

 Ente Nazionale per l'Aviazione Civile	CPL A	☐ SINGLE ENGINE
	INITIAL ISSUE SKILL TEST	☐ MULTI ENGINE (Note 1)
 	CHECK LIST Ref: Appendix 4 Part FCL Reg. 1178/2011	Note 1: Compliance with FCL.725(a)

A APPLICANT DETAILS					
Applicant last name(s)		Licence type		Licence number	
Applicant first name(s)		ID card nr.		Signature	

CPL			CPL(A) SKILL TEST				
MANOEUVRES / PROCEDURES			FSTD	A	PASS	FAIL	N / A
0 SECTION 0 - THEORETICAL KNOWLEDGE							
0.1	Theoretical knowledge		N / A	N / A	☐	☐	☐
Examiner initials							

1 SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE							
1.1	Pre-flight operations including: - Flight planning - Documentation - Mass & Balance - Weather briefing - NOTAM						
1.2	Aeroplane inspection and servicing						
1.3	Taxiing and takeoff						
1.4	Performance consideration and trim setting						
1.5	Aerodrome and traffic pattern operations						
1.6	Departure procedure, altimeter setting, collision avoidance						
1.7	ATC liaison and R/T procedure compliance						
Examiner initials							

2 SECTION 2 - GENERAL AIRWORK							
2.1	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout						
2.2	Flight at critically low airspeeds Recognition and recovery from: - Incipient stall - Full stalls						
2.3	Turns: - In various configurations, including landing configuration - Steep turns with bank 45°						
Examiner initials							

CPL		CPL(A) SKILL TEST				
MANOEUVRES / PROCEDURES		FSTD	A	PASS	FAIL	N / A
2	SECTION 2 - GENERAL AIRWORK (cont.)					
2.4	Flight at critically high airspeeds Recognition of and recovery from: Spiral dives	☐	☐	☐	☐	☐
2.5	Flight by reference solely to instruments, including: - Level flight, cruise configuration, control of heading, altitude and airspeed - Climbing and descending turns with bank 10° - 30° - Recoveries from unusual attitudes - Limited panel instruments	☐	☐	☐	☐	☐
2.6	ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
		Examiner initials 				

3	SECTION 3 - EN-ROUTE PROCEDURES					
3.1	Control of aeroplane by external visual reference Flight progress monitor: - Cruise setting - Range and endurance considerations	☐	☐	☐	☐	☐
3.2	Orientation, map reading	☐	☐	☐	☐	☐
3.3	Altitude, speed, heading control, lookout	☐	☐	☐	☐	☐
3.4	Altimeter setting ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
3.5	Flight progress monitor: - Flight log update - Fuel quantity monitor - Track error assessment - Correct track regaining	☐	☐	☐	☐	☐
3.6	Weather monitor: - Observations - Trend assessment - Diversion planning according to weather minima	☐	☐	☐	☐	☐
3.7	Tracking Positioning (NDB or VOR) Facilities identification (instrument flight) Diversion planning and implementation (VFR flight)	☐	☐	☐	☐	☐
		Examiner initials 				

4	SECTION 3 - APPROACH AND LANDING PROCEDURES					
4.1	Arrival procedures, altimeter setting, checks, lookout	☐	☐	☐	☐	☐
4.2	ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
4.3	Go-around action from low height	☐	☐	☐	☐	☐
4.4	Normal landing, crosswind landing (if suitable conditions)	☐	☐	☐	☐	☐
4.5	Short field landing	☐	☐	☐	☐	☐
4.6	Approach and landing with idle power (single-engine only)	☐	☐	☐	☐	☐
		Examiner initials 				



CPL		CPL(A) SKILL TEST				
MANOEUVRES / PROCEDURES		FSTD	A	PASS	FAIL	N / A
4	SECTION 3 - APPROACH AND LANDING PROCEDURES (cont.)					
4.7	Landing without use of flaps	☐	☐	☐	☐	☐
4.8	Post flight actions	☐	☐	☐	☐	☐
		Examiner initials 				

5	SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES					
>>> Note 1: This section may be combined with sections 1 through 4						
5.1	Simulated engine failure after take-off (at a safe altitude), fire drill	☐	☐	☐	☐	☐
5.2	Equipment malfunctions including: • Alternate landing gear extension • Electrical system failure • Brake failure	☐	☐	☐	☐	☐
5.3	Forced landing (simulated)	☐	☐	☐	☐	☐
5.4	ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
5.5	Oral questions	☐	☐	☐	☐	☐
		Examiner initials 				

6	SECTION 6 - SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE RATING					
Note 2: This section may be combined with sections 1 through 5						
6.1	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)	☐	☐	☐	☐	☐
6.2	Asymmetric approach and go-around	☐	☐	☐	☐	☐
6.3	Asymmetric approach and full stop landing	☐	☐	☐	☐	☐
6.4	Engine shutdown and restart	☐	☐	☐	☐	☐
6.5	ATC liaison and R/T procedure compliance	☐	☐	☐	☐	☐
6.6	As determined by the FE, any relevant items of the class or type rating skill test to include, if applicable: • Aeroplane systems including handling of autopilot • Operation of pressurization system • Use of de-icing and anti-icing system	☐	☐	☐	☐	☐
6.7	Oral questions	☐	☐	☐	☐	☐
		Examiner initials 				

B	FLIGHT EXAMINER			
Examiner details	Name		License number	
	Signature		Location and date	



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A1	APPENDIX 1 - GLOSSARY, CROSS-REFERENCE, DETAILED INSTRUCTIONS		
(a)	Airplane to be used	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	
(b)	Route to be flown and airport to be used	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	
(c)	Use of FNPT II or FFS	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	
(d)	SOPs, TEM principles and general behaviour	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	
A2	APPENDIX 2 - FLIGHT TEST TOLERANCE		
Applicants 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		
(e)	Maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt		
The following limits shall apply, corrected to make allowance for turbulent conditions and handling qualities and performance of the aeroplane used:			
HEIGHT	Generally	± 100 ft	
	Simulated engine failure	± 150 ft	
TRACKING	On radio aids	± 10°	
HEADING	Generally	± 10°	
	Simulated engine failure	± 15°	
SPEED	Takeoff and approach	± 5 knots	
	All other flight regimes	± 10 knots	

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END