

Report form
LAPL, BPL, SPL, PPL, CPL, IR
skill test and proficiency check

Applicant's information	Applicant's last name(s)				LAPL <input type="checkbox"/> A <input type="checkbox"/> H <input type="checkbox"/> B <input type="checkbox"/> S	
	Applicant's first name(s)				<input type="checkbox"/> BPL <input type="checkbox"/> SPL	
	Signature of applicant				PPL <input type="checkbox"/> A <input type="checkbox"/> H <input type="checkbox"/> As	
	Type of licence*				CPL <input type="checkbox"/> A <input type="checkbox"/> H <input type="checkbox"/> As	
	Licence number*				IR <input type="checkbox"/> A <input type="checkbox"/> H <input type="checkbox"/> As	
	State of licence issue				<input type="checkbox"/> Initial issue <input type="checkbox"/> Revalidation by proficiency check <input type="checkbox"/> Revalidation by experience <input type="checkbox"/> Renewal	
	<input type="checkbox"/> Training record				<input type="checkbox"/> Class rating _____ <input type="checkbox"/> Including class specific IR	
1 Details of the flight	Group, class, type of aircraft					Registration
	Aerodrome or site	Off block time	Take-off time	Landing time	On block time	Flight time
					Total flight time	
2 Result of the test	Skill test details					
	<input type="checkbox"/> Pass		<input type="checkbox"/> Fail		<input type="checkbox"/> Partial pass	
Reason(s) why, if failed						
3 Remarks						

Conclusion	<input type="checkbox"/> Applicant's experience and instruction comply with Annex 1 Part-FCL	
	<input type="checkbox"/> All the required manoeuvres and exercises have been completed	
	<input type="checkbox"/> Applicant's theoretical knowledge has been confirmed by verbal examination	
	Revalidation by experience of class or type ratings	<input type="checkbox"/> Applicant has met the requirements of Part-FCL.740.A / H for revalidation by experience
	Expiry of new class or type rating, (dd/mm/yyyy)	<input type="checkbox"/> I have <input type="checkbox"/> I have not endorsed the certificate of revalidation in the applicant's licence
	Expiry of new IR/SPA, (dd/mm/yyyy)	<input type="checkbox"/> I have <input type="checkbox"/> I have not endorsed the certificate of revalidation in the applicant's licence
	<input type="checkbox"/> SE <input type="checkbox"/> ME	
	Temporary rating: type/IR issued until (dd/mm/yyyy) (8 weeks)	
Signature	Location and date	
	Examiner's certificate number *	
	Type and number of licence	
	Signature of examiner	Name(s) in capital letters
	<input type="checkbox"/> I hereby declare that I, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version [insert document version, _____] of the Examiner Differences Document	
Attachments	<input type="checkbox"/> Foreign examiner: copy of licence, medical and examiner authorization	
	<input type="checkbox"/> Foreign FSTD: copy of approval certificate	

* if applicable

<p>AMC1 FCL.215; FCL.235</p> <p>AMC2 FCL.235</p>	<p>SKILL TEST FOR THE PPL</p> <p>Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.</p> <p>Conduct of the test</p> <ol style="list-style-type: none"> 1. If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight. 2. Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest. 3. 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. Responsibility for the flight should be allocated in accordance with national regulations. <p>CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL(H)</p> <ol style="list-style-type: none"> 1. The area and route to be flown should be chosen by the FE and all low level and hover work should be at an adequate aerodrome or site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test, as set out in this AMC should consist of at least three legs, each leg of a minimum duration of 10 minutes. The skill test may be conducted in two flights. 2. An applicant should indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the authorised checklist or pilot operating handbook for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used. <p>FLIGHT TEST TOLERANCE</p> <p>The applicant should demonstrate the ability to:</p> <ul style="list-style-type: none"> - operate the helicopter within its limitations; - complete all manoeuvres with smoothness and accuracy; - exercise good judgement and airmanship; - apply aeronautical knowledge; - maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt. <p>The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:</p> <p>Height</p> <ul style="list-style-type: none"> - normal forward flight ± 150 ft - with simulated major emergency ± 200 ft - hovering IGE flight ± 2 ft <p>Heading or tracking of radio aids</p> <ul style="list-style-type: none"> - normal flight $\pm 10^\circ$ - with simulated major emergency $\pm 15^\circ$ <p>Speed</p> <ul style="list-style-type: none"> - take-off approach -10/+15 knots - all other flight regimes ± 15 knots <p>Ground drift</p> <ul style="list-style-type: none"> - take-off hover IGE ± 3 ft - landing no sideways or backwards movement <p>CONTENT OF THE SKILL TEST</p> <p>The skill test contents and sections set out in this AMC should be used for the skill test for the issue of a PPL(H) on SE or ME helicopters.</p>
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Content of the skill test for the issue of a PPL(H)	SECTION 1 PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES				
	Use of checklist, airmanship, control of helicopter by external visual reference, anti- icing procedures, etc. apply in all sections		Pass	Fail	
	a	Helicopter knowledge, (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM and weather briefing	<input type="checkbox"/>	<input type="checkbox"/>	
	b	Pre-flight inspection or action, location of parts and purpose	<input type="checkbox"/>	<input type="checkbox"/>	
	c	Cockpit inspection and starting procedure	<input type="checkbox"/>	<input type="checkbox"/>	
	d	Communication and navigation equipment checks, selecting and setting frequencies	<input type="checkbox"/>	<input type="checkbox"/>	
	e	Pre-take-off procedure, R/T procedure and ATC compliance	<input type="checkbox"/>	<input type="checkbox"/>	
	f	Parking, shutdown and post-flight procedure	<input type="checkbox"/>	<input type="checkbox"/>	
	SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS			Pass	Fail
	a	Take-off and landing (lift-off and touch down)	<input type="checkbox"/>	<input type="checkbox"/>	
	b	Taxi, hover taxi	<input type="checkbox"/>	<input type="checkbox"/>	
	c	Stationary hover with head, cross or tail wind	<input type="checkbox"/>	<input type="checkbox"/>	
	d	Stationary hover turns, 360 ° left and right (spot turns)	<input type="checkbox"/>	<input type="checkbox"/>	
	e	Forward, sideways and backwards hover manoeuvring	<input type="checkbox"/>	<input type="checkbox"/>	
	f	Simulated engine failure from the hover	<input type="checkbox"/>	<input type="checkbox"/>	
	g	Quick stops into and downwind	<input type="checkbox"/>	<input type="checkbox"/>	
	h	Sloping ground or unprepared sites landings and take-offs	<input type="checkbox"/>	<input type="checkbox"/>	
	i	Take-offs (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>	
	j	Crosswind and downwind take-off (if practicable)	<input type="checkbox"/>	<input type="checkbox"/>	
	k	Take-off at maximum take-off mass (actual or simulated)	<input type="checkbox"/>	<input type="checkbox"/>	
	l	Approaches (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>	
	m	Limited power take-off and landing	<input type="checkbox"/>	<input type="checkbox"/>	
	n	Autorotations, (FE to select two items from: basic, range, low speed and 360 ° turns)	<input type="checkbox"/>	<input type="checkbox"/>	
	o	Autorotative landing	<input type="checkbox"/>	<input type="checkbox"/>	
	p	Practice forced landing with power recovery	<input type="checkbox"/>	<input type="checkbox"/>	
	q	Power checks, reconnaissance technique, approach and departure technique	<input type="checkbox"/>	<input type="checkbox"/>	
	SECTION 3 NAVIGATION – EN-ROUTE PROCEDURES			Pass	Fail
	a	Navigation and orientation at various altitudes or heights and map reading	<input type="checkbox"/>	<input type="checkbox"/>	
	b	Altitude or height, speed, heading control, observation of airspace and altimeter setting	<input type="checkbox"/>	<input type="checkbox"/>	
	c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track and instrument monitoring	<input type="checkbox"/>	<input type="checkbox"/>	
	d	Observation of weather conditions and diversion planning	<input type="checkbox"/>	<input type="checkbox"/>	
	e	Use of navigation aids (where available)	<input type="checkbox"/>	<input type="checkbox"/>	
	f	ATC liaison with due observance of regulations, etc	<input type="checkbox"/>	<input type="checkbox"/>	

Content of the skill test for the issue of a PPL(H)	SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES		Pass	Fail
	a	Level flight, control of heading, altitude or height and speed	<input type="checkbox"/>	<input type="checkbox"/>
	b	Climbing and descending turns to specified headings	<input type="checkbox"/>	<input type="checkbox"/>
	c	Level turns with up to 30 ° bank, 180 ° to 360 ° left and right	<input type="checkbox"/>	<input type="checkbox"/>
	d	Level turns 180 ° left and right by sole reference to instruments	<input type="checkbox"/>	<input type="checkbox"/>
	SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)			
	Note 1: Where the test is conducted on an ME helicopter, a simulated engine failure drill, including an SE approach and landing should be included in the test.			
	Note 2: The FE should select four items from the following:		Pass	Fail
	a	Engine malfunctions, including governor failure, carburettor or engine icing and oil system, as appropriate	<input type="checkbox"/>	<input type="checkbox"/>
	b	Fuel system malfunction	<input type="checkbox"/>	<input type="checkbox"/>
	c	Electrical system malfunction	<input type="checkbox"/>	<input type="checkbox"/>
	d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	<input type="checkbox"/>	<input type="checkbox"/>
	e	Main rotor or anti-torque system malfunction (FFS or discussion only)	<input type="checkbox"/>	<input type="checkbox"/>
	f	Fire drills, including smoke control and removal, as applicable	<input type="checkbox"/>	<input type="checkbox"/>
	g	Other abnormal and emergency procedures as outlined in an appropriate flight manual and with reference to Appendix 9 C to Part-FCL, sections 3 and 4, including for ME helicopters: Simulated engine failure at take-off: - rejected take-off at or before TDP or safe forced landing at or before DPATO; - shortly after TDP or DPATO. Landing with simulated engine failure: - landing or go-around following engine failure before LDP or DPBL; - following engine failure after LDP or safe forced landing after DPBL.	<input type="checkbox"/>	<input type="checkbox"/>