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| SECTION: | LICENSING FORMS | LIF-AFC-005 |
| TITLE: | CPL FLIGHT CHECK - FLIGHT CREW LICENSING EXAMINATION APPLICATION CHECK FORM SPA - SINGLE ENGINE AEROPLANE | |

CPL SE Land Sea Turboprop Turbojet

COMPLETE IN CAPITAL LETTERS

| A-APPLICANTS DETAILS TO BE COMPLETED BY THE APPLICANT | | | | | | | | | | | |
|--|------------------------------|-------------------------------------|-------------------------------|------------------------|---|--|-----|---------------------|----------------|-------|--|
| Type of licence: | <input type="checkbox"/> PPL | <input type="checkbox"/> CPL | <input type="checkbox"/> ATPL | Licence No. | | State of issue | | | | | |
| Name | | | | | | Phone No. | | | | | |
| Address | | | | | | Email | | | | | |
| Organization | | | | | | Signature of applicant | | | | | |
| AC Type / Variant | | | | | | | | | | | |
| AC Registration | | Date | | | | | | | | | |
| B -THEORETICAL TRAINING TO BE COMPLETED BY THE FTO | | | | | | | | | | | |
| Theoretical knowledge course minimum pass mark (75%) obtained in all seven subject areas, and the minimum course completion hours have been attained by the applicant. | | | | | | | | | | | |
| Name of FTO | | | | | Course period (dd/mm/yy) From: / / To: / / | | | Ground Hours | | | |
| Head of Training or Chief Ground Instructor signature | | | | | Name in capital letters | | | Date | | | |
| C – FLIGHT TRAINING TO BE COMPLETED BY THE CHIEF FLIGHT INSTRUCTOR FOR THE FTO | | | | | | | | | | | |
| AC Type and Variant STD Type and Variant | P1 Hrs | Course Completion Date dd/mm/yy | Location | STD Level | Chief Flight Instructor's name FI No. Company Stamp and Signature | | | | | | |
| AIRCRAFT: | | / / | | | | | | | | | |
| STD: | | / / | | | | | | | | | |
| AIRCRAFT | | / / | Take offs: _____# | Landings: _____# | | | | | | | |
| D – FLIGHT TEST/CHECK TO BE COMPLETED BY THE EXAMINER | | | | | | | | | | | |
| AIRCRAFT REGISTRATION (Full A6 Number) | P1 Hrs | Completion dd/mm/yy | Location | | | Examiner 's name FE No. Stamp and signature | | | | | |
| Aircraft exterior check: Performed | | | | | | | | | | | |
| D1 – Take offs in a/c: _____# | | | | | | | | | | | |
| D2 – Landings in a/c : _____# | | | | | | | | | | | |
| Logbook Hours | PIC | Solo | Solo X- Country | Total X- Country | SPIC | Instrument (Simulated & Actual) | IFR | Dual Instruction | Total Night | TOTAL | |
| Aeroplane | | | | | | | | | | | |
| E-RESULTS IF PASSED COMPLETE AS ENTERED IN THE LICENCE (XII), IF FAILED ENTER REASON IN SECTION G- REMARKS | | | | | | | | | | | |
| PASSED | FAILED | License & Rating (If Applicable) | Date of test dd/mm/yy | Examiner Number | Examiner Name | Signature & Stamp | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | |



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**F-TEST / CHECK ITEMS
TO BE COMPLETED BY THE EXAMINER**

| A | Reason Codes | | | | | Attempt | | Checked In A | S SB SR US | Examiner Initial |
|---|--------------|---|---|---|---|---------|---|--------------|---------------------|------------------|
| | C | A | M | P | S | 1 | 2 | | | |

SECTION 1: PRE-FLIGHT OPERATIONS & DEPARTURE

Use of checklists, airmanship (control of aeroplane by external reference, anti/de-icing procedures etc), single pilot resource management
Aeronautical decision making, threat and error management and good visual lookout apply in all sections of the Test

| | | | | | | | | | | | | | |
|-----------|---|--|--|--|--|--|--|--|--|--|--|--|--|
| 1a | Pre-flight including documentation, mass and balance determination and weather briefing | | | | | | | | | | | | |
| 1b | Aeroplane inspection and servicing | | | | | | | | | | | | |
| 1c | Taxiing and take-off | | | | | | | | | | | | |
| 1d | Performance considerations and trim | | | | | | | | | | | | |
| 1e | Aerodrome and traffic pattern operations | | | | | | | | | | | | |
| 1f | Departure procedures, altimeter setting and collision avoidance (lookout) | | | | | | | | | | | | |
| 1g | Aerodrome departure procedures | | | | | | | | | | | | |
| 1h | ATC liaison – Compliance, R/T procedure | | | | | | | | | | | | |

SECTION 2: GENERAL AIRWORK

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 2a | Control of aeroplane by external visual reference, including straight and level, climb, descent, and lookout | | | | | | | | | | | | |
| 2b | Flight at critically low airspeed including recognition of and recovery from incipient and full stalls | | | | | | | | | | | | |
| 2c | Turns, including turns in landing configuration | | | | | | | | | | | | |
| 2d | Steep turns 45o bank | | | | | | | | | | | | |
| 2e | Flight at critically high airspeeds, including recognition of and recovery from spiral dives. | | | | | | | | | | | | |
| 2f | Flight by reference solely to instruments, including: i. Level flight, cruise configuration, control of heading, altitude and airspeed ii. Climbing and descending turns with 10o to 30o bank iii. Recoveries from unusual attitudes iv. Limited panel instruments | | | | | | | | | | | | |
| 2g | ATC liaison – Compliance, R/T procedure | | | | | | | | | | | | |

SECTION 3: EN-ROUTE PROCEDURES

| | | | | | | | | | | | | | |
|-----------|---|--|--|--|--|--|--|--|--|--|--|--|--|
| 3a | Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations | | | | | | | | | | | | |
| 3b | Orientation, map reading | | | | | | | | | | | | |
| 3c | Altitude, speed, heading control, and lookout | | | | | | | | | | | | |
| 3d | Altimeter setting procedures | | | | | | | | | | | | |
| 3e | Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking | | | | | | | | | | | | |



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|-----------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 3f | Observation of weather conditions, assessment of trends, diversion planning | | | | | | | | | | | | | | | | | |
| 3g | ATC liaison – Compliance, R/T procedure | | | | | | | | | | | | | | | | | |

SECTION 4: APPROACH AND LANDING PROCEDURES

| | | | | | | | | | | | | | | | | | | |
|-----------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 4a | Aerodrome arrival procedures, altimeter setting, checks and lookout | | | | | | | | | | | | | | | | | |
| 4b | Go-around action from low/minimum height | | | | | | | | | | | | | | | | | |
| 4c | Normal landing, crosswind landing (is suitable conditions) | | | | | | | | | | | | | | | | | |
| 4d | Precision landing (short field), cross wind, if suitable conditions available | | | | | | | | | | | | | | | | | |
| 4e | Approach and landing with idle power | | | | | | | | | | | | | | | | | |
| 4f | Flapless landing | | | | | | | | | | | | | | | | | |
| 4g | Post flight actions | | | | | | | | | | | | | | | | | |
| 4h | ATC liaison – Compliance, R/T procedure | | | | | | | | | | | | | | | | | |

**SECTION 5: ABNORMAL AND EMERGENCY PROCEDURES
(The items in this section may be conducted during Sections 1 through 4)**

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|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 5a | Simulated engine failure after take-off, fire drill | | | | | | | | | | | | | | | | | |
| 5b | Simulated forced landing | | | | | | | | | | | | | | | | | |
| 5c | Equipment malfunctions including: i. Alternative landing gear extension ii. Electrical failure iii. Brake failure | | | | | | | | | | | | | | | | | |
| 5d | Oral questions | | | | | | | | | | | | | | | | | |
| 5e | ATC liaison – Compliance, R/T procedure | | | | | | | | | | | | | | | | | |

**SECTION 6: RELEVANT CLASS/TYPE ITEMS –
As appropriate for the Class/Type of aircraft**

| | | | | | | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 6a | Pressurization and air-conditioning (if installed) | | | | | | | | | | | | | | | | | |
| 6b | Pitot/static system | | | | | | | | | | | | | | | | | |
| 6c | Hydraulic system (If installed) | | | | | | | | | | | | | | | | | |
| 6d | RNAV/FMS/GPS System (If installed) | | | | | | | | | | | | | | | | | |
| 6e | Handling of autopilot (if installed) | | | | | | | | | | | | | | | | | |
| 6f | Oral questions – this will include a review of the abnormal and emergency procedures | | | | | | | | | | | | | | | | | |

G – REMARKS

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| G – REMARKS | | |
|-------------|--|--|

| | | |
|------------------------|--|------------------------------|
| Examiner's Name | | Signature & Stamp |
| FE No. | | |
| | | |



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H – INSTRUCTIONS

This form applies to flight crews for CPL skills test on single-engine complex, single pilot aeroplanes. The application is to be filled out by typing or writing clearly in capital letters.

- (A) The applicant shall complete this section.
- (B) The ATO shall complete this section. This section shall be signed by the Head of Training.
- (C) The Chief Flight Instructor shall complete section C. The first column is reserved for the listing of the Aircraft and STD types and variants used during the training course. Column 2 indicated the number of P1 hours conducted by the student in each type of equipment. Column 4 is to be used for the STD (if applicable) and its location and approval level. The final row, Aircraft, shall list the total number of aircraft hours the course completion date and the total number of take-off and landings conducted by the applicant throughout the course.
- (D) The Examiner shall complete section D. The first column is reserved for the aircraft registration and the second column is reserved for P1 hours accumulated during the check flight. The third column is reserved for the date of successful completion of the check. The fourth column is reserved for the location (departure airport) of the check. The aircraft exterior check must be completed on the same date as successful completion of the check and lines D1 and D2 must show the number of take-offs and landings in the aircraft on the date of the check (this will be no lower than those required in sections 4 and 5).
- (E) To be completed by the examiner. As an example, the examiner would enter CPL (A) in row 1 along with the date of the test, his examiner number, name, stamp and signature.
- (F) The examiner will ensure that each row and column is completed and reason codes listed for any 2nd attempts.
- (G) The examiner shall enter general remarks concerning the examination in this section. If the applicant fails the test, the examiner shall indicate the reasons why (the narrative should be factual and succinct. Additionally, the examiner will note the amount of time spent on the ground oral examination of the check. Lastly any SB or SR items are required to have information entered into this section.

Symbology

A=Aeroplane; STD=Synthetic Training Device; TKI=Theoretical *Knowledge* Instructor; Sim=Simulated

Reason Codes

C = CRM; A = Automation Management; M = Manual Flying skills; P = Procedural Knowledge and Execution; S = System Knowledge and application

Attempts

1 = First Attempt 2 = Final Attempt

Explanation Codes

S = Satisfactory; SB = Satisfactory with Briefing; SR = Satisfactory with Remedial Training; US = Unsatisfactory

RESERVED FOR CAMA USE