

 <p>APPLICATION & REPORT FORM SINGLE PILOT OPERATIONS (AEROPLANE)</p>	SKILL TEST
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Licence No:

A: APPLICANTS DETAILS – to be completed by the applicant			
Name:		Date of Birth:	
Resident Address:		Phone No:	
Pilot Grand Total Hours:		Medical Class:	
Pilot Night Total Hours:	<i>(CPL Skill Test Only)</i>	Medical Expiry:	
Organisation:		Type of Operations	<input type="checkbox"/> SP/SE <input type="checkbox"/> SP/ME
Aircraft type /Variant:		Date: (dd/mm/yy)	
Applicant's Signature:			

B: TEST DETAILS – to be completed by the examiner	
Skill Test	<input type="checkbox"/> PPL
	<input type="checkbox"/> CPL
	<input type="checkbox"/> Initial Class/Type Rating
	<input type="checkbox"/> Instrument Rating Test

Details of Test:	<input type="checkbox"/> P1 <input type="checkbox"/> P2	<input type="checkbox"/> FSTD <input type="checkbox"/> Aeroplane	
Date of Test: (dd/mm/yy)		FSTD ID / Aeroplane Reg:	
Type of Aeroplane:		ATO Name:	
Departure Airport:		Block Off / Sim Start Time:	UTC
Arrival Airport:		Block On / Sim End Time:	UTC
Results:	<input type="checkbox"/> Pass <input type="checkbox"/> Partial Pass (see page 4) <input type="checkbox"/> Fail (see page 4)	Flight Time / Sim Time:	
<i>I confirm that the test has been carried out in full compliance with the provisions of CAD 1 – PEL.</i>			
Examiner Name:		DFE No:	
Examiner Signature:		Date: (dd/mm/yy)	

C: THEORETICAL KNOWLEDGE – to be completed by the ATO					
Training Course:	<input type="checkbox"/> PPL <input type="checkbox"/> CPL <input type="checkbox"/> Type Rating <input type="checkbox"/> Differences <input type="checkbox"/> Instrument Rating				
Name of Organisation:					
Ground Hours:		Marks %:		Course Duration:	to
HOT/CGI: <small>Name, signature and stamp</small>				Date: (dd/mm/yy)	

At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

D: TEST/TRAINING ITEM		Instructors signature and date when training is completed		Examiner to tick in the appropriate box and signature and date at the end of each section			
		FSTD	Aircraft	Mandatory Items	PASS	FAIL	N/A
Section 1. Departure							
1.1	Pre-flight including: Documentation Mass and Balance, Weather briefing, and NOTAM						
1.2	Pre-start checks						
1.2.1	External						
1.2.2	Internal			M			
1.3	Engine starting: Normal and malfunctions			M			
1.4	Taxiing			M			
1.5	Pre-departure checks: Engine run-up (if applicable)			M			
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)			M			
1.7	Climbing: Vx/Vy, Turns onto Headings, and Level Off			M			
1.8	ATC liaison – Compliance, R/T procedure						
Examiner Signature & Date:							
Section 2. Airwork (VMC)							
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)						
2.2	Steep turns (360° left and right at 45° bank)			M			
2.3	Stalls and recovery: (i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)			M			
2.4	Handling using autopilot and flight director (may be conducted in section 3) if applicable			M			
2.5	UPSET recovery aircraft with high nose attitude and low nose attitude						
2.6	ATC liaison – Compliance, R/T procedure						
Examiner Signature & Date:							
Section 3A. En-route Procedures (VFR)							
3A.1	Flight plan, dead reckoning and map reading						
3A.2	Maintenance of altitude, heading and speed						
3A.3	Orientation, timing and revision of ETAs						
3A.4	Use of radio navigation aids (if applicable)						
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)						
3A.6	ATC liaison – Compliance, R/T procedures						
Examiner Signature & Date:							

Section 3B. Instrument Flight (IFR)		FSTD	Aircraft	Mandatory Items	PASS	FAIL	N/A
3B.1*	Departure IFR			M			
3B.2*	En-route IFR			M			
3B.3*	Holding procedures			M			
3B.4*	3D operations to DH/A of 200' (60 m) or to higher minima if required by the approach procedure (autopilot may be used to glideslope intercept)			M			
3B.5*	2D operations to MDH/A			M			
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns, recoveries from unusual attitudes			M			
3B.7*	Failure of localiser or glideslope						
3B.8*	ATC liaison – Compliance, R/T procedure						
Examiner Signature & Date:							
Section 4. Arrival and Landing							
4.1	Aerodrome arrival procedure			M			
4.2	Normal landing			M			
4.3	Flapless landing			M			
4.4	Crosswind landing (if suitable conditions)						
4.5	Approach and landing with idle power from up to 2000' above the runway (single-engine aeroplane only)						
4.6	Go-around from minimum height			M			
4.7	Night go-around and landing (if applicable)						
4.8	ATC liaison – Compliance, R/T procedure						
Examiner Signature & Date:							
Section 5. Abnormal and Emergency Procedures (This section can be combined with sections 1 through 4)							
5.1	Rejected take-off at a reasonable speed			M			
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)			M			
5.3	Simulated forced landing without power (single-engine aeroplanes only)			M			
5.4	Simulated emergencies: (i) fire or smoke in flight, (ii) systems' malfunctions as appropriate						
5.5	Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft)						
5.6	ATC liaison – Compliance, R/T procedure						
Examiner Signature & Date:							
Section 6. Simulated Asymmetric Flight (This section can be combined with sections 1 through 5)							
6.1*	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)			M			
6.2*	Asymmetric approach and go-around			M			
6.3*	Asymmetric approach and full stop landing			M			
6.4	ATC liaison – Compliance, R/T procedure						
Examiner Signature & Date:							

Licence No: SPL / PPL / CPL / MPL / ATPL:

To be completed by examiner if test is partial pass/fail:

Details of Failed Item(s):	
Signature of Applicant	Signature of Examiner

FOR CAAM USE ONLY

Examiner Authority Checked _____

SATISFACTORY UNSATISFACTORY

Remarks _____

FOI Signature _____

Date _____

Application Fee:	
Receipt No:	
Cheque / P.O:	
Initial:	
Date:	

NOTE:

1. The application is to be filled out by typing or writing clearly in capital letters.

(A) The applicant shall complete (A).

(B) The examiner shall complete (B)

(C) The ATO shall complete theoretical knowledge details for the training course. The course duration begins on the date of the first examination paper and ends on the date of the last completed examination.

(D) Test/training items are to be completed by the instructor and examiner. The instructor shall enter the practical training columns with his signature and date when training is completed. During the skill test, the examiner would tick in the appropriate box, and enter his signature and date at the end of each section.

2. The last page of the form is filled if the applicant has obtained a partial pass or a fail on the test. The examiner shall indicate the reasons why the applicant has failed (the narrative should be factual and succinct), and the applicant shall then sign the column below in agreement of the result.

3. For applicants with a partial pass, the examiner shall keep this form with him after the test and will hand over this form to the next examiner who conducts a subsequent skill test. The new examiner will fill up a new form for the subsequent skill test.

4. The starred item (*), shall be flown solely by reference to instruments. If this condition is not met during the skill test, the type rating will be restricted to VFR only.

5. Instrument flight procedures (Section 3B) shall be performed only by applicants wishing to renew an IR or extend the privileges of that rating to another type.

6. Where letter 'M' appears in the column this will indicate mandatory exercise.

7. To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

8. An FFS or an FNPT II shall be used for practical training for type or multi-engine class rating if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:

a. The qualifications of instructors;

b. The amount of FFS or FNPT II training provided on the course; and

c. The qualifications and previous experience on similar types of the pilot under training.

9. When a skill test is performed in multi-engine operations, the type rating shall be restricted to multi-engine operations.

10. Licence number column: slash the licences that are not applicable and fill up the licence number.

11. If an error was made in the pass/fail/NA tick box column, the examiner shall slash the error, tick the correct box and circle that tick and sign on the right side of the form outside the N/A box. (example below)

CAAM/BOP/FCL/9-MCA-PPC				
Licence No:	CPL ATPL: 2926			
Mandatory Items	PASS	FAIL	N/A	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<i>R</i>

GENERAL REQUIREMENTS:

1. An applicant for a skill test shall have received instruction on the same type of an aeroplane to be used in the test.

2. Failure to achieve a pass in all sections of the test in two attempts will require further training.

3. The applicant shall pass all sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will be assessed as fail and will require the applicant to take the entire test again. Any applicant failing only one section shall be assessed as partial pass and will need to take the failed section again. However, failing only one section of the test may be assessed as a failed test at the discretion of the examiner. Failure in any section of the re-test including those sections that have been passed at a previous attempt will be assessed as fail and will require the applicant to take the entire test again.

4. For single-pilot multi-engine aeroplanes, section 6 of the relevant test, addressing asymmetric flight, shall be passed.

CONDUCT OF TEST:

1. The examiner may choose between different skill test or scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used.

2. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

3. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

4. An applicant can be required to fly the aeroplane from a position where a PIC or co-pilot function, as relevant, can be performed and to carry out the test as if there is no other crew member if taking the test under single pilot conditions. Responsibility for the flight shall be allocated in accordance with the regulations.

5. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. The applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aeroplane on which the test is being taken and, if applicable, with the MCC concept. 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. Decision heights/altitude, minimum descend heights/altitudes and missed approach point shall be agreed upon with the examiner.

6. The examiner shall take no part in the operation of the aeroplane except where intervention is necessary in the interest of safety or to avoid unacceptable delay to other traffic.

FLIGHT TEST TOLERANCE:

1. The applicant shall demonstrate the ability to:

- a. operate the aeroplane 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 aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- f. understand and apply crew coordination and incapacitation procedures, if applicable; and
- g. communicate effectively with the other crew members if applicable.

2. The following limits are for general guidance. The examiner shall make allowance for turbulence conditions and the handling qualities and performance of the type of aeroplane used:

Profile	PPL Skill Tests	CPL Skill Tests	IR Skill Tests & all other Rating Issues and Renewals
Altitude			
Normal Flight	± 150 ft	± 100 ft	± 100 ft
With simulated engine failure (ME)	± 200 ft	± 150 ft	± 100 ft
Limited or partial panel		± 200 ft	± 200 ft
Starting go-around at decision alt/ht			+ 50 ft / - 0 ft
Minimum descent altitude / height			+ 50 ft / - 0 ft
<i>'Not below' minima (from FAF altitude down to MDA/H)</i>			- 0 ft
<i>Circling minima</i>			+ 100 ft / - 0 ft
<i>Asymmetric committal height/altitude</i>	- 0 ft	- 0 ft	- 0 ft
Tracking			
At all times when using a single-needle display	± 10°	± 5°	± 5°
At all times when using a deviation bar display	Full Scale Deflection *	Half Scale Deflection	Half Scale Deflection Azimuth and Flight Path (Precision Approach)
DME arcing			± 1 nm
Heading			
All engines operating	± 10°	± 10°	± 5°
With simulated engine failure (ME)	± 15°	± 15°	± 10°
<i>Limited or Partial panel</i>		± 15°	± 15°
Speed			
Take-off and approach	+ 15 / - 5 kt	± 5 kt	± 5 kt
All other flight regimes	± 15 kt	± 10 kt	± 5 kt
<i>Limited or Partial Panel</i>			± 10 kt
With simulated engine failure			+ 10 / - 5 kt

Note 1.- Entries in italics are suggested tolerances.

Note 2.- Where a test is flown for more than one purpose, i.e. licence issue and class rating issue, examiners should be mindful of the less stringent tolerances shown above.