

APPLICATION AND REPORT FOR THE SKILL TEST FOR CPL (H)			
Applicant's last name(s):			
Applicant's first name(s):			
Signature of applicant:		I certify that do not have 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*:			
Licence number*:			
Estate			
1	DETAILS OF FLIGHT		
GROUP, CLASS, TYPE OF AIRCRAFT:		REGISTRATION:	
AERODROME OR SITE:	TAKE-OFF TIME:	LANDING TIME:	FLIGHT TIME:
		TOTAL FLIGHT TIME:	
2	RESULT OF THE TEST		
Skill test details:			
PASS <input type="checkbox"/>		FAIL <input type="checkbox"/>	PARTIAL PASS <input type="checkbox"/>
3	REMARKS		
RTF:	<input type="checkbox"/> SPANISH		<input type="checkbox"/> ENGLISH
I received information from the applicant regarding their experience and training and certify that meets the EASA Part-FCL requirements. <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	
IN APPLICATION OF FCL.1030 AND IN ACCORDANCE WITH THE PROCEDURES ESTABLISHED BY AESA, ORIGINAL DOCUMENT OF THE FORM SHALL BE SUBMITTED TO AND COPIES TO			
		(1) THE APPLICANT'S COMPETENT AUTHORITY	
		(2) THE APPLICANT (2) (3) THE EXAMINER (4) THE EXAMINER'S COMPETENT AUTHORITY	

*If applicable

NAME:	SURNAME:	FCL #	AIRCRAFT:
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Appendix 4
A = Pass; NA = Fail
Examiner initials when test or check completed

SECTION 1 — PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES		A	NA
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		
SECTION 2 — HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS		A	NA
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		
SECTION 3 — NAVIGATION — EN-ROUTE PROCEDURES		A	NA
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.		

NAME:	SURNAME:	FCL #	AIRCRAFT:
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SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS		A	NA
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		
SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)		A	NA
<p><i>Note 1:</i> 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.</p> <p><i>Note 2:</i> The FE shall select four items from the following:</p>			
a	Engine malfunctions, including governor failure, carburettor/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.		