



**DIREÇÃO DE SEGURANÇA OPERACIONAL
DEPARTAMENTO DE LICENCIAMENTO DE PESSOAL E FORMAÇÃO**

ST CPL(H) – Skill Test Commercial Pilot Licence (Helicopter)

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

Examiner shall check the Course Completion Certificate issued by the ATO, prior to the conduct of the Skill Test

SECTION B – SKILL TEST CPL(H)										
B.1 – Attempts					B.2 – Helicopter					
Attempt number	(If applicable) date of previous attempt				Type	Variant				
B.3 – Details										
Flt	Date	Conducted in		Registration	Depart. location	Arrival location	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 <input type="checkbox"/> PARTIAL PASS <input type="checkbox"/> FAIL			I declare that I have been informed of the result of the Test. Signature:							
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	Applicant name
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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.

Items in section 4 shaded and starred (*), may be performed in a helicopter FNPT or a helicopter FFS.

SECTION 1 – PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES	PASS	FAIL
1.1 Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather		
1.2 Pre-flight inspection/action, location of parts and purpose		
1.3 Cockpit inspection, starting procedure		
1.4 Communication and navigation equipment checks, selecting and setting frequencies		
1.5 Pre-take-off procedure, R/T procedure, ATC liaison-compliance		
1.6 Parking, shutdown and post-flight procedure		

SECTION 3 – NAVIGATION - EN-ROUTE PROCEDURES	PASS	FAIL
3.1 Navigation and orientation at various altitudes/heights and map reading		
3.2 Altitude/height, speed, heading control, observation of airspace and altimeter setting		
3.3 Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error, re-establishment of correct track and instrument monitoring		
3.4 Observation of weather conditions and diversion planning		
3.5 Tracking, positioning (NDB and/or VOR), identification of facilities		
3.6 ATC liaison and observance of regulations, etc.		

SECTION 2 – HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS	PASS	FAIL
2.1 Take-off and landing (lift off and touch down)		
2.2 Taxi and hover taxi		
2.3 Stationary hover with head, cross and tail wind		
2.4 Stationary hover turns, 360° left and right (spot turns)		
2.5 Forward, sideways and backwards hover manoeuvring		
2.6 Simulated engine failure from the hover		
2.7 Quick stops into and downwind		
2.8 Sloping ground or unprepared sites landings and take-offs		
2.9 Take-offs (various profiles)		
2.10 Crosswind and downwind take-off (if practicable)		
2.11 Take-off at maximum take-off mass (actual or simulated)		
2.12 Approaches (various profiles)		
2.13 Limited power take-off and landing		
2.14 Autorotations (FE to select two items from: basic, range, low speed, and 360° turns)		
2.15 Autorotative landing		
2.16 Practice forced landing with power recovery		
2.17 Power checks, reconnaissance technique, approach and departure technique		

SECTION 4 – FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS	PASS	FAIL
4.1* Level flight, control of heading, altitude/ height and speed		
4.2* Rate 1 level turns onto specified headings, 180° to 360° left and right		
4.3* Climbing and descending, including turns at rate 1 onto specified headings		
4.4* Recovery from unusual attitudes		
4.5* Turns with 30° bank, turning up to 90° left and right		

SECTION 5 – ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)	PASS	FAIL
Note (1) Where the test is conducted on an ME helicopter a simulated engine failure drill, including an SE approach and landing shall be included in the test.		
Note (2) The FE shall select four items from the following:		
5.1 Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate		
5.2 Fuel system malfunction		
5.3 Electrical system malfunction		
5.4 Hydraulic system malfunction, including approach and landing without hydraulics, as applicable		
5.5 Main rotor and/or anti-torque system malfunction (FFS or discussion only)		
5.6 Fire drills, including smoke control and removal, as applicable		
5.7 Other abnormal and emergency procedures as outlined in appropriate flight manual, including for ME helicopters: (a) Simulated engine failure at take-off: (1) rejected take-off at or before DTP or safe forced landing at or before DPATO; (2) shortly after TDP or DPATO. (b) Landing with simulated engine failure: (1) landing or go-around following engine failure before LDP or DPBL; (2) following engine failure after LDP or safe forced landing after DPBL.		

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(H) with FCL.1005.FE(b)(2) privileges.

Prior notification: MANDATORY up to 05 days prior of planned date (ANAC Examiners: [webportal](#); NON-ANAC Examiners: [e-mail](#)).

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

Experience & crediting: FCL.315, 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](#)).

Filling instructions

Fill hours and times as **hh:mm** and dates in **dd/mm/yy** 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 helicopter type used in the Test in accordance with the “[EASA Type Rating & License Endorsement List Flight Crew](#)” and variant (if applicable).

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

In case the Test is conducted in more than one flight, use additional lines 2 and 3 for subsequent flight(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 location**” and “**Arrival location**” 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 5: 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. Section C shall be used for that purpose.



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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 forward flight ± 100 ft

with simulated major emergency ± 150 ft

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

Heading

normal forward flight $\pm 10^\circ$

with simulated major emergency $\pm 15^\circ$

Speed

take-off and approach multi-engine ± 05 knots

all other flight regimes ± 10 knots

Ground drift

take-off hover I.G.E. ± 3 ft

landing no sideways or backwards movement

The FE should make allowance for turbulent conditions and the handling qualities and performance of the helicopter 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 helicopter used for the Skill Test shall meet the requirements for training helicopters.

An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the Test as if there is no other crew member.

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.

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.