



**CPL(A)**

**Skill test  
Application and report form**

Applicant's licence number:

**Applicant** last name: \_\_\_\_\_ first name: \_\_\_\_\_ date of birth: \_\_\_\_\_

place of birth: \_\_\_\_\_ place of origin: \_\_\_\_\_ nationality: \_\_\_\_\_

private address: post code: \_\_\_\_\_ city: \_\_\_\_\_ street: \_\_\_\_\_

phone/fax home: \_\_\_\_\_ phone/fax office: \_\_\_\_\_

e-mail: \_\_\_\_\_

initial skill test combined with first CR/TR  repetition of failed skill test, from date: \_\_\_\_\_

initial skill test combined with CR/TR prof. check  repetition of partial passed skill test, from date: \_\_\_\_\_

**Instructor** last name: \_\_\_\_\_ first name: \_\_\_\_\_

licence number: \_\_\_\_\_ signature of flight instructor: \_\_\_\_\_

The ATO confirms that the candidate has been trained according to the approved syllabus and assures the level of proficiency required.

**ATO** name: \_\_\_\_\_ registration number: \_\_\_\_\_

name of chief flight instructor: \_\_\_\_\_ licence number: \_\_\_\_\_

location & date: \_\_\_\_\_ signature of chief flight instructor: \_\_\_\_\_

**1 Details of flight**

date: \_\_\_\_\_ type of aeroplane: \_\_\_\_\_ registration: \_\_\_\_\_ class: \_\_\_\_\_ TR: \_\_\_\_\_

departure/destination \_\_\_\_\_ block-off: \_\_\_\_\_ block-on: \_\_\_\_\_ block time: \_\_\_\_\_ # of landings: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**2 Result of skill test**

\*delete as necessary

Applicant's signature

 pass\*

 fail\*

 partial pass\*

**3 Remarks**

\_\_\_\_\_

\_\_\_\_\_

**Examiner:** last name: \_\_\_\_\_ first name: \_\_\_\_\_

examiner authorisation: \_\_\_\_\_ licence number: \_\_\_\_\_

location and date: \_\_\_\_\_ signature of flight examiner: \_\_\_\_\_

Applicant's licence number:

**Instruction / experience report**

A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form. Please make sure to note your licence number together with your signature at the bottom of the pages.

**Summary of conditions and flying experience before CPL(A) skill test**

- a) Applicant minimum age: 18 years
- b) Pilot licence (medical or PPL) date of issue: \_\_\_\_\_
- c) EASA Medical class 1 (Part MED.A.030 (f)) valid until: \_\_\_\_\_
- d) Theoretical examination CPL(A) passed date: \_\_\_\_\_
- e) Night qualification completed entry in licence: \_\_\_\_\_  
 or confirmed with form 60.611 date: \_\_\_\_\_
- f) Before starting CPL modular course applicant shall have completed:  
 (150 HRs flight time): hours: \_\_\_\_\_
- g) Maximum PIC hours Credits (Appendix 3, E, 12 (e)):  
 (i) 30 PIC hours on helicopters if holding a PPL(H) ; or  
 (ii) 100 PIC hours on helicopters if holding a CPL(H) ; or  
 (iii) 30 PIC hours on TMG or sailplanes; or  
 (iv) 30 PIC hours on airships if holding a PPL(As) ; or  
 (v) 100 PIC hours on airships if holding a CPL(As) ;  
 A copy of the relevant logbook pages must be submitted. hours: \_\_\_\_\_  
 General flight experience: (MNM 200 HR) hours: \_\_\_\_\_
- h) Flight experience as PIC (MNM 100 HR) hours: \_\_\_\_\_  
 of which  
 cross country VFR as PIC (MNM 20 HR) hours: \_\_\_\_\_  
 of which  
 540 Km cross country flight:
 

	Leg 1	DEP	_____	DEST	_____	KM	_____
	Leg 2	DEP	_____	DEST	_____	KM	_____
	Leg 3	DEP	_____	DEST	_____	KM	_____
total	(MNM great circle distance 540 Km)					KM	_____
- i) Dual visual flight instruction (MNM 15 HR) hours: \_\_\_\_\_

**For Pilots without IR:**

- j) Dual instrument flight instruction (MNM 10 HR) hours: \_\_\_\_\_  
 of which  
 instruction time BITD, FNPT I or II, FFS (MAX 5 HR) hours: \_\_\_\_\_

**Minimum 5 HR instruction i) or j) above must be in an aeroplane fitted with 4 seats, VP and RU.**

(MNM 5 HR) hours: \_\_\_\_\_

Applicant's licence number: 

## Conduct of the skill test

An applicant shall pass all applicable 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 one section shall take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

Should the applicant choose to terminate a skill test for reasons considered inadequate by the 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.

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.

An applicant shall be required to fly the aeroplane from a position where the pilot-in-command functions can be performed and carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The route may end at the aerodrome of departure or at another 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.

An applicant shall indicate to the FE the checks and duties carried out. Checks shall be completed in accordance with the authorised check list for the aeroplane 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 aeroplane used.

The FE will take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

### Hinweis:

Innert 10 Tagen nach Zustellung des Ergebnisses des Skill Tests/Proficiency Checks kann beim Bundesamt für Zivilluftfahrt, 3003 Bern, schriftlich die Ausstellung einer beschwerdefähigen Verfügung über das Prüfungsergebnis verlangt werden.

### Remarque:

Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur requête écrite auprès de l'Office fédéral de l'aviation civile, 3003 Berne, une décision susceptible de recours portant sur le résultat dudit examen.

### Avviso:

Entro dieci giorni dall'invio dei risultati dello Skill Test/Proficiency Check può essere richiesta per iscritto all'Ufficio federale dell'aviazione civile, 3003 Berna, una decisione impugnabile sull'esito dell'esame.

### Remark:

Within 10 days after receipt of this skill test/proficiency check result, an appealable decision about the test / check results may be requested in writing to the Federal Office of Civil Aviation, 3003 Bern, using one of the official languages (German/French/Italian)

Applicant's licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

<b>Section 1</b>		<b>Pre-flight operations &amp; departure</b>				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
<b>a</b>	Pre-flight, including: Flight planning, Documentation, Mass & balance determination, Weather brief, NOTAM					
<b>b</b>	Aeroplane inspection & servicing					
<b>c</b>	Taxiing & take-off					
<b>d</b>	Performance considerations and trim					
<b>e</b>	Aerodrome and traffic pattern operations					
<b>f</b>	Departure procedure, altimeter setting, collision avoidance (lookout)					
<b>g</b>	ATC liaison - compliance, R/T procedures					
please delete as necessary		passed		failed		examiner's signature

<b>Section 2</b>		<b>General airwork</b>				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
<b>a</b>	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout					
<b>b</b>	Flight at critically low airspeed including recognition of and Recovery from incipient and full stalls					
<b>c*</b>	Turns, including Turns in landing configuration. Steep turns 45° bank					
<b>d</b>	Flight at critically high airspeed including recognition of and Recovery from spiral dives					
<b>e</b>	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					
<b>f</b>	ATC liaison - compliance, R/T procedures					
please delete as necessary		passed		failed		examiner's signature

\* May be performed in a Flight Simulator or FNPT II if certified for this purpose

Applicant's licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

<b>Section 3</b>		<b>En-route procedures</b>				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
<b>a</b>	Control of the aeroplane by external visual reference, including Cruise configuration Range / Endurance considerations					
<b>b</b>	Orientation, Map reading					
<b>c</b>	Altitude, speed, heading control, lookout					
<b>d</b>	Altimeter setting. ATC liaison - compliance, R/T procedures					
<b>e</b>	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking					
<b>f</b>	Observation of weather conditions, assessment of trends, diversion planning					
<b>g</b>	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)					
please delete as necessary		passed		failed		examiner's signature

<b>Section 4</b>		<b>Approach and landing procedures</b>				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
<b>a</b>	Arrival procedures, altimeter setting, checks, lookout					
<b>b</b>	ATC liaison - compliance, R/T procedures					
<b>c</b>	Go-around action from low height					
<b>d</b>	Normal landing, Crosswind landing (if suitable conditions)					
<b>e</b>	Short field landing					
<b>f</b>	Approach and landing with idle power (single engine aeroplane only)					
<b>g</b>	Landing without use of flaps					
<b>h</b>	Post flight actions					
please delete as necessary		passed		failed		examiner's signature

Applicant's licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

<b>Section 5*</b>		<b>Abnormal &amp; emergency procedures</b>			
<i>This section may be combined with sections 1 through 4</i>		1 attempt		2 attempt	
		pass	fail	pass	fail
<b>a</b>	Simulated engine failure after take-off (at a safe altitude), fire drill				
<b>b</b>	Equipment malfunctions including alternative landing gear extension, electrical and brake failure				
<b>c</b>	Forced landing (simulated)				
<b>d</b>	ATC liaison - compliance, R/T procedures				
<b>e</b>	Oral questions				
<i>please delete as necessary</i>		passed		failed	
				<small>examiner's signature</small>	

<b>Section 6*</b>		<b>Simulated asymmetric flight and relevant class/type items</b>			
<i>This section may be combined with sections 1 through 5</i>		1 attempt		2 attempt	
		pass	fail	pass	fail
<b>a</b>	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)				
<b>b</b>	Asymmetric approach and go-around				
<b>c</b>	Asymmetric approach and full stop landing				
<b>d</b>	Engine shut down and restart				
<b>e</b>	ATC liaison - compliance, R/T procedures				
<b>f</b>	As determined by the FE - any relevant items of the class/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				
<b>g</b>	Oral questions				
<i>please delete as necessary</i>		passed		failed	
				<small>examiner's signature</small>	

\* May be performed in a Flight Simulator or FNPT II if certified for this purpose

**By signing this form, I declare:**

- a) I do not possess a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
- b) I have not applied for a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
- c) I have never possessed any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.
- d) that the information provided are correct. I am aware of the consequences of providing false information, such as being denied a license, certificate, rating, authorisation or attestation, or having it revoked or cancelled.

Name: \_\_\_\_\_

Signature of applicant: \_\_\_\_\_

Date and place: \_\_\_\_\_