



## CPL (A) SKILL TEST FORM

Direction de l'Aviation Civile  
Grand-Duché de Luxembourg

App. 4 to Annex I of Commission Regulation (EU) 1178/2011 / FCL.320

### APPLICATION AND REPORT FORM for the CPL(A) skill test

Applicant's last name:		First names:	
Licence held :		Applicant's licence number:	
Signature:		Issuing State :	

### 1. Details of the flight

Class / Type of aeroplane:		Registration:	
Departure aerodrome :		Destination aerodrome:	
Landing time :		Take-off time:	
Flight time :		Total flight time:	

### 2. Result of the test

Détails de l'épreuve :  
Skill Test details :

<b>PASSED *</b>	<b>FAILED *</b>	<b>PARTIAL PASS*</b>
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### 3. Remarks


### The examiner confirms the adherence to FCL.1030 a) through d)

Location and date :		Type and number of FE's licence:	
Signature of FE :		Name of FE in capitals:	

\* delete as necessary



Date:	Applicant's licence number:
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## Appendix 4 to Annex I of Commission Regulation (EU) 1178/2011

### Skill test for the issue of a CPL(A)

#### 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.

#### B. Content of the skill test for the issue of a CPL — Aeroplanes

1. The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.
2. The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 90 minutes.
3. 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; and
  - (e) maintain control of the aeroplane 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 aeroplane used.

##### Height

normal flight  $\pm 100$  feet  
with simulated engine failure  $\pm 150$  feet

Tracking on radio aids  $\pm 5^\circ$

##### Heading

normal flight  $\pm 10^\circ$   
with simulated engine failure  $\pm 15^\circ$

##### Speed

take-off and approach  $\pm 5$  knots  
all other flight regimes  $\pm 10$  knots

#### CONTENT OF THE TEST

5. Items in section 2(c) and (e)(iv), and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.

Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

Date:	Applicant's licence number:
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**Appendix 4 to Annex I - Contents of the skill test for the issue of a CPL(A)**

<b>SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE</b>		
		Examiner's Initials when test completed
a.	Pre-flight, including: Documentation, Mass and balance determination, Weather brief	
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	
<b>SECTION 2 GENERAL AIRWORK</b>		
a.	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout	
b.	Flight at critically low airspeed 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: <ul style="list-style-type: none"> <li>i. Level flight, cruise configuration, control of heading, altitude and airspeed</li> <li>ii. Climbing and descending turns with 10° – 30° bank</li> <li>iii. Recoveries from unusual attitudes</li> <li>iv. Limited panel instruments</li> </ul>	
f.	ATC liaison – compliance, R/T procedures	
<b>SECTION 3 EN-ROUTE PROCEDURES</b>		
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 or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)	

Date:	Applicant's licence number:
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Appendix 4 to Annex I (continued)

## SECTION 4 APPROACH AND LANDING PROCEDURES

		Examiner's Initials when test completed
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

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/TYPE ITEMS

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 a flight simulator)	
b.	Asymmetric approach and go-around	
c.	Asymmetric approach and full stop landing	
d.	Engine shutdown and restart	
e.	ATC liaison – compliance, R/T procedures, Airmanship	
f.	As determined by the Flight Examiner – any relevant items of the class/type rating skill test to include, if applicable: <ul style="list-style-type: none"> <li>i. Aeroplane systems including handling of autopilot</li> <li>ii. Operation of pressurisation system</li> <li>iii. Use of de-icing and anti-icing system</li> </ul>	
g.	Oral questions	





**Direction de l'Aviation Civile**  
Grand-Duché de Luxembourg

## INFORMATION NOTE ON DATA PROTECTION

NOTICE D'INFORMATION SUR LA PROTECTION DES DONNEES

### Personnel licences

Licences du personnel

Personal data are processed for the purpose of aviation safety by guaranteeing that only persons possessing the required competences obtain a pilot licence, aircraft maintenance licence or cabin crew attestation.

The data subject has the right :

- to access to their personal data,
- to rectification or erasure of personal data or restriction of processing,
- to object to processing,

by contacting the data protection officer ([dpo@av.etat.lu](mailto:dpo@av.etat.lu)). Proof of identity has to be included in the request (ex. copy of identity card or passport, licence number, etc.).

Failure to provide the requested data will prevent the issuance, renewal/revalidation or transfer of the licence or attestation.

**For more detailed information on the protection of your personal data, please consult our website:**

<https://dac.gouvernement.lu/en/data-protection.html>

Les données à caractère personnel sont traitées en vue de la sécurité des activités aériennes en garantissant que seules les personnes possédant les compétences requises obtiennent une licence de pilote, une licence de maintenance d'aéronef ou un certificat de membre d'équipage.

Toute personne concernée a le droit :

- d'accéder à ses données personnelles,
- de demander la rectification ou l'effacement des données personnelles, ou la limitation du traitement,
- de s'opposer au traitement,

en contactant le délégué à la protection des données ([dpo@av.etat.lu](mailto:dpo@av.etat.lu)). Une preuve de l'identité doit être jointe à la demande (ex. copie de la carte d'identité ou du passeport, numéro de la licence, etc.).

Le fait de ne pas fournir les données à caractère personnel requises à la DAC fera obstacle à la délivrance, le renouvellement/la revalidation ou le transfert de la licence ou du certificat en question.

**Pour des informations plus détaillées sur la protection de vos données personnelles, veuillez consulter notre site web :**

<https://dac.gouvernement.lu/fr/protection-donnees.html>

