

# Examiner Report for CPL(A) Skill Test



Please complete this form in **BLOCK CAPITALS** using black or dark blue ink.

**1. APPLICANT DETAILS**

Surname: ..... Forename(s): .....

CAA Personal reference number ..... Licence Type:.....

Series: ..... Attempt: ..... Date:..... Place of Test: .....

**FALSE REPRESENTATION STATEMENT**  
 It is an offence under Article 256 of the Air Navigation Order 2016 to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.

I declare that the information provided is correct. Applicant's Signature: .....

**2. FLIGHT TEST**

Route						
Aircraft Type and Reg:		Block Times:		Depart:	Arrival	Total:
Test Sections:	1	2	3	4	5	6
Sections to be taken:						
Result:						
(a)						
(b)						
(c)						
(d)						
(e)						
(f)					N/A	
(g)		N/A			N/A	
(h)	N/A	N/A	N/A		N/A	N/A
Re-test sections:						
Test Sections incomplete due:						
Items not completed:						
Re-training required/recommended:	Aircraft:			FSTD:		

I confirm the applicant's instruction and experience complies with Part-FCL, that all theoretical examinations are valid and I also confirm that all the required manoeuvres and exercises have been completed.

I have assessed the ICAO English Language Proficiency of the Applicant at Level 6: Yes No\* Not Assessed  
 (\*I have advised the Applicant to complete Form SRG 1199 and be assessed by an appropriate organisation, see CAP 804, Section 4, Part M.) Assessment is not required if Applicant holds Level 6.

Examiner's Name: ..... Examiner's No.: .....

Examiner's Signature: ..... Date: .....

Authorising Competent Authority: .....

**Non-UK Examiners** - I have reviewed and applied the relevant national procedures and requirements of the UK CAA contained in version ..... of the Examiner Differences Document.

Received (Applicant) Signature: ..... Date: .....

**3. APPROVED TRAINING ORGANISATION**

ATO:..... Date Training Completed:.....

Recommended for test by (name): .....

**Civil Aviation Authority Regulation 6**

Regulation 6(5) of the Civil Aviation Authority Regulations 1991 provides as follows: Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed you will have to satisfy the Authority that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.

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

<b>SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE</b>		<b>SECTION 4. APPROACH AND LANDING PROCEDURES</b>	
a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAM	a	Arrival procedures, altimeter setting, checks, lookout
		b	ATC liaison - compliance, R/T procedures
		c	Go-around action from low height
b	Aeroplane inspection and servicing	d	Normal landing, crosswind landing (if suitable conditions)
c	Taxiing and take-off	e	Short field landing
d	Performance considerations and trim	f	Approach and landing with idle power (single-engine only)
e	Aerodrome and traffic pattern operations	g	Landing without use of flaps
f	Departure procedure, altimeter setting, collision avoidance (lookout)	h	Post-flight actions
g	ATC liaison - compliance, R/T procedures		
<b>SECTION 2. GENERAL AIRWORK</b>		<b>SECTION 5. ABNORMAL AND EMERGENCY PROCEDURES</b>	
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout	This section may be combined with sections 1 through 4	
b	Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls	a	Simulated engine failure after take-off (at a safe altitude), fire drill
c	Turns, including turns in landing configuration. Steep turns 45°	b	Equipment malfunctions including alternative landing gear extension, electrical and brake failure
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives	c	Forced landing (simulated)
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	d	ATC liaison - compliance, R/T procedures
		e	Oral questions
f	ATC liaison - compliance, R/T procedures	<b>SECTION 6. SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS</b>	
		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 compliance, R/T procedures or airmanship
		g	Oral questions
<b>SECTION 3. ENROUTE PROCEDURES</b>			
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)		