



DIREÇÃO DE LICENCIAMENTO E EXAMINAÇÃO
DEPARTAMENTO DE EXAMINAÇÃO

ST CPL(A) – Skill Test Commercial Pilot Licence (Aeroplane)

Fill in **BLUE** or **BLACK** ink, with **BLOCK CAPITALS**, after checking the instructions contained in the annex to this form.

SECTION A – APPLICANT DETAILS

Complete name	ANAC number / Student pilot card number
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Examiner shall check the Course Completion Certificate issued by the ATO, prior to the conduct of the Skill Test

SECTION B – SKILL TEST CPL(A)

B.1 – Attempts					B.2 – Aeroplane					
Attempt number	(If applicable) date of previous attempt				Class/Type	Manufacturer/Model				
B.3 – Details										
Flt	Date	Conducted in		Registration	Departure AD	Arrival AD	Start time	Finish time	Duration	Ldgs
1		<input type="checkbox"/> A/C	<input type="checkbox"/> FSTD							
2		<input type="checkbox"/> A/C	<input type="checkbox"/> FSTD							
3		<input type="checkbox"/> A/C	<input type="checkbox"/> FSTD							
									Total duration & Ldgs:	
B.4 – Result					B.5 – Applicant Declaration					
<input type="checkbox"/> PASS					I declare that I have been informed of the result of the Test. Signature:					
<input type="checkbox"/> PARTIAL PASS										
<input type="checkbox"/> FAIL										
B.6 – Examiner					B.7 – (If applicable) ANAC Inspector / Senior Examiner					
Name					Name					
Examiner Certificate number/Member State					Examiner Certificate number/Member State					
FCL.1030(b)(3)(iv) – Applicant's experience and training complies with the applicable requirements of PART-FCL. FCL.1030(b)(3)(v) – All required manoeuvres and exercises have been completed in accordance with PART-FCL. "Non-ANAC" Examiners only: FCL.1030(b)(3)(iv) - I have reviewed and applied the relevant national procedures and requirements of the applicants Competent Authority contained in the Examiner Differences Document, version:										
Examiner signature					ANAC Inspector / Senior Examiner signature					

SECTION C – REMARKS / REASONS FOR FAILURE (AS APPLICABLE)

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Date	Applicants name
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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.

Shaded and starred (*) items 2.3 and 2.5(iv) and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.

SECTION 1 – PRE-FLIGHT OPS & DEPARTURE	PASS	FAIL
Pre-flight including:		
a) Flight planning, documentation, Mass & balance determination, weather brief, NOTAMs		
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		

SECTION 2 – GENERAL AIRWORK	PASS	FAIL
a) Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout		
b) Flight at critically low airspeeds 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"> (i) level flight, cruise configuration, control of heading, altitude and airspeed (ii) climbing and descending turns with 10°-30° bank (iii) recoveries from unusual attitudes (iv)* limited panel instruments 		
f) ATC liaison – compliance, R/T procedures		

SECTION 3 – EN-ROUTE PROCEDURES	PASS	FAIL
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, VOR, or track between waypoints), identification of facilities (instrument flight)		
h) Implementation of diversion plan to alternate aerodrome (visual flight)		

SECTION 4 – APPROACH & LANDING PROCEDURES	PASS	FAIL
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) Single-engine aeroplane only: Approach and landing with idle power		
g) Landing without use of flaps		
h) Post flight actions		

SECTION 5 – ABNORMAL & EMERGENCY PROCEDURES	PASS	FAIL
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	PASS	FAIL
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 an FFS)		
b)* Asymmetric approach and go-around		
c)* Asymmetric approach and full stop landing		
d)* Engine shut-down and restart (if selected by the examiner)		
e)* ATC compliance, R/T procedures or airmanship		
f)* As determined by the FE: any relevant items of the class or type rating skill test to include, if applicable: <ul style="list-style-type: none"> i. aeroplane systems including handling of autopilot; ii. operation of pressurisation system; iii. use of de-icing and anti-icing system. 		
g)* Oral questions		

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature
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INSTRUCTIONS

DO NOT PRINT THIS PAGE, UNLESS STRICTLY NECESSARY

Instruction pages contain a summary of applicable procedures and Regulations. They shall be complemented by checking applicable Regulations, Examiner Handbook and EASA Examiner Differences Document.

Incomplete forms or with filling deficiencies, will be rejected, stopping any application process.

Conditions

Examiner: ANAC Inspector or FE(A) with FCL.1005.FE(a)(2) privileges.

Prior notification: , MANDATORY up to 05 days prior of planned date (ANAC Examiners: [webportal](#); NON-ANAC Examiners: [webportal](#) or [e-mail as in Examiner Differences Document](#)).

ANAC approval: MANDATORY (check [webportal](#) or [e-mail](#), as applicable).

Experience & crediting: FCL.315, FCL.315.A, Appendix 3 – “*Training courses for the issue of a CPL and an ATPL*”.

A Course Completion Certificate shall be handed by the ATO to the Examiner prior to the conduct of the Test.

EXAM SHALL NOT TAKE PLACE IF THE COURSE COMPLETION CERTIFICATE IS NOT PRESENTED TO THE EXAMINER, IF NOT PROPERLY FILLED AND NOT SIGNED.

Exam duration: according GM1 FCL.1015, at least 04 hours total, of which at least 90 minutes flight (including navigation section).

Timeframe: All relevant sections of the skill test shall be completed within six months.

Licence endorsement: Not applicable.

Exam report: MANDATORY, up to 15 days after planned date (ANAC Examiners: [webportal](#); NON-ANAC Examiners: [e-mail](#) or [webportal](#) as applicable;).

Filling instructions

Fill hours and times as hh:mm and dates in dd/mm/yyyy format .

SECTION A: Self-explanatory.

SECTION B.1: Indicate attempt number. In case of a re-test, indicate the date of the previous attempt.

NOTE 1: Form(s) of previous attempt(s) shall be attached to this Form and verified by the Examiner.

NOTE 2: Examiner shall check the **Course Completion Certificate issued by the ATO**, before starting the Test.

SECTION B.2: Indicate the aeroplane class/type used in the Test in accordance with the “[EASA Type Rating & License Endorsement List Flight Crew](#)” (e.g.: *SEP, MEP, etc.*) and manufacturer and model (e.g. *Cessna C172, Piper PA28*).

SECTION B.3: Fill the flight or FSTD details in line 1.

In case the Test is conducted in more than one flight/FSTD session, use additional lines 2 and 3 for subsequent flight(s)/FSTD session(s).

In case an **aircraft is used**, all items are self-explanatory, except:

- “**Start time**”, “**Finish time**” and “**Duration**”, according definitions contained in FCL.010, for flight time.

In case an **FSTD is used**, all items self-explanatory, except:

- “**Registration**” column, insert the FSTD Qualification Certificate number;
- “**Departure AD**” and “**Arrival AD**” are not mandatory;
- “**Start time**” and “**Finish time**” will be the time of start and end of the FSTD session, respectively;
- “**Duration**” will be the session time.

“**Total duration & Ldgs**” is respectively the sum of duration times and sum of landings, if more than one flight was conducted (line 1+2+3).

SECTION B.4: Grade according to “**Pass/fail policy**” detailed below.

SECTION B.5: Self-explanatory.

If the applicant refuses to sign, the Inspector/senior examiner shall record the fact in SECTION C.
ANAC shall be informed with undue delay, with a short report of the event.

SECTION B.6: Self-explanatory.

By signing, the Examiner acknowledges the declarations contained within the section.

NON-ANAC Examiners, shall enter the current *Examiner Differences Document* version, after reviewing it.

No stamps allowed, except ANAC Inspectors.

SECTION B.7: Applicable only in case of an **ANAC supervision**, **Examiner Assessment of Competence** or **Examiner Standardization Session**, simultaneously to the Test, in which case the ANAC Inspector or authorized Senior Examiner fills and signs this section.

By signing, the Inspector or Senior Examiner acknowledges the declarations contained within the section.

No stamps allowed, except ANAC Inspectors.

SECTION C: Any remarks deemed necessary.

Items failed / reasons for failure will be justified here.

If insufficient space, attach a page detailing date, type of Test, applicant name and signature, Inspector/senior examiner name and signature.

SECTION 1 to 6: Grade each item in respective PASS or FAIL columns, with short signature (containing the Inspector/Senior Examiner initials), in appropriate box.

Do not grade with crosses (X) or check marks (✓).

At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. In such case the FE, shall write the number “2” (indicating 2nd attempt) next to the signature/initials in the applicable item.

In accordance with FCL.1030(b)(3)(ii), if an item has been failed, the examiner shall record the reasons for this assessment.



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Regulations

FCL.320 – CPL Skill Test.

Appendix 4 - Skill test for the issue of a CPL.

Flight test tolerance limits

Height

normal flight ± 100 ft

with simulated engine failure..... ± 150 ft (if ME aeroplane is used)

Tracking on radio aids $\pm 05^\circ$

Heading

normal flight $\pm 10^\circ$

with simulated engine failure..... $\pm 15^\circ$ (if ME aeroplane is used)

Speed

take-off and approach..... ± 05 knots

all other flight regimes ± 10 knots

The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Conduct of the test

Applicants for a CPL shall demonstrate through the completion of a Skill Test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

An applicant shall have received flight instruction on the same class or type of aircraft to be used for the Skill Test.

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.

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.

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.

At the discretion of the FE, any manoeuvre or procedure of the Test may be repeated once by the applicant. In such case the FE, shall write the number "2" (indicating 2nd attempt) next to the signature/initials in the applicable item.

The FE may stop the Test at any stage if it is considered that the applicants' demonstration of flying skills requires a complete re-test.

Should the applicant choose to terminate the Skill Test for reasons considered inadequate by the Flight Examiner (FE), grade "FAIL" in section B.4. The applicant shall retake the entire Skill Test, for which a new FORM shall be used.

If the Test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight. In such case, the same FORM shall be used, completing the missing items/sections.

Pass/fail policy

An applicant shall pass all the relevant sections of the Skill Test. In such case, grade "PASS" in section B.4 of this FORM.

Failure in any item of a section will cause the applicant to fail the entire section.

In accordance with FCL.1030(b)(3)(ii), if an item has been failed, the examiner shall record the reasons for this assessment. **Section C** shall be used for that purpose.

Failure in more than one section will require the applicant to take the entire Test again. In such case, grade "FAIL" in section B.4.

An applicant **failing only in one section** shall only repeat the failed section. In such case, grade "PARTIAL PASS" in section B.4.

Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire Test again.

Failure to achieve a pass in all relevant sections of the Test in two attempts will require further practical training.

NOTE: When the Test is repeated (following a PARTIAL PASS or FAIL), a new FORM shall be used.

FORM(S) of previous attempt(s) shall be passed to the new examiner and attached to the new FORM.