



# TRINIDAD AND TOBAGO CIVIL AVIATION AUTHORITY

## GENERAL SKILLS TEST FOR COMMERCIAL PILOT LICENCE AEROPLANE

EXAMINEE: ..... LICENCE NO.: .....

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DATE: ..... A/C REG.: ..... A/C TYPE: .....

**WEATHER CONDITIONS**..... **TURBULENCE:-** CALM/MODERATE/HEAVY

**Route Flown**.....

(Indicate: Satisfactory  or Unsatisfactory  in box after item)

### PARAGRAPH 1 (DEPARTURE)

<b>NOTE:</b> At the beginning of the test, or at the beginning of any Section of the test when Sections are taken separately, applicants will be assessed on their ability to perform the following actions leading up to the take-off.			
			Remarks
a.	Pre-flight, documentation mass and balance determination, weather brief		
b.	Aeroplane inspection and servicing		
c.	Taxiing and takeoff		
d.	Performance consideration trim		
e.	Aerodrome and traffic pattern operation		
f.	Departure procedure, altimeter setting collision avoidance (lookout)		
g.	Air traffic control liaison – compliance radio telephony procedures		
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail			



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## PARAGRAPH 2 (AIRWORK)

		Remarks
a.	Control of the aeroplane by external visual reference	
b.	Flight at critically low airspeed including recognition of and recovery from incipient and full stalls	
c.	Turns, including turns in landing configuration	
d.	Flight at critically high airspeeds, including recognition of and recovery from spiral dives	
e.	Flight by reference solely to instruments, including:	
	(i) level flight, cruise configuration control of heading, altitude and airspeed	
	(ii) climbing and descending turns 10° to 30° bank	
	(iii) recoveries from unusual altitudes, limited panel instruments.	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail

## PARAGRAPH 3 (EN ROUTE PROCEDURES)

		Remarks
a.	Control of aeroplane by external visual reference	
b.	Orientation, map reading	
c.	Altitude, speed, heading control, lookout	
d.	Altimeter setting	
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 (non-directional beacon or very high frequency omni range) identification of facilities	
h.	Implementation of diversion plan to alternate aerodrome	
<i>Assessment This Section</i>		<input type="checkbox"/> Pass <input type="checkbox"/> Fail



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## PARAGRAPH 4 (APPROACH AND LANDING)

		Remarks
a.	Arrival procedures, altimeter setting, check	
b.	Air Traffic Control liaison: compliance, radio telephony procedures	
c.	Go-around action from low height	
d.	Normal landing, crosswind landing (where conditions are suitable)	
e.	Short field landing	
f.	Post flight actions	
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail		

## PARAGRAPH 5 (ABNORMAL AND EMERGENCY PROCEDURES)

		Remarks
a.	Simulated engine failure after take-off (at a safe altitude)	
b.	Alternative landing gear extension equipment malfunction	
c.	Forced landing	
d.	Approach and landing with idle power	
e.	Landing without flaps	
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail		

## PARAGRAPH 6 (SIMULATED ASYMMETRIC FLIGHT) *(If applicable)*

This paragraph may be combined with paragraphs 1 through 5.  
The test shall have regard to the control of the aeroplane, identification of the failed engine, immediate actions (touch drills), follow-up actions and checks and flying accuracy in the following situations.

		Remarks
a.	Simulated engine failure during take-off and approach (at a safe altitude unless carried out in an approved flight training device or a flight simulator)	
b.	Asymmetric approach; and	
c.	Asymmetric approach and full stop landing	
<i>Assessment This Section</i> <input type="checkbox"/> Pass <input type="checkbox"/> Fail		



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GENERAL REMARKS AND RECOMMENDATIONS: .....

.....  
.....  
.....

I, the undersigned, duly appointed by the Director General of Civil Aviation to conduct the above test hereby certify that .....  
has successfully/unsuccessfully completed the required checks.

Candidates Log Book signed

Signed: .....  
Examiner

Date: .....  
yy/mm/dd

### GUIDELINES FOR THE SKILLS TEST

- (a) An applicant for a skill test for the Commercial Pilot Licence shall have satisfactorily completed all of the required training including instruction on the same type and class of aeroplane to be used in the test. The applicant shall be permitted to choose to take the test on a single-engine aeroplane or, where he has attained seventy hours flight time as pilot in command of aeroplanes, on a multi-engine aeroplane. The aeroplane used for the skill test shall meet the requirements for training aeroplanes and shall be certified for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear;
- (b) The administrative arrangements for confirming the suitability of the applicant to take the test, including disclosure of the training record of the applicant, to the Examiner, shall be determined by the Authority;
- (c) An applicant shall pass paragraphs 1 through 5 of the skill test and paragraph 6 where a multi-engine aeroplane is used. Failure in more than one paragraph shall require the applicant to take the entire test again. An applicant failing only one paragraph shall take the failed paragraph again;
- (5) Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the Flight Examiner, only those sections not completed shall be tested in a further flight.
- (d) Failure in a paragraph of the re-test, including those paragraphs that have been passed on a previous attempt, will require the applicant to take the entire re-test again. All paragraphs of the skill test shall be completed within sixty days;
- (e) Further training may be required following any failed skill test. Failure to achieve a pass in all paragraphs of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.
- (f) The Authority will provide the Flight Examiner with adequate safety advice to ensure that the test is conducted safely should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner, the applicant shall retake the entire skill test. Where the skill test is terminated for reasons considered adequate by the Flight Examiner, only those paragraphs not completed shall be tested in a further flight;
- (g) At the discretion of the Flight Examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The Flight Examiner may stop the test at any stage if it is considered that the demonstration of flying skill by the applicant requires a complete re-test;



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- (h) An applicant shall be required to fly the aeroplane from a position where the pilot in command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with the Act or Regulations made thereunder;
- (i) The route to be flown shall be chosen by the Flight Examiner and the destination shall be a controlled aerodrome. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the skill test shall be at least ninety minutes;
- (j) An applicant shall indicate to the Flight Examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorized check list for the aeroplane on which the test is being taken. Power settings and speeds should be agreed with the Flight examiner before the start of the skill test and should normally conform to those given in the operations of flight manual of the aeroplane concerned;
- (k) The Flight examiner shall take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic;

## Flight Test Tolerances

- (l) The applicant shall demonstrate the ability to:
  - (a) operate the aircraft within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgment and airmanship;
  - (d) apply aeronautical knowledge; and
  - (e) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
- (m) The following limits are for general guidance.

### **Height**

Generally	± 100 feet
Starting a go-around at decision height	+ 50 feet/-0 feet
Minimum descent height/altitude	+ 50 feet/-0 feet

### **Tracking**

On radio aids	± 5°
Precision approach	half scale deflection, azimuth and glide path

### **Heading**

All engines operating	± 5°
With simulated engine failure	+10°

### **Speed**

All engines operating	± 5 knots
With simulated engine failure	+10 knots/ -5 knots