensure examiner and examinee use the same reference.

You should connect at your departure airfield after the examiner asked you to do so, using the following call sign: EXM#### where #### are the last 4 digits of the exam number.

Your examiner should log on IVAO network using:
- His staff call sign and create a private channel on TeamSpeak community server (cc.ts.ivao.aero)
- An active position on IVAO network using _EXA_ suffix on position (example XXXX_EXA_APP)

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The examiner will check your ability to correctly use the main functions of the software, mainly:
- establish a text and/or voice communication with active ATC positions,
- retrieve and interpret the ATIS of a controller,
- use the different transponder modes,
- be able to transmit by text on the current ATC frequency and privately,
- retrieve a distant station ATIS, METAR and TAF

We strongly recommend voice communication for the exam. We do not recommend a "text-text" or "text-voice" communication method due to the increased level of difficulty and incompatibilities with certain tasks. Should a member be unable to use voice or the voice/text method due to a medical disability or a poor network connection, please contact the HQ Training Department before requesting the exam in order to establish an individual procedure.

5.4. Theoretical knowledge

You will be assessed on your theoretical IFR knowledge as part of the exam.
During the briefing or at some times during the flight, the examiner will ask you a few short questions regarding the following items:
- Aircraft knowledge and performance: basic weights, standard take-off parameters, usual operating cruise speed(s) and flight levels, approach/landing configurations and speeds,
- Chart reading : IFR charts (SID, STAR, IAP) interpretation
- IFR procedures: semi-circular rules, RVSM airspace, applicable flight minimum altitudes, precision approach minima
- Flight instruments and navigation equipment: aircraft flight instrument systems (altimeter, airspeed indicator, VSI, AI, HSI, heading indicator), altimeter settings, TAS and GS estimation, aircraft navigation systems (VOR, ADF, DME, ILS), transponders,
- Meteorology: METAR and TAF interpretation

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5.5.1. General requirements

1. A light or medium (L/M) twin-engine piston, turbocharged or turboprop aircraft (such as a Baron 58, Beech King 200, Beech 1900 or similar) must be used for the flight test. Jet aircrafts are not allowed for this exam.
2. Basic IFR navigation (NAV) and communication (COM) equipment is needed to fulfil exam requirements (this includes at least 2 VOR, 1 ILS, 1 ADF and 1 DME). Make sure you choose an aircraft you know well and are comfortable with.
3. You shall inform your examiner of the aircraft you will use for the exam beforehand.
4. You shall choose between the general aviation operation regulation and the commercial aviation operation regulation for this exam. You shall inform your examiner about this choice.
5. Use of the autopilot and GPS system are permitted on the exam. However, be aware that autopilot might not be able to fulfil required manoeuvres exceeding the autopilot capabilities, resulting in exam failure. You are free to use the autopilot at your own risk.
6. Your examiner will advise you of the departure and destination airports prior to the exam (it is examiner's choice) but you will have to plan the route yourself. As a general rule, you will be requested to fly between two airports at least 50 nm apart under instrument flight rules. The flight will include a standard instrument departure (SID) and arrival (STAR) and a precision approach.
7. You will be expected to find the necessary IFR charts yourself (check your country's AIS for online chart availability). If you have difficulties doing so, contact your examiner prior to the exam. In all cases, you may have to coordinate with the examiner so as to determinate which charts will be needed.
8. Current departing/arrival weather conditions must be above applicable minima for the flight to take place. When starting the exam, you will have to decide if the current weather is acceptable for the intended IFR flight.
9. FS daytime is accepted.
10. You should connect at your departure airfield after the examiner asked you to do so, using the following call sign: EXM#### where #### are the last 4 digits of the exam number. Your radiotelephony call sign will be "Exam ####". Your exam number can be found on the exam status page.
11. The examiner may either be connected as an observer and "simulate" an active ATC position or may connect as an active ATC or collaborate with another ATC in charge of the airspace where the exam takes place. In all cases, comply with all instructions normally.
12. Unless you are disconnected from the network, we require you submit your flight plan only once on examiner request while connected and starting the test flight. You should not change any item and/or resubmit your flight plan thereafter.

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5.5.2. IFR flight

The test flight will mainly assess the following:
1. IFR flight plan; we encourage you to carefully learn how to correctly fill a flight plan by referring to this document,
2. IFR departure procedure (as published or prescribed by examiner),
3. En route IFR navigation (accuracy of navigation based on radio navigation aids); during the flight, your examiner may ask you to make some exercises (turns to specified headings, climbs/descents to assigned altitude, crossing a defined fix at a specified altitude, intercepting and tracking some VOR radials),
4. Standard IFR arrival procedure via a prescribed or published route,
5. Hold over a VOR,
6. ILS approach, including initial approach segment (as published or required by examiner),
7. Missed approach,
8. Phraseology (use of correct phraseology, prompt and accurate read back, proficiency in spoken English).

6. Evaluation and marking method

The examiner will score separately all required tasks (including both theoretical questions and practical exercises) on a dedicated marking sheet.

Each score will reflect the exactness and range of your knowledge (for theoretical data) and your ability to accurately execute the exercises (and your performance for doing so).
The maximum score is 100 points. The pass mark is 75/100. In all cases, your examiner will give you the detailed results during the debriefing, so as you can identify your errors and correct them in case the exam is failed.

Certain minimum requirements are expected for some tasks:

- Basic IFR theoretical knowledge
- Execution of the ILS approach
- Ability to intercept and track a VOR radial,
- Compliance with the clearances
- Phraseology, radio communications and/or English proficiencies,

Failure to perform these tasks at the specified standard will result in the exam being marked as fail regardless of your overall performance and the final exam mark shall be 51/100 or less down to 0/100 depending on examiner's assessment.

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Some special situations may result in an automatic exam failure (maximum score = 51/100):

Radio Communication proficiency failure
English Communication proficiency failure
Insufficient theoretical knowledge
Poor theoretical knowledge
Extremely poor theoretical knowledge
No charts
Connection on the runway
Entering the runway without adequate clearance
Taking off without clearance
Landing without clearance
Landing outside the runway
2 tasks marked "0"
Use of pause mode in the simulator
Flying inside a prohibited area (P)
Inability to properly intercept and track a given VOR radial
Performing an approach without any clearance
Inability to properly execute IFR precision approach
Descend below minimum altitude (MSA)
Crash due to terrain collision
Crash due to loose of control
Crash due to aircraft overstress

NOTE: The score for those exams will be 49/100 or less depending on the total result of the exam. This does not mean that the exam is not continued until finished.

An exam is considered as failed and the practical part will stop immediately or will not be performed if:

- Examinee has extremely poor theoretical knowledge (score shall be at or below 10/100)
- Examinee Violation against IVAO Rules and Regulation (score shall be 1/100 or 0/100 depending of examiner)
- Examinee does not turn up for the exam and a valid reason is not given within 48 hours. This will cause the exam to be considered as failed (score shall be 1/100 or 0/100 depending of examiner)
- In case you decide to stop the exam at any time after it has begun (score shall be 1/100 or 0/100 depending of examiner)
- In case of any provable cheating during a practical exam, regardless if during the theoretical or the practical part, the result will be 0/100 and a blocking of 6 months for exams will be appointed to the examinee.

If the examinee fails to arrive for the exam at the time organised, the examiner should wait for 15 minutes. After that period, the examiner can log off the network. The examinee then has 48 hours to provide a valid reason for the failure to attend by email. If no email is received in time the exam will be marked as failed.

Should a PC crash occur which is out of the applicant's control, the exam will have to start again or will be delayed to take place on another day, the decision being up to the examiner.

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7. Validation of the exam

After evaluation, your examiner will send his evaluation to the training director who will assign a validator.

The validator will verify the marking based on the comments and marking sheet of the examiner.

If your exam is validated as a success your rating will be updated at 1200z the following day.

The validation process needs a validation delay estimated from one day minimum to an average maximum of one week.

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