

Applicant's information	Applicant's last name(s)						
	Applicant's first name(s)						
	Type of licence*						
	Licence number or date of birth*						
	State of licence issue						
1 Details of the flight	Group, class, type of aircraft					Registration	
	Aerodrome or site	Off block time	Take-off time	Landing time	On block time	Flight time	
					Total flight time		
2 Result of the test	Skill test details						
	<div> <input type="checkbox"/> Pass <input type="checkbox"/> Fail <input type="checkbox"/> Partial pass </div>						
Reason(s) why, if failed							
3 Remarks							

Conclusion	<input type="checkbox"/> Applicant's experience and instruction comply with Annex 1 Part-FCL	
	<input type="checkbox"/> All the required manoeuvres and exercises have been completed	
	<input type="checkbox"/> Applicant's theoretical knowledge has been confirmed by verbal examination	
Signature	Location	
	Date	
	Examiner's certificate number *	
	Type and number of licence	
	Signature of examiner	Signature of applicant
	Name(s) in capital letters	Name(s) in capital letters
	<input type="checkbox"/> I hereby declare that I, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version [insert document version, _____] of the Examiner Differences Document	
Attachments	<input type="checkbox"/> Foreign examiner: copy of licence, medical and examiner authorization	
	<input type="checkbox"/> Foreign FSTD: copy of approval certificate	

* if applicable

Skill test for the issue of a CPL

1. An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.
5. At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.
6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.
7. An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on 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 aircraft used.
8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Content of the skill test for the issue of the CPL – Helicopters

1. The helicopter used for the skill test shall meet the requirements for training helicopters.
2. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.
3. The applicant shall demonstrate the ability to:
 - a) operate the helicopter within its limitations;
 - b) complete all manoeuvres with smoothness and accuracy;
 - c) exercise good judgement and airmanship;
 - d) apply aeronautical knowledge; and
 - e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCE

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

Height

- normal flight ± 100 feet
- simulated major emergency ± 150 feet

Tracking on radio aids $\pm 10^\circ$

Heading

- normal flight $\pm 10^\circ$
- simulated major emergency $\pm 15^\circ$

Speed

- take-off and approach multi-engine ± 5 knots
- all other flight regimes ± 10 knots

Ground drift

- T.O. hover I.G.E. ± 3 feet
- landing no sideways or backwards movement

CONTENT OF THE TEST

5. Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, air-manship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

Content of the skill test for the issue of a CPL(H)	SECTION 1 – PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES		Pass	Fail
	a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather	<input type="checkbox"/>	<input type="checkbox"/>
	b	Pre-flight inspection/action, location of parts and purpose	<input type="checkbox"/>	<input type="checkbox"/>
	c	Cockpit inspection, starting procedure	<input type="checkbox"/>	<input type="checkbox"/>
	d	Communication and navigation equipment checks, selecting and setting frequencies	<input type="checkbox"/>	<input type="checkbox"/>
	e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance	<input type="checkbox"/>	<input type="checkbox"/>
	f	Parking, shutdown and post-flight procedure	<input type="checkbox"/>	<input type="checkbox"/>
	SECTION 2 – HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS		Pass	Fail
	a	Take-off and landing (lift-off and touchdown)	<input type="checkbox"/>	<input type="checkbox"/>
	b	Taxi, hover taxi	<input type="checkbox"/>	<input type="checkbox"/>
	c	Stationary hover with head/cross/tail wind	<input type="checkbox"/>	<input type="checkbox"/>
	d	Stationary hover turns, 360° left and right (spot turns)	<input type="checkbox"/>	<input type="checkbox"/>
	e	Forward, sideways and backwards hover manoeuvring	<input type="checkbox"/>	<input type="checkbox"/>
	f	Simulated engine failure from the hover	<input type="checkbox"/>	<input type="checkbox"/>
	g	Quick stops into and downwind	<input type="checkbox"/>	<input type="checkbox"/>
	h	Sloping ground/unprepared sites landings and take-offs	<input type="checkbox"/>	<input type="checkbox"/>
	i	Take-offs (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>
	j	Crosswind, downwind take-off (if practicable)	<input type="checkbox"/>	<input type="checkbox"/>
	k	Take-off at maximum take-off mass (actual or simulated)	<input type="checkbox"/>	<input type="checkbox"/>
	l	Approaches (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>
	m	Limited power take-off and landing	<input type="checkbox"/>	<input type="checkbox"/>
	n	Autorotations (FE to select two items from – Basic, range, low speed, and 360° turns)	<input type="checkbox"/>	<input type="checkbox"/>
	o	Autorotative landing	<input type="checkbox"/>	<input type="checkbox"/>
	p	Practice forced landing with power recovery	<input type="checkbox"/>	<input type="checkbox"/>
	q	Power checks, reconnaissance technique, approach and departure technique	<input type="checkbox"/>	<input type="checkbox"/>
	SECTION 3 – NAVIGATION – EN-ROUTE PROCEDURES		Pass	Fail
	a	Navigation and orientation at various altitudes/heights, map reading	<input type="checkbox"/>	<input type="checkbox"/>
	b	Altitude/height, speed, heading control, observation of airspace, altimeter setting	<input type="checkbox"/>	<input type="checkbox"/>
	c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring	<input type="checkbox"/>	<input type="checkbox"/>
	d	Observation of weather conditions, diversion planning	<input type="checkbox"/>	<input type="checkbox"/>
	e	Tracking, positioning (NDB and/or VOR), identification of facilities	<input type="checkbox"/>	<input type="checkbox"/>
	f	ATC liaison and observance of regulations, etc.	<input type="checkbox"/>	<input type="checkbox"/>

Content of the skill test for the issue of a CPL(H)	SECTION 4 – FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS		Pass	Fail
	a	Level flight, control of heading, altitude/height and speed	<input type="checkbox"/>	<input type="checkbox"/>
	b	Rate 1 level turns onto specified headings, 180° to 360° left and right	<input type="checkbox"/>	<input type="checkbox"/>
	c	Climbing and descending, including turns at rate 1 onto specified headings	<input type="checkbox"/>	<input type="checkbox"/>
	d	Recovery from unusual attitudes	<input type="checkbox"/>	<input type="checkbox"/>
	e	Turns with 30° bank, turning up to 90° left and right	<input type="checkbox"/>	<input type="checkbox"/>
	SECTION 5 – ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE) Note 1: Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single- engine approach and landing, shall be included in the test Note 2: The FE shall select four items from the following			
			Pass	Fail
	a	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate	<input type="checkbox"/>	<input type="checkbox"/>
	b	Fuel system malfunction	<input type="checkbox"/>	<input type="checkbox"/>
	c	Electrical system malfunction	<input type="checkbox"/>	<input type="checkbox"/>
	d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	<input type="checkbox"/>	<input type="checkbox"/>
	e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)	<input type="checkbox"/>	<input type="checkbox"/>
	f	Fire drills, including smoke control and removal, as applicable	<input type="checkbox"/>	<input type="checkbox"/>
	g	Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi- engine helicopters: Simulated engine failure at take-off: rejected take-off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO. Landing with simulated engine failure: landing or go-around following engine failure before LDP or DPBL, following engine failure after LDP or safe forced landing after DPBL.	<input type="checkbox"/>	<input type="checkbox"/>