



Flight Operations Standards Department
Flight Crew Licensing & Training Section - Skill Test Reports
Commercial Pilot License (CPL) Skill Test Report
 Airplane Only - Appendix 2 to JCAR-FCL 1.170

| | | | |
|-----------------------------|--------|------------------|--------------|
| ☐ Applicant Name | | ☐ Examiner Name | |
| ☐ FTO Name | | ☐ Date of Test | |
| ☐ Airplane Type & Number | | ☐ Flight Time | |
| ☐ Skill Test Attempt Number | | Single Engine | Multi Engine |
| ☐ Skill Test Result | Passed | Partially Passed | Failed |
| Examiner's Remarks | | | |

| Section 1 | | | | |
|---|---|--------|--------|---------|
| Use of checklist, airmanship (control of airplane by external visual reference, anti/de-icing procedures, etc.) applies in all sections | | | | |
| Pre-Flight Operations & Departure | | Pass | Fail | Remarks |
| a | Pre-flight, including: Documentation, Mass & balance determination, Weather brief | | | |
| b | Airplane inspection & servicing | | | |
| c | Taxiing & take-off | | | |
| d | Performance considerations & trim | | | |
| e | Aerodrome & traffic pattern operations | | | |
| f | Departure procedure, altimeter setting, collision avoidance (lookout) | | | |
| g | ATC liaison - compliance, R/T procedures | | | |
| Examiner's Signature | | Passed | Failed | |

| Section 2 | | | | |
|----------------------|---|--------|--------|---------|
| General Air work | | Pass | Fail | Remarks |
| a | Control of the airplane by external visual reference, including straight & level, climb, descent, lookout | | | |
| b | Flight at critically low airspeed including recognition of & recovery from incipient & full stalls | | | |
| c | Turns, including turns in landing configuration. Steep turns 45° | | | |
| d | Flight at critically high airspeeds, including recognition of & recovery from spiral dives | | | |
| e | Flight by reference solely to instruments, including: | | | |
| | ☐ Level flight, cruise configuration, control of heading, altitude & airspeed | | | |
| | ☐ Climbing & descending turns with 10°- 30° bank | | | |
| | ☐ Recoveries from unusual attitudes | | | |
| | ☐ Limited panel instruments | | | |
| f | ATC liaison - compliance, R/T procedures | | | |
| Examiner's Signature | | Passed | Failed | |

| Section 3 | | | | |
|---------------------|---|------|------|---------|
| En-Route Procedures | | Pass | Fail | Remarks |
| a | Control of airplane 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 & 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) | | | |



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| | | | | |
|----------------------|--|--------|--------|-----------------------|
| k | <ul style="list-style-type: none"> • UPRT Maneuvers: <ul style="list-style-type: none"> a. pitch attitude greater than 25°, nose up; or b. pitch attitude greater than 10°, nose down; or c. bank angle greater than 45°; or d. within the above parameters, but flying at airspeeds inappropriate for conditions. | | | FS M |
| Examiner's Signature | | Passed | Failed | |



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| Section 4 | | | |
|-------------------------------|--|--------|---------|
| Approach & Landing Procedures | Pass | Fail | Remarks |
| 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 & landing with idle power (single-engine only) | | |
| g | Landing without use of flaps | | |
| h | Post flight actions | | |
| Examiner's Signature | | Passed | Failed |

| Section 5 | | | |
|---|--|--------|---------|
| This Section May Be Combined With Sections 1 Through 4. | | | |
| Abnormal & Emergency Procedures | Pass | Fail | Remarks |
| a | Simulated engine failure after take-off (at a safe altitude), fire drill | | |
| b | Equipment malfunctions, including alternative landing gear extension, electrical & brake failure | | |
| c | Forced landing (simulated) | | |
| d | ATC liaison: compliance, R/T procedures | | |
| e | Oral questions | | |
| Examiner's Signature | | Passed | Failed |

| Section 6 | | | |
|---|--|--------|---------|
| This Section May Be Combined With Sections 1 Through 5 | | | |
| Simulated Asymmetric Flight & Relevant Class/Type Items | Pass | Fail | Remarks |
| a | Simulated engine failure during take-off (at a safe altitude unless carried out in a flight simulator) | | |
| b | Asymmetric approach & go-around | | |
| c | Asymmetric approach & full stop landing | | |
| d | Engine shutdown & 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: | | |
| | ☐ Airplane systems including handling of auto pilot | | |
| | ☐ Operation of pressurization system | | |
| | ☐ Use of de-icing & anti-icing system | | |
| g | Oral questions | | |
| Examiner's Signature | | Passed | Failed |

Skill Test Guide:

- ☐ Skill test flight time (90) minutes minimum
- ☐ 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 one section shall take the failed section again
- ☐ 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
- ☐ All sections of the skill test shall be completed within (6) months
- ☐ Failure to achieve a pass in all sections of the test in (2) attempts will require further training as determined by CARC.