Passport
Licenses
Pilot logbook
Aircraft logbooks & journey log (w/ evidence of maintenance)
Aircraft POH
Aircraft CofA and CofR
Radio licenses (2)
DfT permission
170A & training record
CAA test fee receipt
Everything in Standards Doc 7

Laptop (check GPRS/3G works)
Ipad
Phone

Plan all possible routes with fuel plans & plogs for forecast wind
Print out enroute charts with navaid idents
All possible approach plates
Enroute IFR charts
VFR charts
W&B with instructor weight
Takeoff and landing performance graphs marked-up

Day before test:
- tanks full
- GPS routes loaded
- screens on back seat (numbered etc)
- check oil etc
- arrange for aircraft to be moved out for 9am
- current GPS database
- 2 headsets
- POH
- get wx
- get notams (narrow route and airport)

Briefing in briefing room:
- weather picture (updated)
- min dep vis 150m
- min arrival vis 800m unless HIAL and ILS-capable autopilot (mention 1.25 factor?)
- wind within limits at dep and dest (assume a landing at dest)
- icing & procedures if we get some
- maintenance status of aircraft
- no start clearance needed at Shoreham
- 2nd checklist for examiner

Briefing in aircraft:
- emergency equipment (life raft, radio, fire extinguisher, F/A kit)
- toilet facilities...
- forced landing sites (use G/Earth airport pic)
- examiner to take control in case of EFATO; Vbg=93kt, Vs1=65kt, Vs2=59kt
- all avionics and their interactions
- liquid compass error on the ground
- RHS transmit button
- RHS yoke switch(es)
- screens & their locations
- deice equipment
- MSA ~2200ft

Aircraft ground procedures:
- ground test all possible avionics
- test both radios
- set up first four COM frequencies
- check both OAT probes against ATIS
- wind within limits
- rudder movement cannot be checked without turning
- get examiner to check his brakes

Before takeoff
- get departure clearance and set transponder
- final QNH check
- brief takeoff
- brief engine failure procedure

After takeoff:
- ident 1st VOR and then ident its DME
- "ice" checks every 1000ft and then every 5 mins
- check fuel against fuel plan
- cockpit temperature ok?

Enroute:
- altimeter settings at correct times
- ice checks
- ident all navaids ASAP
- get ATIS ASAP (check and comment on minima and wind against limits)
- brief approach and go-around