## PAC-FCL Partea 3 - Anexa 39. FCL-T-CPL(A)-EN

## AACR No. _____/ _____

# CPL(A) SKILL TEST

| | | |
|---|---|---|
| Applicant's last name(s) and first name(s): | | |
| Signature of applicant: | | |
| Type of licence*: | Licence number*: | |

| | | | | |
|---|---|---|---|---|
| **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** | | | |
| Pass | | Fail | Partial pass | |
| **3** | **Remarks** | | | |
| | | | | |
| | | | | |
| | | | | |
| Location and date: | | | | |
| Examiner's certificate number *: | | Type and number of licence: | | |
| Signature of examiner: | | Name(s) in capital letters: | | |

**CONDUCT OF THE TEST** (Appendix 4 – part FCL)

1. 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.
2. 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.
3. 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.
4. 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.
5. 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**

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 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 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 ±5°

Heading

normal flight ±10°

with simulated engine failure ±15°

Speed

take-off and approach ±5 knots

all other flight regimes ±10 knots

5. Items from section 2, 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.

| **P** | Pass | **R** | Pass after repeat | **F** | Fail | **N/A** | Non-applicable | **/** | Not done |
|---|---|---|---|---|---|---|---|---|---|

| | **PROCEDURES** | **FFS** | **A** | Examiners signature |
|---|---|---|---|---|
| **SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE** | | | | |
| a | Pre-flight, including: Flight planning, Documentation, Mass and balance determination, weather brief, NOTAMs | | | |
| 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 airspeed 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; including alternative landing gear extension, electrical and brake failure | | | |
| c | Forced landing (simulated) | | | |
| d | ATC liaison: compliance, R/T procedures | | | |
| e | Oral questions | | | |
| **SECTION 6 - SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS/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 Flight Examiner – any relevant items of the class/type rating skill test to include, if applicable:<br>i. aeroplane systems including handling of autopilot<br>ii. operation of pressurisation system<br>iii. use of de-icing and anti-icing system | | | |
| g | Oral questions | | | |

I hereby confirm receiving the relevant information from the applicant regarding his/her experience and instruction, and found the applicant being eligible, in accordance with FCL.1030 (b)(3)(i), for the conduct of the requested skill test or proficiency check.

***ADDITIONAL DECLARATION FOR NON-ROMANIAN EXAMINERS:***

*- in accordance with FCL.1030(b)(3)(iv) -*

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 **Examiner Differences Document** published by EASA.

| *Name of examiner, in capitals:* | *Signature of examiner:* | *Date & location:* |
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