

CAA Permission No.: \_\_\_\_\_

APPLICATION AND REPORT FORM (according to AMC1 of Appendix 7)			
SKILL TEST FOR THE ISSUE OF A CPL			
Applicant's last name(s):		CPL: H <input type="checkbox"/>	
Applicant's first name(s):			
Signature of applicant:			
Type of licence*:			
Licence number*:			
State:			
1. Details of the flight			
Group, class, type of aircraft**:		Registration:	
Aerodrome or site:	Take-off time:	Landing time:	Flight time:
Total flight time:			
2. Result of the test			
Skill test details:			
Pass <input type="checkbox"/> Fail <input type="checkbox"/> Partial pass <input type="checkbox"/>			
3. Remarks			
Location and date:			
Examiner's certificate number*:		Type and number of licence:	
Signature of examiner:		Name(s) in capital letters:	

\* if applicable;

\*\* The helicopter used for the skill test shall meet the requirements for training helicopters.

# Contents of the skill test for the issue of a CPL - Helicopters (according to Part-FCL Appendix 4 C. 5.)

Circle **O** when item passed

Cross **X** when item failed

Applicant's first, last name(s): \_\_\_\_\_

Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS.

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

<b>SECTION 1 - PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES</b>	
a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather
b	Pre-flight inspection/action, location of parts and purpose
c	Cockpit inspection, starting procedure
d	Communication and navigation equipment checks, selecting and setting frequencies
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance
f	Parking, shutdown and post-flight procedure
<b>SECTION 2 - HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS</b>	
a	Take-off and landing (lift-off and touchdown)
b	Taxi, hover taxi
c	Stationary hover with head/cross/tail wind
d	Stationary hover turns, 360° left and right (spot turns)
e	Forward, sideways and backwards hover manoeuvring
f	Simulated engine failure from the hover
g	Quick stops into and downwind
h	Sloping ground/unprepared sites landings and take-offs
i	Take-offs (various profiles)
j	Crosswind, downwind take-off (if practicable)
k	Take-off at maximum take-off mass (actual or simulated)
l	Approaches (various profiles)
m	Limited power take-off and landing
n	Autorotations (FE to select two items from — Basic, range, low speed, and 360° turns)
o	Autorotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique
<b>SECTION 3 - NAVIGATION — EN-ROUTE PROCEDURES</b>	
a	Navigation and orientation at various altitudes/heights, map reading
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring
d	Observation of weather conditions, diversion planning
e	Tracking, positioning (NDB and/or VOR), identification of facilities
f	ATC liaison and observance of regulations, etc.
<b>SECTION 4 - FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS</b>	
a	Level flight, control of heading, altitude/height and speed
b	Rate 1 level turns onto specified headings, 180° to 360° left and right
c	Climbing and descending, including turns at rate 1 onto specified headings
d	Recovery from unusual attitudes
e	Turns with 30° bank, turning up to 90° left and right

Circle **O** when item passed

Cross **X** when item failed

Applicant's first, last name(s): \_\_\_\_\_

<b>SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)</b>	
<p><i>Note 1:</i> 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.</p>	
<p><i>Note 2:</i> The FE shall select four items from the following:</p>	
a	Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate
b	Fuel system malfunction
c	Electrical system malfunction
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable
e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)
f	Fire drills, including smoke control and removal, as applicable
g	<p>Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi-engine helicopters:</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> </ul>

COMPLETED BY EXAMINER		
<b>FCL.1030(a)(1)</b> , I have ensured that communication with the applicant can be established without language barriers.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(a)(2)</b> , I have verified that the applicant complies with all the qualification, training and experience requirements in Part-FCL for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test, proficiency check or assessment of competence is taken	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(a)(3)</b> , I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(b)(1)</b> , I have informed the applicant of the result of the test.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(b)(1)</b> , In the event of a partial pass or fail: I have informed the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained and detailed any further training requirement and explain the applicant's right of appeal.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(b)(3)</b> , I have provided the applicant with a signed report of the skill test or proficiency check.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(b)(3)(ii)</b> , I confirm that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, I have recorded the reasons for this assessment.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030 (3)(iv)(v) In the case if the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate</b>		
I hereby declare that I, _____, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version _____ of the <a href="#">Examiner Differences Document</a> .	YES <input type="checkbox"/>	NO <input type="checkbox"/>
I have attached to this report a copy of the examiner certificate containing the scope of my privileges as examiner.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>Any comment on, or disagreement with, an examiner's test or check evaluation or assessment made during a debriefing:</b>		
<div style="border-top: 1px solid black; text-align: center; margin-top: 10px;">           Examiner's Name, Surname / Date / Signature         </div>		

COMPLETED BY APPLICANT
I understand and agree with all above mentioned information and have no objections. <b>In the event of a partial pass or fail:</b> I <input type="checkbox"/> agree/ <input type="checkbox"/> disagree for re-examination with the same examiner.
<div style="border-top: 1px solid black; text-align: center; margin-top: 10px;">           Applicant's Name, Surname / Date / Signature         </div>