



Direction de l'Aviation Civile  
Grand-Duché de Luxembourg

## CPL (H) SKILL TEST FORM

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

### APPLICATION AND REPORT FORM for the CPL(H) 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 helicopter:		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(H)

#### 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.

#### C. Content of the skill test for the issue of the CPL — Helicopters

1. The helicopter used for the skill test shall meet the requirements for training helicopters.
2. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.
3. The applicant shall demonstrate the ability to:
  - (a) operate the helicopter 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 helicopter 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 helicopter used.

##### Height

normal flight  $\pm 100$  feet

simulated major emergency  $\pm 150$  feet

Tracking on radio aids  $\pm 10^\circ$

##### Heading

normal flight  $\pm 10^\circ$

simulated major emergency  $\pm 15^\circ$

##### Speed

take-off and approach multi-engine  $\pm 5$  knots

all other flight regimes  $\pm 10$  knots

##### Ground drift

T.O. hover I.G.E.  $\pm 3$  feet

landing no sideways or backwards movement

#### CONTENT OF THE TEST

5. Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-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(H)**

<b>SECTION 1 — PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES</b>		
		Examiner's Initials when test completed
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>		
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	
<b>SECTION 3 — NAVIGATION — EN-ROUTE PROCEDURES</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.	

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

### SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS

		Examiner's Initials when test completed
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)

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, 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.	



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>



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