



CPL(A) SKILL TEST FORM

1. APPLICATION AND REPORT FOR CPL(A) SKILL TEST				
Applicant's last name(s):				
Applicant's first name(s):				
Signature of applicant:		<p>I certify that I do not hold more than one license per category of aircraft issued under Part-FCL and all my Part-FCL licenses are issued by the same State.</p> <p>Please keep in mind that if the medical report data that supports your aero-medical certificate will not act in Aviation Medicine Unit of AESA your application may be rejected</p>		
Type of licence (*):		FCL Nº (*):		State of licence issue:
1.1 DETAILS OF THE FLIGHT				
CLASS, TYPE OF AIRCRAFT:		A/C REGISTRATION:		
AERODROME OR SITE:	TAKE-OFF TIME:	LANDING TIME:	FLIGHT TIME:	
TOTAL FLIGHT TIME:				
REMARKS:				
TWO WAY RADIOTELEPHONY COMM.:				
		<input type="checkbox"/> SPANISH		<input type="checkbox"/> ENGLISH
2. RESULT OF THE TEST				
Skill test details:				
I have received information from the applicant regarding their experience and training and certify that meets the EASA Part-FCL requirements				
<input type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> PARTIAL PASS				
<input type="checkbox"/> (Tick as appropriate) To examiners who have been certified by another competent authority. I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in current version of the Examiner Differences Document.				
Location and date:				
Examiner's certificate number:		Type of licence:		
		Number of licence:		
Signature of examiner (**):		Name(s):		
		Surname:		
(*) If applicable				
(**) This signature also implies the acceptance of examiner declaration in paragraph 4.				



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3. TEST, CHECKS AND ASSESSMENTS OF COMPETENCE – NOTICE OF FAILURE (To be completed by examiner)

Applicant has been duly notified that failed in the following:

FAILS

SECTION:	SUBSECTION:	JUSTIFICATION:

In accordance with Part FCL, if the applicant fails to pass all sections of the second examination, the examiner shall determine the additional training to be undertaken; furthermore, the applicant shall be required to retake the full skill test. The applicant must provide evidence of this training to the examiner who conducts the next skill test.

MINIMUM TRAINING RECOMMENDED BY THE EXAMINER:

I understand that I have failed the items notified above. I understand that I may not exercise the privileges of my following the failure of this skill test, proficiency check until the successful completion of training and a further skill test, proficiency check.

Received (Applicant's Name):

Signature:

Date:



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4. EXAMINER DECLARATION – SEE FCL.1030

I confirm that:

1. communication with the applicant can be established without language barriers
2. I have received information from the applicant regarding his or her experience and instruction, and have found that the experience and instruction complies with the applicable requirements in Part-FCL
3. the applicant complies with all the qualification, training and experience requirements of Part-FCL for the issue, validation, revalidation or renewal of the licence and/or type rating and/or IR for which this skill test or proficiency check is taken
4. I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
5. I have reviewed and applied the national procedures and requirements of the applicant's competent authority (only applicable where the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate)
6. I have made the applicant aware of his or her right of appeal to the result of the skill test / proficiency check

In application of FCL.1030 and in accordance with the procedures established by AESA,

- Original document of the form shall be submitted to the applicant's competent authority, and
- Copies to
 - The applicant
 - The examiner
 - The examiner's competent authority

5. HOW TO SUBMIT THE DOCUMENTATION TO AESA

The documentation shall be submitted to AESA using one of the following options:

- AESA [E-office](#) by your own
- [AESA E-office](#) by a person authorized by you. In this case must include a written authorisation that includes the personnel details (name and surname, DNI/Passport) yours and the person authorized by you. the authorisation must be signed by you.

If you are a foreign citizen and need to carry out procedures at the AESA E-Office [Sede Electrónica](#) de AESA you can consult the [Guide to the means of registration and identification at the E-Office for foreign citizens](#)

- Spanish Embassy or consular section
- an office of a public body on Spanish territory
- CORREOS 's office /ORVE system (in Spain)
- via postal service, courier service or by your own or person authorized by you, in our AESA 's offices sited in Madrid:

Agencia Estatal de Seguridad Aérea-AESA
División de Licencias al Personal Aeronáutico
Paseo de la Castellana 112
28046.Madrid. España

Please take note: due to Spanish national regulations documents sent via email are not accepted.

CONTACT

If you have any questions please contact us by email to licpiloto.aesa@seguridadaerea.es



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NAME:		SURNAME:		FCL #		AIRCRAFT:		
<i>Appendix 4 to Annex 1 (Part-FCL) of Commission Regulation (EU) No 1178/2011 of 3 November 2011</i>								
<i>Examiner initials when test or check completed</i>								
SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE						PASS	FAIL	
a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS							
b	Aeroplane inspection and servicing							
c	Taxiing and take-off							
d	Performance considerations and trim							
e	Aerodrome and traffic pattern operations							
f	Departure procedure, altimeter setting, collision avoidance (lookout)							
g	ATC liaison — compliance, R/T procedures							
SECTION 2 — GENERAL AIRWORK						PASS	FAIL	
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout							
b	Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls							
c	Turns, including turns in landing configuration. Steep turns 45							
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives							
e	Flight by reference solely to instruments, including: (i) level flight, cruise configuration, control of heading, altitude and airspeed (ii) climbing and descending turns with 10°-30° bank (iii) recoveries from unusual attitudes (iv) limited panel instruments							
f	ATC liaison — compliance, R/T procedures							
SECTION 3 — EN-ROUTE PROCEDURES						PASS	FAIL	
a	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations							
b	Orientation, map reading							
c	Altitude, speed, heading control, lookout							
d	Altimeter setting. ATC liaison — compliance, R/T procedures							
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking							
f	Observation of weather conditions, assessment of trends, diversion planning							
g	Tracking, positioning (NDB, VOR, or track between waypoints), identification of facilities (instrument flight).							
h	Implementation of diversion plan to alternate aerodrome (visual flight)							



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<i>Examiner initials when test or check completed</i>							
SECTION 4 — APPROACH AND LANDING PROCEDURES						PASS	FAIL
a	Arrival procedures, altimeter setting, checks, lookout						
b	ATC liaison — compliance, R/T procedures						
c	Go-around action from low height						
d	Normal landing, crosswind landing (if suitable conditions)						
e	Short field landing						
f	Approach and landing with idle power (single-engine only)						
g	Landing without use of flaps						
h	Post-flight actions						
SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES						PASS	FAIL
This section may be combined with sections 1 through 4							
a	Simulated engine failure after take-off (at a safe altitude), fire drill						
b	Equipment malfunctions including alternative landing gear extension, electrical and brake failure						
c	Forced landing (simulated)						
d	ATC liaison — compliance, R/T procedures						
e	Oral questions						
SECTION 6 — SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS						PASS	FAIL
This section may be combined with sections 1 through 5							
a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)						
b	Asymmetric approach and go-around						
c	Asymmetric approach and full stop landing						
d	Engine shut-down and restart (if selected by the examiner)						
e	ATC liaison — compliance, R/T procedures, Airmanship						
f	As determined by the FE — any relevant items of the class or type rating skill test to include, if applicable: (i) aeroplane systems including handling of autopilot (ii) operation of pressurisation system (iii) use of de-icing and anti-icing system						
g	Oral questions						