



FOR OFFICIAL USE

Date of receipt:

Examiners Report for CPL(H) Skill Test

Please complete the form in BLOCK CAPITALS using black or dark blue ink

1. APPLICANT DETAILS

Cyprus DCA Ref. Number:

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Title..... Surname Middle Name Forename.....

Series: Attempt: Date: Place of Test:

Skill Test according to: Part-FCL.320 Part-FCL.725 c) (First Issue of a TR))

I declare that the information provided on this form is correct. Signature

2. FLIGHT TEST

Route						
Helicopter Type and Reg:	Take Off:		Land:		Total:	
Test Sections:	1	2	3	4	5	Other
Sections to be taken:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Result:						
(a)						
(b)						
(c)						
(d)						
(e)						
(f)				N/A		
(g)	N/A		N/A	N/A		
(h)	N/A		N/A	N/A	N/A	
(i)	N/A		N/A	N/A	N/A	
(j)	N/A		N/A	N/A	N/A	
(k)	N/A		N/A	N/A	N/A	
(l)	N/A		N/A	N/A	N/A	
(m)	N/A		N/A	N/A	N/A	
(n)	N/A		N/A	N/A	N/A	
(o)	N/A		N/A	N/A	N/A	
(p)	N/A		N/A	N/A	N/A	
(q)	N/A		N/A	N/A	N/A	
Re-test Sections:						
Test Sections incomplete due:						
Items not completed:						
Re-training required/recommended	Helicopters:			FSTD(if applicable):		
I confirm the applicant's instruction and experience complies with Part-FCL, and I confirm that all the required manoeuvres and exercises have been completed <input type="checkbox"/>						
For Cyprus DCA Examiners Only						
I have assessed the ICAO English Language Proficiency of the Applicant at Level 6: Pass <input type="checkbox"/> Fail <input type="checkbox"/> Not Assessed <input type="checkbox"/>						
If applicant has been assessed for English Language Proficiency at Level 6, DCA Form LIC-032 should be submitted together with this report.						
Examiner's Name:				Examiner's No:		
Examiner's Signature:			Date:	Authorising Competent Authority:		
Non-Cyprus DCA Examiners - I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's Competent Authority (Cyprus DCA) contained in version _____ of the Examiner Differences Document. <input type="checkbox"/>						
Received (Applicant) Signature:				Date:		

Original of this report shall be submitted to the Applicant's Competent Authority.

Copies of the report shall be submitted to (1) The Applicant (2) The Examiner (3) The Examiner's Competent Authority (if different)

SKILL TEST SCHEDULE (as per Part-FCL Appendix 4)			
<i>Use of checklist, airmanship, control of aeroplane or TMG by external visual references, anti-icing procedures, etc. apply in all sections.</i>			
SECTION 1. PRE-FLIGHT/POST-FLIGHT AND PROCEDURES		SECTION 4. FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCES TO INSTRUMENTS	
a.	Helicopter knowledge, (e.g. technical log, fuel, mass and balance, performance), Flight Planning, NOTAMS, Weather	a	Level flight, control of heading, altitude/height and speed
b.	Pre-flight inspection/action, location of parts and purpose	b	Rate 1 level turns onto specified headings, 180° to 360° left and right
c.	Cockpit inspection, Starting procedure		
d	Communication and navigation equipment checks, selecting and setting frequencies	c	Climbing and descending, including turns at rate 1 onto specified headings
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance	d	Recovery from unusual attitudes
f	Parking, Shutdown and Post-flight procedure	e	Turns with 30° bank, turning up to 90° left and right
SECTION 2. HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS		SECTION 5. ABNORMAL AND EMERGENCY PROCEDURES(simulated where appropriate)	
a	Take-off and landing, (lift off and touch down)	Note 1: 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 2: The FE shall select 4 items from the following:	
b	Taxi, hover taxi		
c	Stationary hover with head/cross/tail wind		
d	Stationary hover turns, 360° left and right (spot turns)	a	Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate
e	Forward, sideways and backwards hover manoeuvring	b	Fuel system malfunction
f	Simulated engine failure from the hover	c	Electrical system malfunction
g	Quick stops into and downwind	d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable
h	Sloping ground/unprepared sites landings and take-offs	e	Main rotor and/or anti-torque system malfunction (flight simulator or discussion only)
i	Take-offs (various profiles)	f	Fire drills, including smoke control and removal, as applicable
j	Crosswind, downwind take-off (if practicable)	g	Other abnormal and Emergency procedures as outlined in appropriate flight manual and with reference to Appendix 3 to JAR-FCL 2.240, sections 7 and 8, including for multi-engine helicopters: (a) 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 (b) 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
k	Take-off at maximum take-off mass (actual or simulated)		
l	Approaches (various profiles)		
m	Limited power take-off and landing		
n	Autorotations (FE to select two items from - Basic, range, low speed, and 360° turns)		
o	Autorotative landing		
p	Practice forced landing with power recovery		
q	Power checks, reconnaissance technique, approach and departure technique		
SECTION 3. NAVIGATION-ENROUTE PROCEDURES			
a	Navigation and orientation at various altitudes/heights, map reading		
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting		
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring		
d	Observation of weather conditions, diversion planning		
e	Tracking, positioning (NDB and/or VOR), identification of facilities		
f	ATC liaison and observance of regulations, etc.		

Skill Test for the issue of a CPL

A. General

1. An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. 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.
3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. 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.
5. 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.
6. 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.
7. 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.
8. 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.

C. Content of the skill test for the issue of the CPL — Helicopters

1. The helicopter used for the skill test shall meet the requirements for training helicopters.
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 total duration of the flight(s) shall be at least 90 minutes.**
3. The applicant 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; and
 - (e) maintain control of the helicopter 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 helicopter used.

Height

normal flight ± 100 feet

simulated major emergency ± 150 feet

Tracking on radio aids $\pm 10^\circ$

Heading

normal flight $\pm 10^\circ$

simulated major emergency $\pm 15^\circ$

Speed

take-off and approach multi-engine ± 5 knots all other flight regimes ± 10 knots

Ground drift

T.O. hover I.G.E. ± 3 feet

landing no sideways or backwards movement