



**RADIO NAVIGATION  
CERTIFICATE  
COURSE  
GUIDE**

CANDIDATE'S NAME .....

ADDRESS.....

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### **FOREWORD**

This Guide and Syllabus produced by the Aircraft Owners and Pilots Association is issued with the approval of the AOPA Board of Management for the giving of courses for the AOPA Radio Navigation Certificate.

The Course can be conducted at any Flight Training Organisation or Registered Facility which has registered with AOPA for this purpose.

APPROVED AOPA SYLLABUS  
RADIO NAVIGATION CERTIFICATE COURSE

AMENDMENT LIST No.	DATE INCORPORATED	SIGNATURE

## Guide & Syllabus

### AOPA RADIO NAVIGATION CERTIFICATE COURSE

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## COURSE GUIDE

### INTRODUCTION

The purpose of this document is to give guidance to Flight Training Organisations, Registered Facilities and Instructors who wish to give training to pilots for the AOPA Radio Navigation Certificate.

A copy of this Guide and Syllabus must be held by the pilot under training and should be used as a record to determine that all parts of the Course have been completed prior to application for the Certificate. A signature block is incorporated against the relevant sections for the Instructor's signature when that item has been completed. Receipt of tuition is confirmed by the Student's signature at the bottom of the relevant pages.

AOPA may require to see this completed Syllabus and the candidate's logbook before issuing the Radio Navigation Certificate.

### COURSE OBJECTIVES

AOPA has designed this Syllabus of Instruction in order to encourage pilots who hold either a JAR-FCL PPL or a UK NPPL to obtain formal training in radio navigation procedures for use under Visual Flight Rules in accordance with the privileges of their Licences.

Additionally, for holders of a JAR-FCL PPL issued by the UK CAA, the Course of training can be taken as a progressive step towards obtaining a UK IMC Rating. To this end a JAR-FCL PPL holder who has qualified for the AOPA Radio Navigation Certificate may be exempt from up to 5 hours instrument training of the Applied Stage of the IMC course (without time limit).

### FLIGHT TRAINING

The Course will consist of a minimum of 5 hours flight training, of which 1 hour may be conducted in a Flight Navigation Procedures Trainer or a flight simulator approved by the authority. Flight training will be conducted by an instructor, authorised by the UK CAA, whose rating has had the Applied Instrument limitation removed.

### GROUND TRAINING

The ground training Course will consist of a minimum of 10 hours as specified in the AOPA IMC Syllabus. 5 hours of this training must be given by an Instructor competent to give radio navigation instruction and these 5 hours can be allowed in full towards the ground training requirement of the UK IMC Rating Course (without time limit). The remaining 5 hours may be credited through self study under supervision.

*NOTE: Due to the nature of the Course content and the limited number of flying hours required, it is particularly important that adequate ground training is given to the candidate prior to instruction in the air.*

### COURSE CONTENT

All candidates will undertake a Core Course of Ground Training which will cover:

Basic Radio Principles  
Morse Code  
Basic principles of Radio Navigation Aids  
The use of Radar Services  
The use of GPS

All candidates will receive a Core Course of Flight Training covering:  
The use of Radar Services  
The use of GPS as a supplemental navigation aid

In addition, each candidate will select three out of the four radio navigation aids below for ground and flight training.

VOR, DME, ADF, and VHF/DF

The training in the nav aids selected will be in conformity with the knowledge and competence in Radio Navigation required for those sections of the Syllabus for the UK IMC Rating.

At the commencement of the course the candidate and instructor should decide between themselves which three aids will be used commensurate with the aircraft equipment and the nav aids available in the geographic area where training is being conducted.

The minimum equipment requirements for the Flight Training are:

VHF radio  
GPS  
VOR\* }  
DME } according to the radio navigation aids selected for training  
ADF }  
(\*where RNAV is available this should be included in the flight training)

#### RADIO NAVIGATION CERTIFICATE SKILL TEST

Upon completing the course the candidate will be required to have his/her competence assessed in flight by a Flight Examiner who is authorised by the UK CAA, and has been approved by AOPA.

The Radio Navigation Certificate Skill Test will comprise:-

- (a) A VFR dead reckoning navigation leg of not less than 25 nm using any of VOR, DME, ADF or VDF for fixing backed up by map reading; GPS may be used to confirm fixes. Direct tracking to/from navigation beacons will not be allowed.
- (b) A diversion leg of at least 20 nm must then be flown using only radio aids for navigation except for visual identification of the final destination. GPS may be used as the main aid but must be backed by at least one fix using other radio navigation aids.
- (c) In the course of the whole flight all other tasks listed on the Skill Test Form will be assessed.

## PROCEDURE TO OBTAIN THE CERTIFICATE

A candidate wishing to obtain the certificate can commence the course at any time after qualifying for a Private Pilot's Licence and a Flight Radio Telephony Operator's Licence. There are no minimum pre-entry hour or calendar time requirements nor is there a calendar time requirement to complete the course of training.

The course of training is reflected in the syllabus contents shown on the following pages.

Once the ground training and flight training has been completed and the Radio Navigation Certificate Skill Test passed, the application form for the issue of the certificate must be completed by the candidate and the instructor(s) giving the course, and the Examiner.

A fee of £15 will have to be paid to AOPA to cover the cost of administering the issue of the Certificate. However, if the candidate is a Pilot Member of AOPA this fee will only be £10.

The completed application form should be sent to AOPA, 50a Cambridge Street, London SW1V 4QQ. Providing the necessary paperwork has been completed satisfactorily the candidate will be issued with the AOPA Radio Navigation Certificate.

## SYLLABUS OF TRAINING

### PRIMARY REFERENCE MATERIAL

The Air Navigation Order  
The Rules of the Air and Air Traffic Control Regulations  
Aeronautical Information Publication (AIP) and NOTAMS  
The Flight Owner's Manual/Pilot's Operating Handbook/Operating Manuals for Radio Navigation Equipment  
The AOPA Training Manual "Instrument Flying, Radio Navigation and Instrument Approach Procedures"  
CAA Safety Sense Leaflet 25 "Use of GPS"  
LASORS

### GROUND TRAINING SYLLABUS

#### CORE COURSE

The course of training must cover all the items listed below, but the student's aptitude and previous aviation experience must be taken into account when determining the amount of instructional time allotted to each particular item.

Although a number of items contained on the following pages are complementary to those contained in the PPL syllabus, the instructor must ensure that they have been covered during the candidate's pilot training and due allowance must be made for the time needed to revise these items as necessary.

All the following items must be covered during the ground training section of the Radio Navigation Certificate Course. This applies regardless of aircraft equipment fit or nav aids which have been selected for the flight training section of the course.

INSTRUCTOR'S  
SIGNATURE & DATE


#### BASIC RADIO PRINCIPLES

Radio frequencies  
Frequency bands  
Characteristics of radio waves  
Reception ranges  
    Line of sight  
    Skywave  
    Groundwave  
Transmitter/receiver  
Antennae

#### MORSE CODE

I confirm that I have received the above tuition and completed the related briefings .....

*Student's signature & date*



INSTRUCTOR'S  
SIGNATURE & DATE

	<p><b>BASIC PRINCIPLES OF RADIO NAVIGATION AIDS</b></p> <p>VHF Omni Range (VOR) Principles of operation/ Navigation information provided Ground and aircraft equipment Principles of RNAV Aircraft equipment</p> <p>Distance Measuring Equipment (DME) Principles of operation/ Navigation information provided Ground and aircraft equipment</p> <p>Non Directional Beacons – NDB/ADF Principles of operation/ Navigation information provided Ground and aircraft equipment</p> <p>Very High Frequency Direction Finding (VHF/DF) Principles of operation/ Navigation information provided Ground and aircraft equipment</p> <p>Radio Detection and Ranging (RADAR) Principles of operation/ Navigation information provided Ground equipment Primary radar Secondary Surveillance Radar (SSR) Aircraft equipment Transponders</p> <p>Global Positioning System (GPS) Principles of system operation/ Navigation information provided Ground, satellite and aircraft equipment</p> <p>Pre-flight serviceability checks Range, accuracy and limitations of Radio Navigation equipment</p> <p><b>PRE-FLIGHT &amp; AERODROME DEPARTURE PROCEDURES</b></p> <p>Determining the serviceability of the aircraft radio navigation equipment Obtaining the specific departure clearance Setting up of radio navaids prior to take-off e.g. VOR frequencies, required radials etc. Aerodrome departure procedures, frequency changes Altitude and position reporting as required</p> <p><b>AERONAUTICAL INFORMATION PUBLICATIONS</b></p> <p>The Aeronautical Information Service NOTAMS Aeronautical Information Circulars Information of an operational nature</p> <p>The Rules of the Air and Air Traffic Services Visual Flight Rules and Instrument Flight Rules Flight plans and ATS messages</p>

**BASIC PRINCIPLES OF RADIO NAVIGATION AIDS**

**VHF Omni Range (VOR)**

- Principles of operation/ Navigation information provided
- Ground and aircraft equipment
- Principles of RNAV
- Aircraft equipment

**Distance Measuring Equipment (DME)**

- Principles of operation/ Navigation information provided
- Ground and aircraft equipment

**Non Directional Beacons – NDB/ADF**

- Principles of operation/ Navigation information provided
- Ground and aircraft equipment

**Very High Frequency Direction Finding (VHF/DF)**

- Principles of operation/ Navigation information provided
- Ground and aircraft equipment

**Radio Detection and Ranging (RADAR)**

- Principles of operation/ Navigation information provided
- Ground equipment
- Primary radar
- Secondary Surveillance Radar (SSR)
- Aircraft equipment
- Transponders

**Global Positioning System (GPS)**

- Principles of system operation/ Navigation information provided
- Ground, satellite and aircraft equipment

**Pre-flight serviceability checks**

Range, accuracy and limitations of Radio Navigation equipment

**PRE-FLIGHT & AERODROME DEPARTURE PROCEDURES**

- Determining the serviceability of the aircraft radio navigation equipment
- Obtaining the specific departure clearance
- Setting up of radio navaids prior to take-off e.g. VOR frequencies, required radials etc.
- Aerodrome departure procedures, frequency changes
- Altitude and position reporting as required

**AERONAUTICAL INFORMATION PUBLICATIONS**

**The Aeronautical Information Service**

- NOTAMS
- Aeronautical Information Circulars
- Information of an operational nature

**The Rules of the Air and Air Traffic Services**

- Visual Flight Rules and Instrument Flight Rules
- Flight plans and ATS messages

I confirm that I have received the above tuition and completed the related briefings .....

*Student's signature & date*

INSTRUCTOR'S  
SIGNATURE & DATE

Use of radar in Air Traffic Services  
Radio failure  
Special VFR  
Control Zones and Terminal Control Areas  
Control Areas  
Radar Advisory Service  
Airspace Restrictions and Hazards  
Royal Flights/ Temporary Restricted Areas  
Communications  
Types of service  
Extraction of data relating to radio aids  
Aeronautical Charts  
Charts available  
Amendments, corrections and revisions  
General descriptions of the series available  
Topographical charts  
Aeronautical symbols

#### FLIGHT PLANNING

The objectives of flight planning  
Selection of alternate(s)  
Obtaining meteorological information  
Services available via telephone/ internet  
Met briefing  
(1) Telephone communication direct with forecaster  
(2) Met Office aviation briefing service forms 214/215  
(3) Actual weather reports, TAFs, METARs, SIGMET messages  
The route forecast  
The operational significance of the meteorological information obtained (including icing, turbulence and visibility)  
Altimeter considerations  
Definitions of:-  
Transition altitude  
Transition level  
Flight level  
QNH  
Standard pressure setting  
QFE  
Regional Pressure Setting  
Altimeter setting procedures:-  
Pre-flight altimeter checks  
Take-off and climb  
En-route  
Approach and landing  
Terrain clearance  
Selection of a minimum safe en-route altitude  
Instrument Flight Rules

I confirm that I have received the above tuition and completed the related briefings .....

*Student's signature & date*

INSTRUCTOR'S  
SIGNATURE & DATE

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Preparation of charts  
Choice of routes and levels  
Compilation of flight plan log sheet  
Log sheet entries:-  
    Navigation ground aids to be used  
    Frequencies – codings  
    Radials and bearings  
    Tracks and fixes  
    Safety altitude(s)  
    Fuel calculations  
    ATC frequencies (VHF)  
        Tower, approach, en-route, radar, FIS, Volmet  
    Minimum safe sector altitudes en-route, and at destination  
    and alternate aerodromes

#### USE OF EN-ROUTE RADAR

Availability of radar services  
Location, station frequencies, call signs and hours of operation  
    UK AIP and NOTAMS  
Provision of service  
RTF, procedures and ATC liaison  
    Lower Airspace Radar Service (LARS)  
    Emergency service  
Use of SSR (transponder)  
Operation of transponders  
    Code selection procedure  
    Emergency codes  
    Precautions when using airborne equipment

#### USE OF GPS (Global Positioning System)

Satellite availability/status  
Satellite signal anomalies  
NOTAMS  
Signal reception, effects of terrain, masking by aircraft structure  
Receiver Autonomous Integrity Monitor (RAIM)  
World Geodetic System 1984 (WGS 84)  
Pre-flight preparation and planning  
Specification of waypoints, user waypoints  
Data input/cross-checking data entry  
Database integrity  
Status of GPS in UK, use of GPS as a supplemental navigation aid  
Installation and limitations of system to be used for training  
Human error  
Use of system in flight  
Planned and unplanned diversions  
RTF procedures and ATC liaison  
System errors and malfunctions

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I confirm that I have received the above tuition and completed the related briefings .....

*Student's signature & date*

INSTRUCTOR'S  
SIGNATURE & DATE

	<p><b>SELECTED RADIO NAVIGATIONAL AIDS</b></p> <p>Three nav aids to be selected from VOR, DME, ADF and VHF/DF for ground and flight training.</p> <p><b>USE OF VOR (VHF Omni Range)</b></p> <p>Availability of VOR stations en-route Station frequencies and identification coding Station maintenance periods/unserviceability     UK AIP and NOTAMS Signal reception range     Effect of altitude VOR radials     Method of numbering Use of Omni Bearing Selector     To/from indications Orientation Selecting radials Intercepting a pre-selected radial     Assessment of distance to interception     Effects of wind Maintaining a radial Tracking to/from a VOR station Station passage Use of two stations to obtain a fix Pre-selecting fixes along a track     Assessment of groundspeed and ETA Use of RNAV     Specification of waypoints     Course deviation indicator RTF procedures and ATC liaison</p>
	<p><b>USE OF DME (Distance Measuring Equipment)</b></p> <p>Availability of DME facilities Location, frequencies and identification coding DME maintenance periods/unserviceability     UK AIP and NOTAMS Use of DME to obtain – distance/groundspeed/time to run Use of DME to obtain a fix Signal reception range Slant range</p>
	<p><b>USE OF ADF (Automatic Direction Finding Equipment)</b></p> <p>Availability of NDB (Non Directional Beacons) facilities en-route Location, frequencies, tuning (as applicable) and identification codes Station maintenance periods/unserviceability     UK AIP and NOTAMS</p>

**SELECTED RADIO NAVIGATIONAL AIDS**

Three nav aids to be selected from VOR, DME, ADF and VHF/DF for ground and flight training.

**USE OF VOR (VHF Omni Range)**

- Availability of VOR stations en-route
- Station frequencies and identification coding
- Station maintenance periods/unserviceability
  - UK AIP and NOTAMS
- Signal reception range
  - Effect of altitude
- VOR radials
  - Method of numbering
- Use of Omni Bearing Selector
  - To/from indications
- Orientation
- Selecting radials
- Intercepting a pre-selected radial
  - Assessment of distance to interception
  - Effects of wind
- Maintaining a radial
- Tracking to/from a VOR station
- Station passage
- Use of two stations to obtain a fix
- Pre-selecting fixes along a track
  - Assessment of groundspeed and ETA
- Use of RNAV
  - Specification of waypoints
  - Course deviation indicator
- RTF procedures and ATC liaison

**USE OF DME (Distance Measuring Equipment)**

- Availability of DME facilities
- Location, frequencies and identification coding
- DME maintenance periods/unserviceability
  - UK AIP and NOTAMS
- Use of DME to obtain – distance/groundspeed/time to run
- Use of DME to obtain a fix
- Signal reception range
- Slant range

**USE OF ADF (Automatic Direction Finding Equipment)**

- Availability of NDB (Non Directional Beacons) facilities en-route
- Location, frequencies, tuning (as applicable) and identification codes
- Station maintenance periods/unserviceability
  - UK AIP and NOTAMS

I confirm that I have received the above tuition and completed the related briefings .....

*Student's signature & date*

INSTRUCTOR'S  
SIGNATURE & DATE

	<p>Signal reception range</p> <ul style="list-style-type: none"><li>Static interference</li><li>Night effect</li><li>Station interference</li><li>Mountain effect</li><li>Coastal refraction</li></ul> <p>Orientation in relation to an NDB</p> <ul style="list-style-type: none"><li>Homing</li><li>Intercepting a pre-selected magnetic bearing and tracking inbound</li><li>Station passage</li><li>Tracking outbound</li><li>Time/distance checks</li><li>Use of two NDBs to obtain a fix (or alternatively use of one NDB and one other navaid)</li></ul> <p>RTF procedures and ATC liaison</p>
	<p>USE OF VHF/DF (Very High Frequency/Direction Finding)</p> <p>Availability of VHF/DF facilities en-route</p> <p>Location, frequencies, station call signs and hours of operation</p> <ul style="list-style-type: none"><li>UK AIP and NOTAMS</li></ul> <p>Signal reception range</p> <ul style="list-style-type: none"><li>Effect of altitude</li></ul> <p>RTF procedures and ATC liaison</p> <p>Obtaining and using types of bearing, e.g. QTE, QDM, QDR</p> <p>Homing to a station</p> <ul style="list-style-type: none"><li>Effect of wind</li></ul> <p>Use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other navaid)</p> <ul style="list-style-type: none"><li>Assessment of groundspeed and ETA</li></ul>

Signal reception range

- Static interference
- Night effect
- Station interference
- Mountain effect
- Coastal refraction

Orientation in relation to an NDB

- Homing
- Intercepting a pre-selected magnetic bearing and tracking inbound
- Station passage
- Tracking outbound
- Time/distance checks
- Use of two NDBs to obtain a fix (or alternatively use of one NDB and one other navaid)

RTF procedures and ATC liaison

USE OF VHF/DF (Very High Frequency/Direction Finding)

Availability of VHF/DF facilities en-route

Location, frequencies, station call signs and hours of operation

- UK AIP and NOTAMS

Signal reception range

- Effect of altitude

RTF procedures and ATC liaison

Obtaining and using types of bearing, e.g. QTE, QDM, QDR

Homing to a station

- Effect of wind

Use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other navaid)

- Assessment of groundspeed and ETA

I confirm that I have received the above tuition and completed the related briefings .....

*Student's signature & date*

INSTRUCTOR'S  
SIGNATURE & DATE

## FLIGHT TRAINING SYLLABUS

### CORE COURSE

#### PRE-FLIGHT AND AERODROME DEPARTURE PROCEDURES

Radio equipment serviceability checks  
Departure clearance  
Navaid selection – frequencies, radials, etc.  
Aerodrome departure checks, frequency changes, altitude and position reports

#### USE OF EN-ROUTE RADAR

Establishing contact with an Air Traffic Service Radar Unit  
RTF procedures and ATC liaison  
Establishing the service required and position reporting  
Method of reporting conflicting traffic  
Aircraft separation standards  
Terrain clearance  
Method of handover to an adjacent radar facility  
Use of SSR (Transponder)  
Operation of aircraft equipment  
Code selection  
Interrogation and reply  
Precautions when selecting the required code

#### USE OF GPS (Global Positioning System)

Serviceability checks  
Inputting waypoint data  
Checking the validity of data input  
Checking satellite status  
Selection of map orientation and scale  
Use of course deviation indicator to intercept and maintain required track  
Recognition of waypoint passage  
Use of flight data to fix position and assess ETA  
Maintaining a position check on an aeronautical chart  
Obtaining information on the nearest facility for diversion  
Re-programming the GPS receiver in flight  
Flying to an alternate airfield or waypoint using direct-to navigation  
Dealing with loss of GPS signal

I confirm that I have received the above tuition and completed the related briefings .....

*Student's signature & date*

INSTRUCTOR'S  
SIGNATURE & DATE

**SELECTED RADIO NAVIGATIONAL AIDS (Three out of four)**

**USE OF VOR (VHF Omni Range)**

- Station selection and identification
- Orientation
- Intercepting a pre-selected radial
- RTF procedures and ATC liaison
- Maintaining a radial inbound
- Recognition of station passage
- Maintaining a radial outbound
- Use of two stations to obtain a fix along the track
  - Assessment of groundspeed and ETA
- \*Use of RNAV (\*Where available in the training aircraft)
  - Inputting waypoint data
  - Use of course deviation indicator to intercept and maintain required track
  - Recognition of waypoint passage

**USE OF DME (Distance Measuring Equipment)**

- Station selection and identification
- Use of DME to obtain distance/groundspeed/time to run
- Use of DME to obtain a fix

**USE OF ADF (Automatic Direction Finding Equipment)**

- Selection, tuning and identifying an NDB
- ADF orientation
- RTF procedures and ATC liaison
- Homing
- Tracking inbound
- Station passage
- Tracking outbound
- Time/distance checks
- Intercepting a pre-selected magnetic bearing
- Determining the aircraft's position from two NDBs (or alternatively from one NDB and one other navaid)

**USE OF VHF/DF (Very High Frequency Direction Finding)**

- Establishing contact with a VHF/DF station
- RTF procedures and ATC liaison
- Obtaining and using a QDR and QTE
- Obtaining and using a QDM
  - Homing to a station
  - Effect of wind
- Use of two VHF/DF stations to obtain a fix (or alternatively one VHF/DF station and one other navaid)
- Assessment of groundspeed and ETA

I confirm that I have received the above tuition and completed the related briefings .....

*Student's signature & date*

**AOPA RADIO NAVIGATION CERTIFICATE - SKILL TEST FORM**

Candidate's Name: FTO/RF:	PASS	FAIL	COMMENTS AND QUERIES FOR DEBRIEFING
<b>BEFORE FLIGHT</b>			
<b>Flight Planning</b>			
<b>PRIOR TO TAKE OFF</b>			
<b>Rad/Nav Equipment Serviceability Checks</b>			
Setting up Navaids for use – Frequencies, Radials etc (N.B. Use of GPS is Mandatory)			
<b>Departure Clearance</b>			
<b>IN FLIGHT</b>			
<b>Aerodrome Departure Procedures</b>			
<b>RTF-ATC Liaison/ Frequency Changes</b>			
<b>EN-ROUTE FROM -</b>		<b>TO -</b>	<b>DIVERSION TO -</b>
<b>D/R Navigation – Revision of Heading and ETA</b>			
<b>Station Selection and Identification</b>			
<b>Obtaining a Fix</b>			
<b>Maintenance of Altitude/Flight Level</b>			
<b>Altitude and Position Reporting</b>			
<b>Intercepting a Radial/Magnetic Bearing</b>			
<b>Maintenance of Radial/Bearing – Tracking</b>			
<b>Use of Aids to Obtain ETA's</b>			
<b>Identification of Station Passage</b>			
<b>Use of GPS as a Supplemental Navigation Aid</b>			
<b>Use of Radar Facilities</b>			
<b>In-Flight Decisions</b>			
<b>Organisation of Cockpit Workload</b>			
<b>General Airmanship</b>			
<b>Arrival Procedures</b>			
FINAL ASSESSMENT PASS/FAIL			<b>Examiner's Name.....</b> CAA Auth No. .... Signature.....Date.....



**APPLICATION FOR THE AOPA RADIO NAVIGATION CERTIFICATE**

Candidate's Full Name (Block Capitals) .....

Address .....

.....

Telephone No ..... AOPA Membership No (if applicable) .....

Private Pilot Licence No ..... Radiotelephony Licence No .....

Total Flying Hours ..... Total Hours in Command .....

**THIS FORM SHOULD BE ACCOMPANIED BY THE ADMINISTRATION FEE OF £15 (£10 FOR AN AOPA MEMBER). DO NOT SEND YOUR FLYING LOG BOOK UNLESS REQUESTED.**

-----  
To be completed by the CFI or Instructor who has given the training.

Name of Training Organisation .....

Address .....

..... Tel No .....

I certify that the above named candidate has received a minimum of 5 hours flight instruction and 10 hours of ground training in accordance with the requirements of the AOPA Syllabus for the Radio Navigation Certificate, and has reached the standard required to take the Skill Test.

Instructor's Name ..... Signature .....

-----  
To be completed by the Flight Examiner conducting the Skill Test

I certify that the above named candidate has successfully completed the Skill Test for the AOPA Radio Navigation Certificate.

Examiner's Name ..... Authorisation No:.....

Signature ..... Date .....

-----  
AOPA Office Use Only

**YES NO**

Fee Received	<input type="checkbox"/>	<input type="checkbox"/>	
Log Book Required	<input type="checkbox"/>	<input type="checkbox"/>	Letter sent .....
Recommended for Issue	<input type="checkbox"/>	<input type="checkbox"/>	
Signed .....			Date .....