



### CPL(H) SKILL TEST FORM

1. APPLICATION AND REPORT FOR CPL(H) SKILL TEST			
Applicant's last name(s):			
Applicant's first name(s):			
Signature of applicant:		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. 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	
Type of licence (*):		FCL Nº (*):	State of licence issue:
1.1 DETAILS OF THE AIRCRAFT 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 <b>examiner declaration</b> 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 comply 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 his/her 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](mailto:licpiloto.aesa@seguridadaerea.es)



**CPL(H) SKILL TEST FORM**

NAME:	SURNAME:	FCL #	AIRCRAFT:

*Appendix 4 to Annex 1 (Part-FCL) of Commission Regulation (EU) No 1178/2011 of 3 November 2011  
Examiner initials when test or check completed*

<b>SECTION 1 — PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES</b>		<b>PASS</b>	<b>FAIL</b>
a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather		
b	Pre-flight inspection/action, location of parts and purpose		
c	Cockpit inspection, starting procedure		
d	Communication and navigation equipment checks, selecting and setting frequencies		
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance		
f	Parking, shutdown and post-flight procedure		
<b>SECTION 2 — HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS</b>		<b>PASS</b>	<b>FAIL</b>
a	Take-off and landing (lift-off and touchdown)		
b	Taxi, hover taxi		
c	Stationary hover with head/cross/tail wind		
d	Stationary hover turns, 360° left and right (spot turns)		
e	Forward, sideways and backwards hover manoeuvring		
f	Simulated engine failure from the hover		
g	Quick stops into and downwind		
h	Sloping ground/unprepared sites landings and take-offs		
i	Take-offs (various profiles)		
j	Crosswind, downwind take-off (if practicable)		
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		



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<b>SECTION 3 — NAVIGATION — EN-ROUTE PROCEDURES</b>		<b>PASS</b>	<b>FAIL</b>
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.		

<b>SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS</b>		<b>PASS</b>	<b>FAIL</b>
a	Level flight, control of heading, altitude/height and speed		
b	Rate 1 level turns onto specified headings, 180° to 360° left and right		
c	Climbing and descending, including turns at rate 1 onto specified headings		
d	Recovery from unusual attitudes		
e	Turns with 30° bank, turning up to 90° left and right		

<b>SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)</b>		<b>PASS</b>	<b>FAIL</b>
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*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 four items from the following.*

a	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate		
b	Fuel system malfunction		
c	Electrical system malfunction		
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable		
e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)		
f	Fire drills, including smoke control and removal, as applicable		
g	Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi-engine helicopters: 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.		