

 ente Nazionale per l'Aviazione Civile	CPL H	☐ SE
	ISSUE SKILL TEST CHECK LIST <i>Ref: Appendix 4 Part FCL Reg. 1178/2011</i>	☐ ME
 		

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

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

1	SECTION 1 - PRE-FLIGHT / POST-FLIGHT CHECKS AND PROCEDURES						
1.1	Helicopter knowledge, including but not limited to: • Technical log • Fuel • Mass and balance • Performance Flight planning Documentation NOTAMS Weather assessment	☐	☐	☐	☐	☐	
1.2	Pre-flight inspection/action, location of parts and specific purpose	☐	☐	☐	☐	☐	
1.3	Cockpit inspection Starting procedure	☐	☐	☐	☐	☐	
1.4	Communication and navigation equipment checks Frequency set up	☐	☐	☐	☐	☐	
1.5	Pre-take-off procedure R/T procedure ATC liaison-compliance	☐	☐	☐	☐	☐	
1.6	Parking Shutdown Post-flight procedures	☐	☐	☐	☐	☐	
Examiner initials 							

2	SECTION 2 - HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS						
2.1	Take-off and landing (lift-off and touchdown)	☐	☐	☐	☐	☐	
2.2	Taxi, hover taxi	☐	☐	☐	☐	☐	
2.3	Stationary hover with head / cross / tail wind	☐	☐	☐	☐	☐	
Examiner initials 							

Applicant name _____



CPL		CPL(H) SKILL TEST				
MANOEUVRES / PROCEDURES		FSTD	H	PASS	FAIL	N / A
2	SECTION 2 - HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS (cont.)					
2.4	Stationary hover turns, 360° left and right (spot turns)	☐	☐	☐	☐	☐
2.5	Forward, sideways and backwards hover manoeuvring	☐	☐	☐	☐	☐
2.6	Simulated engine failure from the hover	☐	☐	☐	☐	☐
2.7	Quick stops into and downwind	☐	☐	☐	☐	☐
2.8	Sloping ground / unprepared sites landings and take-offs	☐	☐	☐	☐	☐
2.9	Take-offs (various profiles)	☐	☐	☐	☐	☐
2.10	Crosswind, downwind take-off (if practicable)	☐	☐	☐	☐	☐
2.11	Take-off at maximum take-off mass (actual or simulated)	☐	☐	☐	☐	☐
2.12	Approaches (various profiles)	☐	☐	☐	☐	☐
2.13	Limited power take-off and landing	☐	☐	☐	☐	☐
2.14	Autorotations >>> Note 1: FE to select two items from: • Basic • Range • Low speed • 360° turns	☐	☐	☐	☐	☐
2.15	Autorotative landing	☐	☐	☐	☐	☐
2.16	Practice forced landing with power recovery	☐	☐	☐	☐	☐
2.17	Power checks, reconnaissance technique, approach and departure technique	☐	☐	☐	☐	☐
		Examiner initials 				
3	SECTION 3 - NAVIGATION AND EN-ROUTE PROCEDURES					
3.1	Navigation and orientation at various altitudes / heights Map reading	☐	☐	☐	☐	☐
3.2	Maintaining altitude / height Maintaining speed Heading control Airspace observation Altimeter setting	☐	☐	☐	☐	☐
3.3	Flight progress monitor Flight log update Fuel monitor Endurance ETA Track error assessment Re-establishment of correct track Instrument monitoring	☐	☐	☐	☐	☐
3.4	Weather condition observation Diversion planning	☐	☐	☐	☐	☐
3.5	Tracking and positioning by NDB and / or VOR Facilities identification	☐	☐	☐	☐	☐
3.6	ATC liaison and observance of regulations, etc.	☐	☐	☐	☐	☐
		Examiner initials 				



CPL		CPL(H) SKILL TEST				
MANOEUVRES / PROCEDURES		FSTD	H	PASS	FAIL	N / A
4	SECTION 4 - FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS					
4.1	Level flight Heading control Maintaining altitude, height and speed	☐	☐	☐	☐	☐
4.2	Rate 1 level turns onto specified headings, 180° to 360°, left and right	☐	☐	☐	☐	☐
4.3	Climb and descent, including turns at rate 1 onto specified headings	☐	☐	☐	☐	☐
4.4	Recovery from unusual attitudes	☐	☐	☐	☐	☐
4.5	Turns with bank 30°, turns up to 90° left and right	☐	☐	☐	☐	☐
		Examiner initials 				
5	SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES					
>>> Note 2: Procedures shall be simulated where appropriate >>> Note 3: Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single-engine approach and landing, shall be included in the test >>> Note 4: The FE shall select 4 items from (a) to (g)						
5.1	Engine malfunctions, including but not limited to: - Governor failure - Carburetor / engine icing simulation - Engine oil system failure	☐	☐	☐	☐	☐
5.2	Fuel system malfunction	☐	☐	☐	☐	☐
5.3	Electrical system malfunction	☐	☐	☐	☐	☐
5.4	Hydraulic system malfunction	☐	☐	☐	☐	☐
5.5	Approach and landing with hydraulic systems failure Main rotor and / or anti-torque system malfunction	☐	☐	☐	☐	☐
5.6	>>> Note 5: FFS or discussion only	☐	☐	☐	☐	☐
5.7	Fire drills, including smoke control and removal, as applicable	☐	☐	☐	☐	☐
Other abnormal and emergency procedures as outlined in appropriate flight manual For multi-engine helicopters following abnormal / emergency procedures shall be included: Simulated engine failure at take-off: - Rejected take-off at or before TDP or - Safe forced landing at or before DPATO, shortly after TDP or DPATO Landing with simulated engine failure - Landing or go-around following engine failure before LDP or DPBL - Following engine failure after LDP or safe forced landing after DPBL		☐	☐	☐	☐	☐
		Examiner initials 				
B	FLIGHT EXAMINER					
Examiner details	Name		License number			
	Signature		Location and date			

 END 

>>>> **STANDARDIZATION REFERENCE GUIDE - NOT TO BE REPORTED TO NAA** <<<<<

A1	APPENDIX 1 - GLOSSARY, CROSS-REFERENCE, DETAILED INSTRUCTIONS		
(a)	Helicopter to be used	The helicopter used for the skill test shall meet the requirements for training helicopters	
(b)	Route to be flown and airport to be used	The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes	

A2	APPENDIX 2 - FLIGHT TEST TOLERANCE		
Applicants shall demonstrate the ability to:			
(a)	Operate the helicopter within its limitations		
(b)	Complete all manoeuvres with smoothness and accuracy		
(c)	Exercise good judgement and airmanship		
(d)	Apply aeronautical knowledge		
(e)	Maintain control of the helicopter 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 helicopter used:			
HEIGHT	Generally	± 100 ft	
	Simulated major emergencies	± 150 ft	
TRACKING	On radio aids	± 10°	
HEADING	Generally	± 10°	
	Simulated major emergencies	± 15°	
SPEED	Takeoff and approach multi-engine	± 5 knots	
	All other flight regimes	± 10 knots	
GROUND DRIFT	T.O. hover I.G.E.	± 3 knots	
	Landing	No sideways or backward movement	

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END