

Details of the candidate	Last name(s)				First name(s)			
	Licence number/National ID*				State of licence issue*			
Details of the flight	Class or type of aircraft						Registration	
	Date	Aerodrome or site	Off block time	Take-off time	Landing time	On block time	Flight time	
							Total flight time	
Result of the test	Skill test details							
	<input type="checkbox"/> Pass		<input type="checkbox"/> Fail			<input type="checkbox"/> Partial pass		
	Reason(s) why, if failed							
Remarks								
Conclusion	<input type="checkbox"/> Candidate experience and instruction comply with Annex 1 Part-FCL							
	<input type="checkbox"/> All the required manoeuvres and exercises have been completed							
	<input type="checkbox"/> Candidate theoretical knowledge has been confirmed by verbal examination							
Signature	Examiner's licence number/Authorization number*							
	Examiner's signature, date and place							
	Name(s) in capital letters							
Attachments	<input type="checkbox"/> Foreign examiner: copy of licence, medical and examiner authorization							
	<input type="checkbox"/> Foreign FSTD: copy of approval certificate							

LU5262e - 1/2019

* 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 a CPL – Aeroplanes

1. The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.
2. The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 90 minutes.
3. The applicant shall demonstrate the ability to:
 - a) operate the aeroplane 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 aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

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

Height

- normal flight ± 100 feet
- with simulated engine failure ± 150 feet

Tracking on radio aids $\pm 5^\circ$

Heading

- normal flight $\pm 10^\circ$
- with simulated engine failure $\pm 15^\circ$

Speed

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

CONTENT OF THE TEST

5. Items in section 2(c) and (e)(iv), and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.

Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

Content of the skill test for the issue of a CPL(A)	SECTION 1 – PRE-FLIGHT OPERATIONS AND DEPARTURE		Pass	Fail
	a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS	<input type="checkbox"/>	<input type="checkbox"/>
	b	Aeroplane inspection and servicing	<input type="checkbox"/>	<input type="checkbox"/>
	c	Taxiing and take-off	<input type="checkbox"/>	<input type="checkbox"/>
	d	Performance considerations and trim	<input type="checkbox"/>	<input type="checkbox"/>
	e	Aerodrome and traffic pattern operations	<input type="checkbox"/>	<input type="checkbox"/>
	f	Departure procedure, altimeter setting, collision avoidance (lookout)	<input type="checkbox"/>	<input type="checkbox"/>
	g	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>
	SECTION 2 – GENERAL AIRWORK		Pass	Fail
	a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout	<input type="checkbox"/>	<input type="checkbox"/>
b	Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls	<input type="checkbox"/>	<input type="checkbox"/>	
c	Turns, including turns in landing configuration. Steep turns 45°	<input type="checkbox"/>	<input type="checkbox"/>	
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives	<input type="checkbox"/>	<input type="checkbox"/>	
e	Flight by reference solely to instruments, including: i. level flight, cruise configuration, control of heading, altitude and airspeed ii. climbing and descending turns with 10°-30° bank iii. recoveries from unusual attitudes iv. limited panel instruments	<input type="checkbox"/>	<input type="checkbox"/>	
f	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	
SECTION 3 – EN-ROUTE PROCEDURES		Pass	Fail	
a	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations	<input type="checkbox"/>	<input type="checkbox"/>	
b	Orientation, map reading	<input type="checkbox"/>	<input type="checkbox"/>	
c	Altitude, speed, heading control, lookout	<input type="checkbox"/>	<input type="checkbox"/>	
d	Altimeter setting. ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking	<input type="checkbox"/>	<input type="checkbox"/>	
f	Observation of weather conditions, assessment of trends, diversion planning	<input type="checkbox"/>	<input type="checkbox"/>	
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)	<input type="checkbox"/>	<input type="checkbox"/>	

Content of the skill test for the issue of a CPL(A)	SECTION 4 – APPROACH AND LANDING PROCEDURES		Pass	Fail
	a	Arrival procedures, altimeter setting, checks, lookout	<input type="checkbox"/>	<input type="checkbox"/>
	b	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>
	c	Go-around action from low height	<input type="checkbox"/>	<input type="checkbox"/>
	d	Normal landing, crosswind landing (if suitable conditions)	<input type="checkbox"/>	<input type="checkbox"/>
	e	Short field landing	<input type="checkbox"/>	<input type="checkbox"/>
	f	Approach and landing with idle power (single-engine only)	<input type="checkbox"/>	<input type="checkbox"/>
	g	Landing without use of flaps	<input type="checkbox"/>	<input type="checkbox"/>
	h	Post-flight actions	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 5 – ABNORMAL AND EMERGENCY PROCEDURES		Pass	Fail	
This section may be combined with sections 1 through 4.				
a	Simulated engine failure after take-off (at a safe altitude), fire drill	<input type="checkbox"/>	<input type="checkbox"/>	
b	Equipment malfunctions including alternative landing gear extension, electrical and brake failure	<input type="checkbox"/>	<input type="checkbox"/>	
c	Forced landing (simulated)	<input type="checkbox"/>	<input type="checkbox"/>	
d	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	
e	Oral questions	<input type="checkbox"/>	<input type="checkbox"/>	
SECTION 6 – SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS		Pass	Fail	
This section may be combined with sections 1 through 5.				
a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)	<input type="checkbox"/>	<input type="checkbox"/>	
b	Asymmetric approach and go-around	<input type="checkbox"/>	<input type="checkbox"/>	
c	Asymmetric approach and full stop landing	<input type="checkbox"/>	<input type="checkbox"/>	
d	Engine shutdown and restart	<input type="checkbox"/>	<input type="checkbox"/>	
e	ATC liaison – compliance, R/T procedures, Airmanship	<input type="checkbox"/>	<input type="checkbox"/>	
f	As determined by the FE – any relevant items of the class or type rating skill test to include, if applicable: i. aeroplane systems including handling of autopilot ii. operation of pressurisation system iii. use of de-icing and anti-icing system	<input type="checkbox"/>	<input type="checkbox"/>	
g	Oral questions	<input type="checkbox"/>	<input type="checkbox"/>	