Safety Regulation Group
Licensing & Training Standards

CAA Standards Document 3, version 8

Notes for the Guidance of Examiners and Applicants taking the CPL Skill Test (Aeroplanes)

EASA Aircrew Regulation
Annex 1 – Part – FCL
Subpart D

Contents

Foreword

This document sets out the guidance for applicants taking the CPL Skill Test for the grant of a Commercial Pilots Licence (CPL) (Aeroplanes). The information will help applicants prepare for this flight test, but it must be remembered that aspects mentioned here are of a general nature only and do not give precise details of each exercise or manoeuvre.

It is intended as a reference document for pilots, instructors and examiners; to explain the administrative procedures required to undertake the flight test for CPL and to ensure that the manner in which skill tests are conducted is standardised across the aviation community.

Nothing in this document is intended to conflict with the EASA Aircrew Regulation or UK statute law where applicable. Whilst every effort is made to ensure that all information is correct at the time of publication, the CAA reserves the right to amend this document as required to accommodate changes to the primary authority documents, to correct errors and omissions or to reflect changes in national policy and best practice.

The Civil Aviation Authority is the competent authority of the UK for the issue of pilot licences, ratings and certificates in accordance with EASA Annex I Part-FCL (the Aircrew Regulation) and for the oversight of their implementation and use. In fulfilling this role, the CAA is required to provide oversight documentation, including standards documents, guidance material and acceptable means of compliance that may be used by relevant personnel and organisations to allow them to perform their tasks, discharge their responsibilities and establish compliance with the Basic Regulation.

This document and other Civil Aviation Authority (CAA) Standards Documents are available on the CAA web site at: www.caa.co.uk/standardsdocuments

These may be downloaded without charge. The CAA Scheme of Charges and application and report forms are also available from the website at www.caa.co.uk.

If, after reading this document, there are any queries or comment, please contact CAA Flight Crew Standards (FCS) in Licensing & Training Standards (L&TS), CAA Safety Regulation Group:

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Glossary of Abbreviations and Terms

AI or ADI	Attitude Indicator or Attitude Direction Indicator
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AMC	Acceptable means of compliance
ANO	Air Navigation Order
APV	(Instrument) Approach with Vertical Guidance
ATC	Air Traffic Control
ATO	Approved Training Organisation
ATPL	Airline Transport Pilots Licence
CDFA	Continuous Descent Final Approach
CPL	Commercial Pilot Licence
CRE	Class Rating Examiner
CRE/IRR	Class Rating Examiner with Instrument Rating Revalidation/Renewal Privileges
CRI	Class Rating Instructor
CRM	Crew Resource Management
CRMI	Crew Resource Management Instructor
DA/H	Decision Altitude/Height
EASA	European Aviation Safety Agency
EFATO	Engine Failure After Take-off
EU-OPS	European Union Requirements - Commercial Air Transport (Aeroplanes)
FCS	CAA Flight Crew standards
FEH	Flight Examiners Handbook
FE (CPL)	Flight Examiner Commercial Pilot Licence (Aeroplanes)
FE (PPL)	Flight Examiner Private Pilot Licence (Aeroplanes)
FI	Flight Instructor
FIE	Flight Instructor Examiner
FNPT or FNPT II	Flight Navigation Procedures Trainer
FS or FFS	Flight Simulator or Full Flight Simulator
FSTD	Flight Simulation Training Device
FTO	Flight Training Organisation
GE	Ground Examiner
GPS	Global Positioning System
GM	Guidance Material
GNSS	Global Navigation Satellite System
HPA	High Performance Aeroplane
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
IRE	Instrument Rating Examiner
IRI	Instrument Rating Instructor
L&TS	CAA Licensing & Training Standards
LNAV	Lateral Navigation
LPC	Licensing Proficiency Check

LST	Licensing Skill Test
LTS	Licensing and Training Standards
MDA/H	Minimum Descent Altitude/Height
ME	Multi-Engine
MEP	Multi-Engine Piston Aeroplane
MP or MPA	Multi-Pilot or Multi-Pilot Aeroplane
OPC	Operator Proficiency Check
Part FCL	EASA Aircrew Regulation - Annex 1 – Part-FCL
Proficiency check	Demonstration of skill for the revalidation or renewal of a licence or rating, including such oral examinations as may be required.
RF	Registered Facility
RNAV	Area Navigation
RT or RTF	Radiotelephony
RTC	Regional Test Centre
RTO	Rejected Take-off
SE	Single-Engine
SEP	Single-Engine Piston Aeroplane
SET	Single-Engine Turboprop Aeroplane
Skill Test	Demonstration of skill for the issue of a licence or rating
SP or SPA	Single-Pilot or Single-Pilot Aeroplane
SP HPCA	Single-pilot high performance complex aeroplane
TMG	Touring Motor Glider
TRE	Type Rating Examiner
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation

Editorial Convention

Throughout these notes the following editorial practices and definitions shall apply:

- "Shall" and "Must" are used to indicate a mandatory requirement.
- "Expect" and "Should" are used to indicate strong obligation.
- "May" is used to indicate discretion.
- "Examiner" is used to indicate a person who is authorised by the CAA to conduct the appropriate skill test or aeroplane inspection.
- "Applicant" is used to indicate a person who is seeking the issue or renewal of a pilot's licence or rating.
- A Skill Test is a demonstration of skill for the initial licence issue, licence renewal, rating issue or rating renewal. Such tests include oral examination and flight test as appropriate.
- "He/She". The pronoun 'he' is used throughout for ease of reading.
- "Test" is used in this document to describe licensing skill tests and proficiency checks.

Part 1 - General Information

1.1 An applicant for the CPL Skill Test shall have received instruction in a single pilot aeroplane of the same class or type of aircraft to be used in the test. Provided that all of the pre-requisite training has been completed and additional testing requirements have been met (e.g. the written technical knowledge examination for multi-engine class ratings or type ratings), a successful CPL Skill Test will also satisfy the requirements of a Licensing Skill Test for the issue of the relevant Type or Class rating.

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1.2 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 two attempts will require further training. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

1.3 The Type/Class rating issued following a successful CPL Skill Test will be valid for the period stated in EASA-Aircrew Regulation Part-FCL, Subpart H.

Part 2 - Preparation, Provision of Aeroplanes and Test Booking

2.1 Flight Test Preparation

2.1.1 ***Requirements***

It is important that applicants have acquired the pre-requisite experience and completed all of the theoretical knowledge and flight instruction required by Part-FCL, and as indicated in the approved syllabus, before test. A cancellation fee equivalent to the test fee may be charged by the CAA if a test (once booked) is cancelled due to the above requirements not being met. Likewise, applicants may expect examiners to charge an expense following travel for a test that is subsequently cancelled because the applicant's training is not complete or they do not meet the experience requirements. It is strongly recommended therefore, that only the final elements of training remain to be completed in the run down to the test date.

2.1.2 ***Ground theoretical knowledge examinations and training***

Applicants on modular training courses shall have passed the associated theoretical knowledge examinations before undergoing the flight test. Applicants on integrated training courses may undertake the CPL skill test (progress test) prior to completing the theoretical knowledge examinations. However, all of the relevant theoretical knowledge instruction for the associated examinations shall have been completed.

2.1.4 An applicant for a CPL Skill Test shall be recommended for the test by the organisation/person responsible for the training once the training is completed. The training records shall be made available to the Examiner if requested. Each applicant for a skill test must provide written evidence to the examiner that that they have been recommended for the test in accordance with EASA Part FCL.030 and the procedures at their ATO. This recommendation must be signed by the person making the recommendation, with the name and the date of the authorising signatory.

2.1.5 Previous tests - F172 or SRG 2130

Applicants who have previously attempted the CPL ST must produce to the Examiner the previous test result form FCL 172 (pre 17/09/2012) or SRG 2130 (from 17/09/2012), or equivalent document from another EASA state, which shows the sections failed and any re-training requirement.

2.1.6 *Synthetic Training Devices (STDs)*

Certain approved courses may include training in FSTDs. Applicants should be aware that each simulator or training device must have been approved for the course by the CAA and is awarded a qualitative credit that specifies the maximum hours that applicants may claim towards their training.

2.1.7 *Medicals*

Applicants must be in possession of an EASA Class 1 medical certificate at the time of the test. The medical certificate shall be shown to the examiner. If the certificate is out of date the Examiner may still conduct the test, but the applicant should be aware that, regardless of the outcome, the licence will not be issued until the medical certificate is renewed.

2.1.8 *Flight Radio Telephony Operator's (FRTO) Licence*

An applicant will be required to hold a FRTO licence or have passed the required examinations prior to attempting the CPL Skill Test.

2.2 Provision of Aeroplanes

2.2.1 Applicants must provide an aeroplane for the CPL Skill Test that meets the requirements for training aeroplanes and for test. Details regarding of the provision of aeroplanes and the required equipment are given in Standards Document 7 (AH), which is available on the CAA website. Further advice may be sought from the CAA Flight Examiners.

2.2.2 The ATO is responsible for presenting an aircraft that meets these requirements in fit condition for any test. The appropriate test fee may be forfeit should the examiner find that the programmed event cannot proceed.

2.2.2 The CAA shall not be responsible for the provision of insurance for the applicant taking the CPL Skill Test. However, it is necessary for the aeroplane operator to maintain an insurance policy which adequately covers the aeroplane, applicant and the Examiner during the conduct of the flight test and which complies with European Law and the requirements set out in Standards Document 7(AH).

2.3 Test Bookings

2.3.1 Applications for test must be made through the ATO conducting the training to FCS Flight Test Bookings at Gatwick. An examiner will be allocated to each test: some applicants will be tested by authorised examiners and some by CAA examiners/inspectors. Once an examiner has been allocated, it is assumed and expected that the applicant will be tested by this examiner. In exceptional circumstances, for example following a delayed test due to weather where the examiner is unable to accommodate the re-scheduled test, the CAA may allocate a different examiner. Tests are normally arranged for a date as close as possible to the date of the application for a test but applicants will be expected to accept a delay where necessary. The fee for the CPL skill test is prescribed in the CAA Scheme of Charges for Personnel Licensing which is available on the CAA web-site. Fees must be paid at the time of the booking. Applicants will be required to show evidence of payment for their test before the flight can proceed.

Part 3 - Conduct of the Test

3.1 Preview of Events

3.1.1 This section outlines those items that the Examiner considers as he constructs the profile. Section 3.2 gives details of the contents of the Initial Briefing; Sections 3.3 and 3.4 describe the Planning and Weather considerations that are required. Sections 3.5 to 3.7 detail the Main Briefing, Flight and Debrief.

3.1.2 The CPL Skill Test will be conducted by a Flight Examiner (CPL) nominated by the CAA and authorised in accordance with EASA Part-FCL.

The Examiner will conduct each test to meet the required schedule and achieve a meaningful, fair and valid assessment. He will give the applicant clear and unhurried instructions and will check that the applicant has understood what he has been asked to do.

3.1.3 Applicants will be assessed on all aspects of the operations. Sound basic handling skills are essential as well as airmanship, navigation, instrument flying, correct R/T phraseology, cockpit and overall flight management. The Examiner may elect to evaluate certain aspects by oral questioning.

3.1.4 The CPL Skill Test is divided into six main sections:

- Section 1 Departure
- Section 2 Airwork
- Section 3 En-route procedures
- Section 4 Approach and landing
- Section 5 Abnormal and emergency procedures
- Section 6 Simulated asymmetric flight (Multi Engine aeroplanes only) plus any relevant items of the class/type rating skill test.

3.1.5 All sections of the test are to be completed in the course of one flight. The sequence of sections may vary depending on circumstances and the Examiner's briefing will include the expected profile. Examiners are responsible for ensuring an efficient test but applicants must remain adaptable, particularly if weather conditions, ATC requirements etc., subsequently dictate a different scenario during the flight. The En-route section normally takes about 1 hour and 15 minutes, and the Airwork and Approach and Landing sections combined about 1 hour. Sections 5 and 6 may be combined, at the discretion of the Examiner, with Sections 1 through 4. Applicants can expect the test to last between 90 minutes and 2 hours 30 minutes.

3.1.6 The CPL Skill Test is very demanding. It is appreciated that even the most 'professional' or 'talented' pilots can make mistakes. This does not necessarily mean that a failure should result.

3.1.7 The following notes reflect the style and sequence of the briefing that the applicant may expect to hear. However, the examiner may make variations in the delivery of the briefing and may have to modify the sequence in which items are briefed and flown.

3.2 Initial Briefing

3.2.1 The purpose of the initial briefing is to check that the applicant has completed the necessary training and experience requirements, to establish the aim of the flight test and check that he is aware of the location of those planning resources that he will require. This briefing will normally take about 10 minutes.

3.2.2 At the pre-arranged time, the Examiner will meet the applicant. A check will be made to ensure that the applicant has the necessary equipment and documentation including:

- Pilot's licence with aeroplane rating (if applicable) and personal flying logbook (including evidence of any retraining if this is not the first attempt).
- An EASA Class 1 medical certificate.
- A form of identity; i.e. a valid passport, driving licence, UK Forces ID card or airport pass.
- Valid F170A, or written recommendation for test from the ATO, or previous attempt form SRG 2130 (or F172 if prior to 17/09/2012)
- Current aeroplane documents including the Technical Log.
- Two headsets - most Examiners will carry their own headset but a spare unit should be available for the flight.

- Two copies of the ATO's current aeroplane check list.

  *Suitable approved screens, hood or goggles that meet the requirements of Standards Document 7(AH).*NOTE: Where no standby turn coordinator/needle is fitted, UA recoveries will be carried out using the standby AI. In this case, applicants must have satisfactorily completed the appropriate parts of Section 2e of the CPL Skill Test using limited panel (no gyro attitude or heading reference) instruments in an aeroplane or FNPT 1 or 2 within the previous 6 months with an IRE, CRE/IRR or FE(CPL) and have a signed certificate in their logbook to this effect.

- Current publications for the routing and airfields.

- Planning material including a blank flight log, map and navigation equipment.

- Any relevant CAA correspondence such as a letter of assessment or retraining requirements.

- Proof of payment for the test.

3.2.3 The examiner will outline the content of the skill test including the route and any other airfields to be used.

3.2.4 The applicant will be given the examiner's weight for his mass and balance calculations and the performance planning.

3.2.5 When the applicant is clear about the format for the flight he will be given time to complete the necessary planning and pre-flight preparation, normally 45 - 60 minutes depending upon the circumstances. The examiner will specify the time to meet for the main briefing.

3.2.6 It may be necessary for the Examiner to leave a written initial brief which will include all the required data to enable planning, and the time when the Examiner will conduct the main briefing.

3.3 Planning

3.3.1 Planning facilities will be available at the ATO, or aerodrome flight planning facility. The examiner will check that the applicant is aware of the planning resources available. A quiet briefing room should be used so that the planning can be completed without interruption or distraction.

3.3.2 Planning shall be completed without assistance from other students or instructors.

3.3.3 Current ATC and Met information should be obtained from the aerodrome flight planning facility. Any booking requirements must be made in adequate time for the flight.

3.3.4 A flight log must be prepared and the Examiner may require a copy. The log must include such items as:

- Route (including flight to the planned alternate aerodrome).

- Communication and navigation aid frequencies (note that where this information is clearly displayed on planning documents, such as the charts to be used, it is not necessary to copy that information to the log).

- Planned levels and altitudes.

- Timings, ETAs.

- Minimum Safe Altitudes.

- Fuel (showing contingency fuel and space to plot fuel remaining at way points).

- Space for logging ATIS and clearances in a chronological order.

3.3.5 The route may require flight through airspace other than Class G airspace and consideration should be given to any special precautions during planning.

3.3.6 Pre-prepared flight logs, specially drawn routes shall not be used. Only routinely available planning information and documents are permitted. Computerised flight/navigation plans or aeroplane mass and balance calculations may be used during the allowed planning period. However, the applicant should expect to be quizzed on the process underlying the calculations. The applicant remains solely responsible for all planning calculations howsoever derived.

3.3.7 Applicants will be required to calculate take off and landing performance for the conditions prevailing, usually for the most limiting runway expected on the flight.

3.4 Weather Minima

3.4.1 The pre-flight preparation of the CPL Skill Test requires the applicant to assess the weather conditions and make his decision whether to proceed with the flight. In arriving at his decision an applicant must take into account the requirements of all the sections of the test. The flight must be conducted maintaining Visual Meteorological Conditions (VMC) throughout. Appropriate cockpit screening, hood or goggles will be used to simulate Instrument Meteorological Conditions (IMC) for those Sections/items of the test which are required to be flown by sole reference to instruments.

3.4.2 Applicants shall comply with published aerodrome operating minima in accordance with EU-OPS, or the minimum weather conditions specified in their ATO's Operations Manual, or other more stringent limitations if applicable (e.g. State Minima). However, when extreme conditions of high wind speed, severe turbulence, icing or thunderstorms exist, the examiner may determine that this would make the flight difficult to assess and may override the applicant's willingness to proceed. The flight should not proceed if all planned sections cannot be achieved or the forecast would prevent a return to base or a suitable alternate aerodrome.

3.4.3 Awareness of potential or actual engine and airframe icing conditions must be displayed and the applicant should be able to use correctly any anti/de-icing equipment fitted to the aeroplane. ATO's must ensure operating procedures are established for any aeroplane anti/de-icing equipment. The aeroplane must not be flown deliberately into icing conditions if this is contrary to the aeroplane flight manual.

3.5 Main Briefing

3.5.1 Once the applicant has completed the flight planning, the examiner will give a comprehensive briefing covering all aspects of the flight. During the briefing the applicant should ask questions at any time if he is unclear about any aspect. This briefing would normally take approximately 30 minutes. The Examiner may not always brief in the sequence below, but will ensure to cover all the relevant items.

3.5.2 The briefing will include:

a. The purpose of the flight

The purpose of the flight is for the applicant to demonstrate his ability to plan and conduct a Commercial Air transport Flight (simulated) whilst acting as pilot-in-command and operating as a single crewmember. The briefed profile shall be conducted in VMC and the flight will include simulated abnormal or emergency procedures, weather avoidance and general instrument flying manoeuvres. Passenger safety, comfort and reassurance must be considered throughout the flight. The applicant is asked to assume that the Examiner is a passenger who will act as the Safety Pilot when the applicant is flying by sole reference to instruments. The applicant is not to expect any assistance from the Examiner.

b. The applicant's responsibilities

The Examiner will explain that the applicant is responsible for all the duties and decisions necessary for the safe and practical conduct of the flight, in accordance with the privileges of the licence he is seeking (CPL) and current legislation. The applicant is responsible for ATC liaison and compliance and should assume that ATC instructions always take precedence over any manoeuvres briefed by the examiner prior to the flight; the examiner will only intervene if he decides to do so for reasons of safety or for the purposes of conduct of the test.

c. Check lists

Throughout the flight the applicant will be expected to use the approved aeroplane checklist. The applicant is to assume that the test is the first flight of the day. Airborne checks may be completed from memory, or from alternative notes, but must be in accordance with the checklist.

d. Planning check

The Examiner will assess the applicant's ability to check the appropriate aeroplane documents before flight including maintenance statements and servicing and airworthiness certificates. He will expect to be briefed by the applicant as to the weather suitability, including surface wind limitations and the methods of calculating runway cross wind components. The Examiner will check the flight navigation log and may take a photocopy. He may question the applicant on any aspect of the planning, for example: choice of operating altitudes, safety altitudes (heights), fuel planning, NOTAMS. The applicant's calculations of the aeroplane's mass and balance and performance will be assessed.

e. The Profile

The Examiner will go through the flight, item by item explaining to the applicant what is required of him. (To avoid repetition of the briefed items these are expanded at Para 3.6 “The Flight”). The Examiner will not instruct the applicant on how to fly or manage the flight but he will advise what he wants to see the applicant do. Conditions, such as when navigation aids may be used, will be covered.

Procedures for the use of screens, hood or goggles will be advised, including a reminder that, when these are in use, the Examiner will be responsible for lookout. During the briefing he will regularly check if the applicant has any questions and finally the Examiner will ask the applicant if he is quite clear what is required of him during the test.

f. Aeroplane control

The aeroplane must be operated in accordance with the Aircraft Flight Manual or Pilots Operating Handbook, as appropriate, and the operating procedures should follow those given in the ATO’s Operations Manual. The Examiner will require confirmation of the various speeds and configurations to be used at each phase of flight. During the navigation section a representative power setting and cruise speed for the aircraft should be used as per commercial aviation practice, however speeds may be adjusted to meet different conditions or circumstances and the Examiner must be advised of the new target speed at that time.

g. Emergencies and abnormal conditions

The Examiner will discuss the actions necessary should any actual emergency or abnormal condition occur during the flight. In general, the applicant is to control, assess and manage any abnormal or emergency situation, but the Examiner, as aeroplane commander, may elect to take control at any stage.

h. Simulated Emergencies

The Examiner will brief on how he will initiate simulated abnormal or emergency procedures.

i. Oral questioning

The Examiner will ask practical questions relating to the flight on subjects such as aeroplane performance and technical aspects, icing procedures, emergency handling and the aeroplane documents.

3.5.3 The Examiner may stop the test at any stage if he considers that the applicant's demonstration of skill and/or knowledge requires a complete retest.

3.6 The Flight

3.6.1 From pre-flight to post-flight the applicant will be assessed on his general flight management and flying skills.

3.6.2 ***Departure Procedure (Section 1)***
The applicant will be expected to carry out a safe and practical inspection of the aeroplane prior to flight, and must be aware of the servicing operations that he is entitled to carry out on the aeroplane. The applicant will be expected to proceed with the checks at a practical pace and with reference to the checklist. Expanded checklists are not permitted. Where visual checks are made these should be described to the Examiner only if requested. Pre-flight checks should include functional checks of the radio, navigation equipment, autopilot and any of the other installed equipment that the applicant proposes to use during the flight. The Examiner must be briefed, as a passenger, on the position and method of the use of emergency exits, safety belts, safety harnesses, oxygen equipment, life jackets, and all other devices required by the ANO and intended for use by passengers in the case of emergency. The applicant must instruct the Examiner in the emergency action which he should take. Passenger briefing cards are acceptable but the examiner may ask questions.

3.6.3 The applicant must be prepared to deal with actual or simulated abnormal or emergency Operations at any stage. The Examiner may simulate, for example, an engine fire during start up.

3.6.4. When ready for departure the applicant should assess the crosswind component and confirm this to the Examiner. The departure should comply with any instructions given by ATC.

3.6.5 ***The En-Route Procedures (Section 3)***
Section 3 is usually flown after Departure to ensure an efficient flow to the flight. During this section of the flight the aeroplane is assumed to be on a passenger carrying operation under Visual Flight Rules. The first navigation leg should normally be planned directly from the departure airfield to the destination unless good airmanship dictates otherwise and it should be flown in a commercially expeditious manner. When the aeroplane has achieved cruising altitude, normal cruising speed and is on heading for the first destination, the applicant should confirm to the Examiner the heading, altitude, and ETA, thereafter advising any changes. For example, "2 minutes late at my halfway point - the revised ETA is now. . ." Corrections to heading or ETA shall be calculated rather than based on track crawling, impulse or inspiration. The applicant is expected to navigate by maintaining a steady, drift corrected heading and taking occasional position fixes to assess progress. Any changes to heading to correct track deviations, or revisions to ETA are expected to be logged such that the flight can be reconstructed after the event. Numerous heading or altitude changes that are the result of poor navigation technique (e.g. feature crawling) or the inability to trim the aircraft may constitute a fail in this section. Radio navigation aids may not be used during the first leg of the en-route section although they may be tuned and identified in anticipation of their use later in the flight.

3.6.6 At or before the first destination the applicant will be instructed to carry out a diversion directly (unless good airmanship dictates otherwise) to an alternative destination or airfield. Although this is not an emergency procedure, planning and execution of the diversion should again be carried out in an expeditious manner. A prominent alternative destination or airfield will be pinpointed on the applicant's chart. The applicant may be asked to commence the diversion at or before the original destination. The applicant should nominate his heading, altitude and ETA for the diversion and again use recognised techniques and visual positioning to navigate to the second destination.

3.6.7 During the diversion leg the applicant may supplement visual navigation techniques with the use of VDF, VOR, NDB, DME and/or GPS information. Only GPS raw data (latitude and longitude or range and bearing from a waypoint) may be used. GPS map displays or "GOTO" facilities will not be permitted. The examiner will deny the use of any aid that would allow the

applicant to track directly to the diversion destination. If navigation aids are used, the applicant will be assessed on their correct use.

3.6.8 Demonstration of radio aid tracking in VMC will be required at some stage; the Examiner will decide when to ask for this exercise to ensure efficient use of time and airspace. He will nominate the facility to be used and the track to be intercepted and maintained. As this item requires the demonstration of satisfactory skill in heading selection and drift assessment, it must be completed using an RMI, RBI, HSI or CDI display. This is a visual flying exercise using radio aids to assist navigation.

3.6.9 ***Airwork (Section 2)***

Instrument Airwork (Item 2e) and the Position Fix (item 3g).

At some stage during the test, the Examiner will simulate that the weather is deteriorating (lowering cloud, reduced visibility etc) along and to either side of the planned track. Shortly after this he will erect the screens or ask the applicant to don the hood/goggles to simulate inadvertent entry into instrument meteorological conditions (IMC). The applicant will be expected to maintain control of the aeroplane and take prompt, appropriate action to continue the flight in IMC whilst attempting to regain VMC. The applicant is expected to indicate any additional considerations such that the safe recovery of the flight to VMC is never in doubt. These considerations include, but are not be limited to, awareness of the proximity of terrain and the selection of appropriate, safe operating altitudes, awareness of the proximity of controlled airspace, obtaining an appropriate level of service and assistance from ATC and assistance, and appropriate use of navigation aids for orientation and position awareness. Depending on the location and actual weather conditions prevailing, the Examiner may accept a verbal briefing from the applicant on some of actions he intends to take. This may be appropriate for example, if a climb or turn would put the aircraft into actual IMC or infringe controlled airspace. The applicant should not anticipate this however; he will be expected to initiate such actions and manoeuvre the aircraft as intended until directed otherwise.

The applicant will then be briefed to fly the instrument airwork items. This is a safety module to ensure competence in instrument flight should a period in IMC become unavoidably protracted. The Examiner will be responsible for lookout, ATC liaison and navigation.

Full Panel: Flight by reference to full panel instruments will include level flight in the cruise configuration, level turns at rate one or bank angles up to 30° and climbing and descending turns at given rates and speeds.

Limited Panel: Flight by reference to limited panel instruments will include straight and level flight at given speeds, level turns onto given headings at rate one using timed or compass turns and recovery from unusual attitudes to trimmed straight and level flight with minimum loss or gain of height.

Where no standby turn coordinator/needle is fitted, UA recoveries will be carried out using the standby AI. In this case, applicants must have satisfactorily completed the appropriate parts of Section 2e of the CPL Skill Test using limited panel (no gyro attitude or heading reference) instruments in an aeroplane or FNPT 1 or 2 within the previous 6 months with an IRE, CRE/IRR or FE(CPL) and have a signed certificate in their logbook to this effect.

After the LP items, the examiner will re-instate FP instruments, indicate a heading and level to maintain and brief the applicant to take a position fix. The IMC fix is a significant event; the applicant must demonstrate the correct use of appropriate facilities to plot a fix on his chart, and enter detail of it in the flight log. The fix shall be made using a combination of range and/or bearing information from one or more of the following facilities: VDF, VOR, NDB, DME. In the event that none of these aids are available, GPS may be used, but only to obtain range and/or bearing from a waypoint. If GPS is used, the applicant must demonstrate correct identification of a facility at some other stage of the test eg during the tracking exercise.

On completion of all of the instrument airwork, and the IMC fix, the Examiner will remove the screens or ask the applicant to remove the hood/goggles and confirm his location. The

applicant will be responsible for lookout and collision avoidance throughout the remainder of the flight.

3.6.10 Visual Airwork

The Examiner will remind the applicant of the visual airwork exercises to be flown. During the visual airwork the Examiner, although ultimately responsible for ATC liaison and navigation, will brief the applicant to operate in an area bounded by prominent landmarks pointed out by the Examiner. The applicant will be expected to display appropriate airmanship and take due account of wind and weather conditions in order to position the aircraft and demonstrate the exercises. The applicant is still responsible for maintaining VMC. The unrestricted use of navigation aids and GPS will be permitted if required to aid situational awareness throughout this section.

The following items will be flown:

- Straight and level flight at various airspeeds and configurations. Climbing and descending at various speeds and rates including best angle (Vx) and best rate (Vy). Flight at critically low airspeeds and slow flight manoeuvres.
    - Note: Slow flight requirements may be assessed during one or more of the following exercises: Vx climb, steep gliding turns (SE only), approach to and recovery from the stall, achievement and recovery from Critical Speed (ME only) and low level bad visibility circuit. The applicant may also be briefed to demonstrate items such as the Vx and Vy climbs at more representative stages of the flight, for example by climbing at Vx after going around from the forced landing to simulate an obstacle clearance manoeuvre.
- Turns, including turns in landing configuration; steep turns at not less than 45° bank, steep turns in a gliding configuration (SE aeroplanes only).
- Flight at critically high airspeeds (approaching VNE) and recognition of, and recovery from, spiral dives. These manoeuvres are often combined; the Examiner may put the aeroplane into a steep dive or a spiral dive with speed increasing rapidly and hand control to the candidate to initiate appropriate recovery action. Generally this should be to straight and level flight with the emphasis being on avoiding excessive loads on the airframe, particularly any tendency to roll and pull simultaneously.
- Recognition and recovery from stalls. A series of stalls will be required and the examiner will brief the sequence of these both pre-flight and in the air.
    - Normally the first stall will be a clean, fully developed stall entering from straight and level flight, with the throttle(s) closed. The Examiner will nominate when the recovery should begin; this will normally be after the aircraft has fully stalled.
    - The second stall will be from an approach configuration, with approach flap setting gear down and low power. The stall should be initiated from a turn (level or descending with about 20° AOB) and the applicant should recover at the first symptom of the approaching stall.
    - The third stall will be in a landing configuration with full flap, gear down, and low power. The stall should be initiated from straight flight as if established on final approach to land (i.e. not climbing); the applicant must recover at the first symptom of the approaching stall.
    - All recoveries shall be made with the minimum loss of height and returning to a clean climb configuration at Vy maintaining directional control or to level flight or as otherwise directed by the examiner.

3.6.11 *Approach and Landing (Section 4)*

This section may be flown at the base aerodrome or at an alternate aerodrome nominated by the Examiner before flight. Applicants will be responsible for ATC liaison and will be expected

to carry out a safe and expeditious join to the circuit, using any practical navigation means available. This involves entry to the most convenient point in the circuit with the aeroplane in the appropriate configuration and at the correct speed. Applicants will be expected to carry out a number of approaches and landings (usually 'touch and go' landings) involving the following:

- Normal landing.
- Cross wind landing (when practical).
- Go around from a low height/altitude.
- Short field or Performance landing. This may be combined with a bad visibility/low level circuit as part of the assessment of low speed handling. In order to assess this exercise the Examiner may limit the amount of runway available.
- Approach and landing without the use of power (glide approach). The Examiner may limit the amount of runway available.
- Approach and landing without the use of flaps (flapless).
- Post flight action. The applicant will be responsible for after landing checks, taxying and parking, shut down checks, making the aircraft safe and the completion of aeroplane documentation.

3.6.12 ***Abnormal and Emergency Operations (Section 5)***

The items of this section may be combined with Sections 1 through 4. The Examiner will simulate an abnormal or emergency situation; the applicant is expected to carry out the appropriate emergency actions and manage the flight accordingly. If drills involve the operation of fuel shut off valves, mixture controls, magnetos or any critical engine control, operations should be simulated by "touch actions" only. If it appropriate that ATC are aware that the applicant is operating under simulated abnormal or emergency conditions, the applicant should transmit a practise or simulated urgency call, for example, "Exam XX, down-wind, simulated asymmetric to land." Otherwise it is acceptable that emergency radio calls are simulated in the cockpit. Nevertheless, the applicant is expected to state to the examiner, word for word, what would have been transmitted in the real case and not paraphrase. Applicants should not assume that any practice emergency or abnormal situation is complete until told by the Examiner. The Examiner may ask oral questions on abnormal and emergency operations. This section will include:

- Simulated engine failure after take-off (EFATO).
- Fire drill.
- Engine malfunctions.
- Equipment malfunctions.
- Practice Forced landings (PFL).

The applicant will be expected to fly a practice forced landing (PFL) following either a simulated engine fire or failure; he should point out his chosen landing area and continue as if to land until told to go-around by the Examiner.

3.6.13 ***Simulated Asymmetric Flight (Section 6) plus any relevant items of the class/type rating skill test (Section 6)***

The items in this Section may be combined with Sections 1 through 5. The Examiner will simulate an abnormal or emergency situation; the applicant should respond in the same manner as described in para 3.6.11 (Section 5), except in the case of Item d – Engine shutdown and restart – where full drills should be carried out. Items a, b and c are applicable to multi engine aeroplanes only. Item d is applicable to multi engine aeroplanes only. Items f and g are applicable to all aeroplanes.

- Simulated engine failure after take off (EFATO). At a safe height after take off the Examiner will simulate an engine failure by closing one of the throttles. The applicant will be expected to retain control of the aeroplane, identify the 'failed' engine and carry out the appropriate engine shut down and propeller feathering procedures using touch drills. On

completion of these drills, the Examiner will be responsible for setting zero thrust and the management of the (simulated) failed engine.

- Asymmetric approach and go around. The applicant will be expected to carry out a circuit to go-around under asymmetric power.
- Asymmetric approach and full stop landing. The applicant will be expected to carry out a circuit to land under asymmetric power.
- Engine shutdown and restart. The applicant will be expected to carry out an actual engine shutdown and restart.
- ATC liaison and compliance, RT procedures and airmanship.
- Operation of aircraft systems such as auto-pilot, pressurisation, de-icing and anti-icing systems if applicable. Rejected take-off (at a reasonable speed).
- Oral questions relevant to the aeroplane used for the test.

Applicants using a centre-line thrust multi engine aeroplane will be expected to complete items a. to d. of this section on one engine but will not, obviously, be under asymmetric power. If a class rating is issued on the basis of a successful Skill Test on such an aeroplane, it will be restricted to centre-line thrust aeroplanes only.

Applicants carrying out the test on a multi-engine aeroplane will not be expected to fly the steep gliding turns in section 2, the glide approach in section 4 or the practice forced landing at section 5.

3.6.14 ***Flight Simulator or Flight & Navigation Procedure Trainer***

With Reference to Appendix 2, the following items may be performed in an (FNPT II):

- Airwork (Section 2) - items c and e (iii)
- Abnormal and Emergency Procedures (Section 5) - all items
- Simulated Asymmetric Flying (Section 6) - all items

The simulator or FNPT II must be approved for the purpose and of the same aeroplane type as used for the remainder of the skill test.

3.7 Post Flight Action

3.7.1 Post-flight the Examiner will conduct a debriefing and discuss the applicant's performance The Examiner may also ask questions in order to clarify certain items or actions.

3.7.2 Notification of the result will be given on the test result form. The form will show the result of each item and section. Should the result be a Partial Pass or Fail, the Examiner will explain the reasons for the failure and give advice on how to improve upon those aspects of the test that were unsatisfactory. The applicant will be asked to sign the form as having understood the result. The result form will be given to the applicant and copies forwarded to FCS Support at Gatwick.

3.7.3 Flight Test Standards. Appendix 2 gives a list of the criteria upon which the Examiner will base his assessment. The criteria are arranged to reflect the order of items listed on the Test Report form SRG 2130.

3.7.4 Should an applicant have cause for concern about the conduct of the flight test then such comment should be made in writing to the SFE. Details of the appeal procedure are given at Part 4.3.

Part 4 - Assessment Criteria and Administrative Procedures

4.1 Assessment Criteria

4.1.1 The flight will be assessed as a simulated Commercial Air Transport flight. The safety and comfort, reassurance and briefing of passengers must be considered. The applicant shall demonstrate ability to:

- Operate the aeroplane within its limitations.
- Complete all manoeuvres with smoothness and accuracy.
- Exercise good judgement and airmanship.
- Apply aeronautical knowledge of procedures and regulations as currently apply.
- Maintain control of the aeroplane at all times in a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

4.1.2 It is impossible to list all the errors, which would constitute a failure of the test, but non-compliance with the Test Standards in Appendix 2 gives a guide.

4.1.3 Throughout the flight the aeroplane should be flown as accurately as possible. The limits for operation are given as guidance to applicants but do not necessarily indicate that a 'failure' will result if any boundary is exceeded. Similarly, flight within the tolerances should not be achieved at the expense of smoothness and co-ordination.

4.1.4 The Examiner will make allowance for adverse weather conditions such as turbulence and the handling qualities and performance of the aeroplane used. The CPL Skill Test Tolerances shown at Appendix 3 are for general guidance.

4.2 Administrative Procedures

4.2.1 Each time an applicant undertakes a CPL Skill Test it is known as an ‘Attempt’. ‘Attempts’ are grouped into ‘Series’. There are up to two Attempts in each Series. There is no limit to the number of Series that may be taken.

4.2.2 A PASS will be awarded when all sections of the test are passed within a series.

- 4.2.3 An applicant failing only one section at the first attempt in a series shall have gained a PARTIAL PASS. The second attempt will always require the applicant to retake. the previously failed section. Additionally the applicant will be expected to carry out the actions necessary to put the aircraft in a position from which the failed section can be retested.

4.2.4 A FAIL will be awarded if more than one section is failed at the first attempt in a series, or if any item is failed at the second attempt of a Series.

4.2.5 A FREE RETEST may be awarded if the applicant discontinues the flight and the reasons for doing so are agreed by the examiner. The free retest will require the completion of only those sections or items not previously flown; these items must be completed before the result of the flight can be determined. If the applicant terminates the flight test, for reasons considered inadequate by the Examiner, he may forfeit the test fee and a further fee will be required before the next test.

4.2.6 The FAIL as defined above will conclude that Series. Before applying for a further attempt in the next (second) Series, the applicant will be required to:

- Complete the mandatory retraining prescribed by the Flight Examiner. The requirement will be indicated on the Flight Test Report Form, (SRG 2130).

- Present his personal flying logbook to the Examiner. The entries covering the retraining requirement must be certified by the CFI of the ATO giving training.

4.2.7 Should an applicant fail the second or subsequent Series, the Examiner will notify the SFE or his nominated Deputy. The SFE will decide on the re-training necessary based on the reasons for failure of all previous attempts. The SFE may appoint a CAA Flight Examiner to conduct the third series and any subsequent tests. No further test attempt can be made until the applicant receives notification from the CAA.

4.3 Applicant's Appeal Procedure

4.3.1 The test result, F172 (Page 1, reverse), contains an extract from the Civil Aviation Authority Regulations 1991, which is reproduced below:

> Regulation 6(5) of the Civil Aviation 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 with an appeal the applicant will have to satisfy the CAA that the examination or test was not properly conducted. Mere dissatisfaction with the result is not enough.*

Should the applicant have concern about the conduct of the CPL Skill Test he should write to the Senior Flight Examiner who will provide guidance on the Appeal Procedure.

Appendix 1 - CPL Skill Test Schedule and Standard

Applicants' Notes

These notes are intended to give applicants a detailed account of the exercises that may, at the discretion of the examiner, be required in each section. The headings used relate directly to those shown on form SRG 2130. In the interests of openness the standards to which they are assessed have also been included and these are shown in *italics*. It is emphasised that during the skill test applicants should concern themselves only with flying and operating the aeroplane to the best of their ability. The application of the test standards is the responsibility of the Examiner.

Examiners' Notes

These guidance notes are published to establish the test standard required for the EASA CPL Skill Test. Any flight test can only be a 'snapshot' of a pilot's ability and therefore, to ensure overall pilot competence, ATO's Flight Instructors are expected to use these standards when preparing applicants for the test. The applicant for a CPL Skill Test must exhibit a significantly higher level of knowledge and skill than is required for the PPL Skill Test. The Examiner must apply the standards evenly and fairly and without prejudice. The flight however, may be conducted in any sequence to achieve a complete and efficient test.

Section 1 – Departure

a. Pre-flight:

- *Check all documents required for a Public Transport flight are carried and correct.*
- *Complete mass and balance schedule.*
- *Obtain and assess all elements of the prevailing and forecast weather conditions.*
- *Obtain and assess all aeronautical information and NOTAMS.*
- *Complete an appropriate flight navigation log and chart.*
- *Determine that the aeroplane is correctly fuelled for the flight.*

b. Aeroplane inspection and servicing:

- *Check aeroplane serviceability record and technical log.*
- *Perform all elements of the aeroplane pre-flight inspections as detailed.*
- *Confirm that the aeroplane is in a serviceable and safe condition for flight.*
- *Check and complete all necessary documentation.*

c. Taxying and Takeoff:

- *Complete an appropriate passenger emergency procedure briefing for the Examiner.*
- *Complete all recommended taxying checks and procedures.*
- *Comply with airport markings and signals.*
- *Follow ATC instructions.*
- *Complete all departure checks and drills including engine operation.*
- *Obtain ATC departure clearance.*
- *Confirm any aeroplane performance criteria including crosswind condition.*

- *Position the aeroplane correctly for take off and advance the throttle(s) to take off power with appropriate checks.*
- *Use the correct take off technique using the recommended speeds for rotation/lift-off and initial climb.*
- *Ensure a safe climb and departure adjusting power and aeroplane configuration as appropriate.*
- *Complete all necessary after take off checks.*

d. Performance considerations. Trim:

- *Before flight calculate aeroplane performance criteria and limitations applicable to runway and forecast weather conditions and make adjustments if required for actual conditions before take-off.*
- *Maintain the aeroplane in trim.*

e. Aerodrome and traffic pattern operations:

- *Use of charts or other published information as required.*
- *Execute a safe departure in accordance with clearance and with due regard for other air traffic.*

f. Departure procedure, altimeter setting, collision avoidance (Lookout):

- *Use correct lookout techniques.*
- *Observe the Rules of the Air and ATC Regulations.*
- *Maintain directional control and drift corrections throughout.*
- *Follow any noise routing or departure procedures and ATC instructions.*
- *Complete all necessary climb checks.*

g. ATC Liaison - compliance RTF procedures, Airmanship:

- *Demonstrate standard RTF procedures and phraseology.*
- *Demonstrate compliance with ATC instructions.*
- *Operate on the ground and in the air with particular regard for passenger safety and comfort.*

Section 2 – Airwork

a. Control of the aeroplane by external visual reference:

- *Demonstrate control by visual attitude whilst maintaining a correct lookout technique.*
- *Demonstrate correct techniques for visual flight manoeuvring within the specified limits.*
- *Maintain balance and trim.*

b. Flight at critically low airspeed including recognition of, and recovery from, incipient and full stalls:

Slow Flight:

- *Consider all safety checks before the manoeuvres where necessary.*
- *Select and stabilise the aeroplane at a nominated low airspeed above the stall speed whilst maintaining balance, trim and lookout. Maintain specified altitude/level, heading and speed as specified by the Examiner.*
- *Maintain safe bank angles, speed, and altitude (if required) during turning and complete turns onto specified headings.*

Stalling:

- *Consider safety checks before stalling.*
- *Establish the stall entry as appropriate from straight or turning flight and select the required aeroplane configuration.*
- *Maintain heading (or bank angle 10°-30° as required) to stall entry.*
- *Recognise the symptoms of the stall or approaching stall and initiate the correct recovery action as directed by the Examiner.*
- *Recover with minimum height loss and return to a clean configuration climb at Vy.*
- *Complete all necessary checks and drills.*
- *Maintain lookout throughout.*

c. Turns, including turns in landing configuration:

- *Demonstrate the correct lookout technique before, during and after turns.*
- *Establish and maintain throughout the turn the nominated altitude/level and speed.Co-ordinate the entry to steep turns to achieve at least 45° bank and maintain the turn through at least 360 degrees.*
- *Co-ordinate the recovery from turns to straight and level flight on the specified heading or as appropriate without loss/gain of height.*
- *Whilst gliding demonstrate awareness of increased stalling speed in manoeuvre (not multi-engine aeroplanes).*

d. Flight at critically high airspeed including recognition of, and recovery from, spiral dives:

- *Recognise the manoeuvre and initiate prompt and correct recovery action.*
- *Continue recovery action without exceeding any aeroplane limitations.*
- *Recover with minimum height loss.*
- *Complete all necessary checks and drills.*

e. Flight by reference solely to instruments including:

- *Level flight, cruise configuration, control of heading, altitude and airspeed.*
- *Climbing and descending turns with 10°-30° bank.*

- *Recoveries from unusual attitudes, limited panel instruments, turns.*
- *Demonstrate competence at manoeuvring the aeroplane by sole reference to the flight instruments as specified by the Examiner.*
- *Use an appropriate technique of instrument scanning and cross checking to maintain flight within the prescribed limits.*
- *Establish rate one level turns onto specified headings using limited panel instruments.*
- *Execute recovery on limited panel instruments from unusual attitudes with minimum height loss, applying the correct recovery techniques within aeroplane limitations, to return the aeroplane to stabilised level flight.*
- *Maintain the aeroplane within the prescribed limits throughout.*
- *Complete all necessary checks and drills and general cockpit management.*

f. ATC liaison-compliance, RTF procedures. Airmanship:

During Section 2 the Examiner will be responsible for most of the ATC liaison and navigation but this does not absolve the applicant from taking responsibility for the management of his aeroplane. The Examiner will be responsible for lookout (collision avoidance) when the IF screens, hood or goggles are in place. The applicant will be responsible for lookout (collision avoidance) and for making due allowance for weather conditions at all other times.

Section 3 - En-Route Procedures

a. Control of aeroplane by external visual reference including cruise configuration and consideration of range/endurance:

- *Control aeroplane using visual attitude flying techniques.*
- *Configure airframe and engine(s) for cruise/endurance performance in accordance with Flight/Operations Manual.*
- *Adjust and monitor fuel consumption for range or endurance as appropriate.*

b. Orientation, map reading:

- *Identify position visually by reference to ground features and map.*

c. Altitude, speed, heading control, lookout:

- *Maintain the heading height and speed as computed in navigation log or advised to the Examiner within the prescribed limits.*

d. Altimeter setting, ATC liaison - compliance, RTF procedures, Airmanship:

- *Set and cross check altimeters to QNH, Regional Pressure setting RPS, Standard pressure setting, or QFE as specified in checklist, Ops Manual or as appropriate.*
- *Maintain two way RTF communication using correct phraseology throughout.*
- *Obtain ATC clearances and appropriate level of service.*
- *Comply with ATC clearances and instructions when required.*
- *Display sound airmanship and cockpit management.*

- *Complete all necessary checks and drills.*

e. Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking:

- *Complete all elements of VFR planning for the route prescribed with particular reference to planned altitudes and safe levels of operation.*
- *Maintain a navigation log and radio log by recording all pertinent information such that the whole route may be reconstructed if necessary after flight.*
- *Navigate by means of calculated headings, ground speed and time.*
- *Make appropriate adjustment to maintain, regain or correct back to track.*
- *Achieve destinations or turning points within 3 minutes of estimated time of arrival (ETA).*

f. Observations of weather conditions, assessment of trends, diversion planning:

- *Demonstrate correct understanding and application of the VFR.*
- *Amend plan to avoid deteriorating weather and maintain VMC or consider discontinuing navigation route if unable to maintain VMC.*
- *Calculate heading, ground speed, ETA and fuel required during any unscheduled diversion.*
- *Take prompt, appropriate action to continue the flight safely following inadvertent entry into IMC.*
- *Demonstrate correct understanding and application of the IFR (as applicable to flight in UK airspace) eg minimum altitude/level and, where appropriate, correct quadrantal cruising levels.*

g. Tracking and positioning (NDB or VOR) identification of facilities (simulated instrument flight). Implementation of diversion plan (Visual flight):

- *Select and identify appropriate radio and navigation aids as required or nominated by Examiner.*
- *Intercept and maintain given tracks or radials using the navigation aids nominated (under VFR).*
- *Navigate by means of calculated headings, ground speed and time.*
- *Maintain the heading height and speed as computed in navigation log or advised to the Examiner within the prescribed limits.*
- *Locate and record the aeroplane position by using radio navigation equipment when required by the Examiner (under simulated instrument flight).*

Section 4 - Approach and Landing

a. Arrival procedures, altimeter setting, checks, lookout:

- *Carry out appropriate checks and drills.*
- *Set altimeters and cross check in accordance with check list, Ops Manual or as required.*

- *Comply with published arrival procedure or clearance.*
- *Maintain adequate lookout and collision avoidance.*

b. ATC liaison and compliance, RTF procedure, Airmanship:

- *Obtain and comply with ATC clearances using correct RTF phraseology.*
- *Adjust circuit pattern/speed to maintain spacing with other traffic in the landing pattern.*
- *Maintain awareness of other traffic through RTF and lookout.*

c. Go-around action from low height:

- *Execute a timely decision to discontinue the approach either when instructed or as considered necessary.*
- *Apply appropriate power and control aeroplane attitude to initiate a safe climb maintaining balance and heading.*
- *Adjust configuration and speed to achieve a positive climb at Vy or Vx as appropriate.*
- *Maintain take off power until a safe manoeuvring altitude is reached and then adjust to a normal climb configuration and speed.*
- *Complete all necessary checks and drills.*

d. Normal landing, crosswind (if suitable conditions):

Standard for all types of approach and landing.

- *Consider weather and wind conditions, landing surface and obstructions.*
- *Plan and follow the circuit pattern and orientation with the landing area.*
- *From the circuit pattern establish the recommended aeroplane approach configuration adjusting speed and rate of descent to maintain a stabilised approach.*
- *Select and achieve the appropriate touchdown area at the recommended speed.*
- *Adjust descent and round out (flare) to achieve a safe landing with little or no float with appropriate drift and crosswind correction.*
- *Maintain directional control after touchdown and apply brakes for a safe roll out.*
- *Complete all necessary checks and drills.*

e. Short Field Landing.

f. Approach and Landing with idle Power:

NB: *Not required if flight test is conducted in a multi-engine aeroplane.*

g. Landing without use of flaps.

h. Post Flight Actions:

- *Complete all after landing checks and drills.*
- *Return aeroplane to parking area and complete engine shutdown.*

- *Secure aeroplane and complete documentation.*

Section 5 - Abnormal and Emergency Procedures

Items from this section may be performed in sections 1 to 4.

a. Simulated engine failure after takeoff (at a safe altitude), fire drill:

- *Execute emergency drills as 'touch drills' without error (see section 3.6.11).*
- *When time permits, investigate possible cause of engine failure and take corrective action.*
- *Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew.*

b. Equipment malfunctions including: alternative landing gear extension; electrical failure; brake system failure:

- *Execute abnormal or emergency drills.*
- *Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew.*

c. Forced landing (simulated) - single engine aeroplanes only:

- *Choose a suitable landing area with due regard for landing surface, surroundings and wind velocity.*
- *Plan descent to achieve a safe approach to chosen landing area such that a safe landing would be likely.*
- *Carry out checks and drills.*

d. ATC liaison: compliance, RTF procedures, Airmanship:

- *Make suitable emergency RTF calls (given to Examiner but not transmitted).*
- *Inform ATC of practice emergency situation and assistance required (where appropriate).*
- *Analyse emergency or abnormal situation and formulate appropriate plan.*
- *Use check list to confirm actions when time permits.*

e. Oral Questions.

Section 6 - Simulated Asymmetric Flight and Relevant Class and Type Items

This section is only required if the flight test is conducted in a multi engine aeroplane (not centre line thrust). Items from this section may be performed in Sections 1 to 5.

a. Simulated engine failure during takeoff and approach (at a safe altitude unless carried out in a flight simulator or FNPT II):

- *Maintain control of aeroplane direction and speed following simulated engine failure.*
- *Identify failed engine.*

- *Complete checks and drills.*
- *Establish safe climb at VYSE in trim.*

b. Asymmetric approach and go-around:

- *Fly a visual circuit with asymmetric power to establish a final approach.*
- *Maintain a stable (trimmed) approach in the correct configuration.*
- *Make a clear decision to land/go-around at or before appropriate asymmetric committal altitude/height (ACH).*
- *At ACH or when instructed, carry out a go-around to establish a safe climb in the recommended configuration at VYSE.*

c. Asymmetric approach and full stop landing:

- *Fly a visual circuit with asymmetric power to establish a final approach.*
- *Maintain a stable (trimmed) approach in the correct configuration.*
- *Make a clear decision to land at or before ACH.*
- *Execute a safe landing at the recommended speed/configuration in the appropriate landing area.*

d. Engine shutdown and restart (if applicable):

- *Control aircraft in heading, altitude, speed and balance during full engine shut down at safe altitudes, carry out appropriate drills and checks.*
- *Control aircraft heading, height and speed during re-start drills according to check list and re-establish aircraft to symmetric cruising flight.*

e. ATC liaison: compliance, R/T procedures, Airmanship:

- *Inform ATC of abnormal flight condition and any assistance required.*
- *Comply with ATC procedures and instructions.*
- *Adjust traffic pattern with due regard to weather, surface conditions, obstructions. and other air traffic.*
- *Adjust configuration and circuit pattern with regard to aeroplane performance.*
- *Complete necessary checks and drills.*

f. As determined by the Flight Examiner - any relevant items of the class/type rating skill test to include, if applicable:

- *Aeroplane systems including handling of autopilot.*
- *Operation of pressurisation system.*
- *Use of de-icing and anti icing system.*
- *Demonstrate ability to operate aircraft systems as applicable.*
- *Rejected take off (at a reasonable speed).*

- *Safely bring the aircraft to a halt on the runway following a simulated emergency during the initial part of the take-off run.*

g. Oral questions:

- *Demonstrate knowledge of maintaining, operating and limitations of the aeroplane used for the flight test.*

Appendix 2 - CPL Skill Test Tolerances

The following is an extract from the Flight Examiners Handbook. Tables for PPL and IR Skill Tests are included for comparison.

(Figures in Italics are National requirements where no EASA guidance is given).

PROFILE		CPL Skill Test	
Altitude or Height			
Normal Flight	± 150 ft	± 100 ft	± 100 ft
With simulated engine failure	± 200 ft	± 150 ft	± 100 ft
Limited or partial panel		± 200 ft	± 200 ft
Starting go-around at decision alt/ht			+ 50 ft / - 0 ft
Minimum descent altitude / height			+ 50 ft / - 0 ft
Circling minima			*+ 100 ft / - 0 ft (SE +100ft/-0ft)*
Tracking			
All except precision approach	± 10°	± 5°	± 5°
Precision approach			half scale deflection azimuth and glidepath
Heading			
All engines operating	± 10°	± 10°	± 5°
With simulated engine failure	± 15°	± 15°	± 10°
Limited or Partial panel		*± 15°*	*± 15°*
Speed			
Take-off / Vr	*+10 /- 5 kt*	+ 5 kt	+ 5 kt
Climb and approach	± 15 kt	± 5 kt	± 5 kt
Vat / Vref	+ 15 / -5 kt	+ 5 kt	+ 5 kt
Cruise	± 15 kt	± 10 kt	± 5 kt
Limited or Partial Panel	N/A	± 10 kt	± 10 kt
With simulated engine failure	+ 15 / -5 kt	+ 10 kt	+ 10 / - 5 kt
Blue Line speed or Vyse / V_2	*± 5 kt*	± 10 kt	+ 10 / - 5 kt
Maximum airspeed error at any time	± 15 kt	± 10 kt	± 10 kt

Appendix 3 - Skill Tests – Managing Stress

As you prepare for your test a certain amount of stress is helpful. Too much stress can be unhelpful, as it can affect your memory and concentration. Even the word ***test*** can induce panic and doubt. Here are some ways of managing and reducing stress.

Make sure you eat regularly. Skipping a meal, e.g. breakfast, will affect your blood sugar level and may reduce your ability to concentrate.

Do not be tempted to increase your intake of tea or coffee as caffeine will increase your stress level (a maximum of 5 cups of tea or coffee a day is recommended). Energy drinks such as ***Red Bull*** contain high levels of caffeine and may over stimulate and not provide the expected help.

Exercise has proved to reduce stress. You can test this: next time you are going to take some exercise note how stressed you are before you start, on a scale of 0 – 10 (where 0 = calm and 10 = stressed), then measure again when you return from the exercise. Therefore exercise on the day before the test and on the day of the test will help to reduce your stress levels. It will also distract you and help you to sleep well the night before. If you are feeling very stressed just before the test, take some vigorous exercise e.g. power walk around the car park before going in.

Stress is increased by negative thoughts e.g. 'I am going to fail'. Having the thought will not make any difference directly to the outcome of the test, but will increase your stress levels. Similarly don't load yourself with unreasonable assumptions of your required skills - no test demands a perfect performance.

If you find that despite your best endeavours your stress is higher than is helpful to you, try some distraction. Concentrate on the things around you, refocus your mind and distract yourself from your thoughts. Try listening to other people's conversations, count the number of red things in the room, guest what people in the room may be going to eat that evening – anything that will engage you attention. The more detail the task you give yourself, the more distracting it will be.

If you know that you are inclined to become stressed, then plan ahead how you might manage your stress. Decide what exercise you are going to take, and practice what form of distraction you are going to use. Make sure that you allow plenty of time on the day; do as much preparation in advance as is possible. Plan to arrive early and ensure that you have all the equipment that you may need. Do not add pressure; is it really sensible to book a flight home immediately after your test? If, say, family pressures are mounting consider a training break until things settle down. Do not be tempted to test just because money is tight – you must be ready.

During the test try to prioritise tasks; omitting or delaying a minor activity is preferable to rushing into a more important event. Listen carefully to ATC, both to your own clearances and instructions as well as other calls that may affect you. Tell ATC what you want to do and avoid unwanted communication tasks when you are going to be busy.

The best defence against stress is the confidence that comes from sound preparation and regular practice. Various Standards Documents are available to you on the CAA website which clearly set out what you are required to do. Your instructors are there to deliver the skills training necessary to meet the test standard.

Recurrent training and testing is going to be a feature of your aviation career. Coping with stress is just one more skill to learn on the way.