***Appendix******4.* Skill Test for the issue of a CPL**

**General**

**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 **1** *( one )* section will require the applicant to take the entire test again. An applicant failing only in **1** *( 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 ***2****( 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 Skill 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 maneuver 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.

**A. Content of the Skill Test for the issue of a CPL ( A )— *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 maneuver 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 : ± **5** °

*Heading :*

* normal flight ± **10** °
* with simulated engine failure ± **15** °

*Speed :*

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

***Content of the Skill 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.

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| ***SECTION 1*** — **Pre - Flight Operations and Departure** | |
|  | ***Pre - flight****, including* : |
| **a** | Flight planning, Documentation, Mass *and* Balance determination, Weather brief, NOTAM’S |
| **b** | Aeroplane inspection *and*  servicing |
| **c** | Taxiing *and*  Take - off |
| **d** | Performance considerations *and*  trim |
| **e** | Aerodrome *and* traffic pattern operations |
| **f** | Departure procedure, altimeter setting, collision avoidance *( lookout )* |
| **g** | ATC liaison — compliance, R / T procedures |
| ***SECTION 2*** — **General Airwork** | |
| **a** | Control *of*  *the*  aeroplane *by*  external visual reference, including straight *and* level, climb, descent, lookout |
| **b** | Flight *at*  critically low airspeeds including recognition *of and*  recovery *from* incipient *and* full stalls |
| **c** | Turns, including turns in landing configuration. Steep turns 45° |
| **d** | Flight *at* critically high airspeeds, including recognition *of and* recovery from spiral dives |
| **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* |
| **f** | ATC liaison — compliance, R / T procedures |
| ***SECTION 3*** — **En - Route Procedures** | |
| **a** | Control *of*  aeroplane *by* external visual reference, including cruise configuration. Range / Endurance considerations |
| **b** | Orientation, map reading |
| **c** | Altitude, speed, heading control, lookout |
| **d** | Altimeter setting. ATC liaison — compliance, R / T procedures |
| **e** | Monitoring *of*  flight progress, flight log, fuel usage, assessment *of*  track error *and* re - establishment *of*  correct tracking |
| **f** | Observation *of* weather conditions, assessment *of*  trends, diversion planning |
| **g** | Tracking, positioning ( NDB *or* VOR ), identification *of*  facilities *( instrument flight ).* Implementation *of* diversion plan *to* alternate aerodrome *( visual flight )* |
| ***SECTION 4*** — **Approach and Landing Procedures** | |
| **a** | Arrival procedures, altimeter setting, checks, lookout |
| **b** | ATC liaison — compliance, R / T procedures |
| **c** | Go - around action from low height |
| **d** | Normal landing, crosswind landing *( if suitable conditions )* |
| **e** | Short field landing |
| **f** | Approach *and*  landing with idle power *( single - engine only )* |
| **g** | Landing without use *of*  flaps |
| **h** | Post - flight actions |
| ***SECTION 5*** — **Abnormal and Emergency Procedures** | |
| *This section may be combined with sections 1 through* ***4*** | |
| **a** | Simulated engine failure after Take - off *( at a safe altitude )*, fire drill |
| **b** | Equipment malfunctions |
| **c** | Forced landing *( simulated )* |
| **d** | ATC liaison — compliance, R / T procedures |
| **e** | Oral questions |
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| ***SECTION 6*** — **Simulated Asymmetric Flight and Relevant Class or Type Items** | |
| *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 )* |
| **b** | Asymmetric approach *and* Go - around |
| **c** | Asymmetric approach *and*  full stop landing |
| **d** | Engine shutdown and restart |
| **e** | ATC liaison — compliance, R / T procedures, Airmanship |
| **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 pressurization system*  ( iii ) *use of de-icing and anti-icing system* |
| **g** | Oral questions |
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**C.** **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 Tolerances***

**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* ± **10** °

*Heading :*

* normal flight ± **10** °
* simulated major emergency ± **15** °

*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 Skill Test***

**5.** 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.

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| ***SECTION 1*** — **Pre - Flight / Post - Flight Checks and Procedures** | |
| **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 |
| ***SECTION 2*** — **Hover Maneuvers, Advanced Handling and Confined Areas** | |
| **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 |
| ***SECTION 3*** — **Navigation — En - Route Procedures** | |
| **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. |

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| ***SECTION 4*** — **Flight Procedures and Manoeuvres by Sole Reference to Instruments** | |
| **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 |
| ***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 4 ( four ) items from the following :* | |
| **a** | Engine malfunctions, including governor failure, carburetor / 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** | 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.* |

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| ***SECTION 4*** — **Flight Procedures and Manoeuvres by Sole Reference to Instruments** | |
| **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 |
| ***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 4 ( four ) items from the following :* | |
| **a** | Engine malfunctions, including governor failure, carburetor / 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** | 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.* |

**D.** **Content of the Skill Test for the issue of the CPL ( As ) — *Airship’s***

*( reserved )*