

**Application and 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

**AMC1 FCL.215;
FCL.235**

SKILL TEST FOR THE PPL

AMC1 FCL.235

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.

Conduct of the test

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.

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL(A)

1. The route to be flown for the navigation test should be chosen by the FE. The route 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 should have a duration that allows the pilot to demonstrate his/her ability to complete a route with at least three identified waypoints and may, as agreed between the applicant and FE, be flown as a separate test.
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 for the aeroplane on which the test is being taken. During pre-flight preparation for the test the applicant should be 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 aeroplane used.

FLIGHT TEST TOLERANCE

The applicant should demonstrate the ability to:

- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgment and airmanship;
- apply aeronautical knowledge;
- maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height

- normal flight ± 150 ft
- with simulated engine failure ± 200 ft (if ME aeroplane is used)

Heading or tracking of radio aids

- normal flight $\pm 10^\circ$
- with simulated engine failure $\pm 15^\circ$ (if ME aeroplane is used)

Speed

- take-off and approach $+15/-5$ knots
- all other flight regimes ± 15 knots

CONTENT OF THE SKILL TEST

The skill test contents and sections set out in this AMC should be used for the skill test for the issue of a PPL(A) on SE and ME aeroplanes or on TMGs.

Content of the skill test for the issue of a PPL(A)	SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE			
	Use of checklist, airmanship, control of aeroplane by external visual reference, anti/de-icing procedures, etc. apply in all sections.			
		Pass	Fail	
	a	Pre-flight documentation, NOTAM and weather briefing	<input type="checkbox"/>	<input type="checkbox"/>
	b	Mass and balance and performance calculation	<input type="checkbox"/>	<input type="checkbox"/>
	c	Aeroplane inspection and servicing	<input type="checkbox"/>	<input type="checkbox"/>
	d	Engine starting and after starting procedures	<input type="checkbox"/>	<input type="checkbox"/>
	e	Taxiing and aerodrome procedures, pre-take-off procedures	<input type="checkbox"/>	<input type="checkbox"/>
	f	Take-off and after take-off checks	<input type="checkbox"/>	<input type="checkbox"/>
	g	Aerodrome departure procedures	<input type="checkbox"/>	<input type="checkbox"/>
	h	ATC compliance and R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>
	SECTION 2 GENERAL AIRWORK			
		Pass	Fail	
	a	ATC compliance and R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>
	b	Straight and level flight, with speed changes	<input type="checkbox"/>	<input type="checkbox"/>
	c	Climbing: i. best rate of climb; ii. climbing turns; iii. levelling off	<input type="checkbox"/>	<input type="checkbox"/>
	d	Medium (30° bank) turns	<input type="checkbox"/>	<input type="checkbox"/>
	e	Steep (45° bank) turns (including recognition and recovery from a spiral dive)	<input type="checkbox"/>	<input type="checkbox"/>
	f	Flight at critically low air speed with and without flaps	<input type="checkbox"/>	<input type="checkbox"/>
	g	Stalling: i. clean stall and recover with power; ii. approach to stall descending turn with bank angle 20°, approach configuration; iii. approach to stall in landing configuration	<input type="checkbox"/>	<input type="checkbox"/>
	h	Descending: i. with and without power; ii. descending turns (steep gliding turns); iii. levelling off	<input type="checkbox"/>	<input type="checkbox"/>
	SECTION 3 EN-ROUTE PROCEDURES			
		Pass	Fail	
	a	Flight plan, dead reckoning and map reading	<input type="checkbox"/>	<input type="checkbox"/>
	b	Maintenance of altitude, heading and speed	<input type="checkbox"/>	<input type="checkbox"/>
	c	Orientation, timing and revision of ETAs and log keeping	<input type="checkbox"/>	<input type="checkbox"/>
	d	Diversion to alternate aerodrome (planning and implementation)	<input type="checkbox"/>	<input type="checkbox"/>
	e	Use of radio navigation aids	<input type="checkbox"/>	<input type="checkbox"/>
	f	Basic instrument flying check (180 ° turn in simulated IMC)	<input type="checkbox"/>	<input type="checkbox"/>
	g	Flight management (checks, fuel systems and carburetor icing, etc.)	<input type="checkbox"/>	<input type="checkbox"/>
	h	ATC compliance and R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>

Content of the skill test for the issue of a PPL(A)	OSA SECTION 4 APPROACH AND LANDING PROCEDURES		Pass	Fail
	a	Aerodrome arrival procedures	<input type="checkbox"/>	<input type="checkbox"/>
	b	* Precision landing (short field landing), crosswind, if suitable conditions available	<input type="checkbox"/>	<input type="checkbox"/>
	c	* Flapless landing	<input type="checkbox"/>	<input type="checkbox"/>
	d	* Approach to landing with idle power (SE only)	<input type="checkbox"/>	<input type="checkbox"/>
	e	Touch and go	<input type="checkbox"/>	<input type="checkbox"/>
	f	Go-around from low height	<input type="checkbox"/>	<input type="checkbox"/>
	g	ATC compliance and R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>
	h	Actions after flight	<input type="checkbox"/>	<input type="checkbox"/>
	SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 4		Pass	Fail
	a	Simulated engine failure after take-off (SE only)	<input type="checkbox"/>	<input type="checkbox"/>
	b	* Simulated forced landing (SE only)	<input type="checkbox"/>	<input type="checkbox"/>
	c	Simulated precautionary landing (SE only)	<input type="checkbox"/>	<input type="checkbox"/>
	d	Simulated emergencies	<input type="checkbox"/>	<input type="checkbox"/>
	e	Oral questions	<input type="checkbox"/>	<input type="checkbox"/>
	SECTION 6 SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS This section may be combined with sections 1 through 5		Pass	Fail
	a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)	<input type="checkbox"/>	<input type="checkbox"/>
	b	Asymmetric approach and go-around	<input type="checkbox"/>	<input type="checkbox"/>
	c	Asymmetric approach and full stop landing	<input type="checkbox"/>	<input type="checkbox"/>
	d	Engine shutdown and restart	<input type="checkbox"/>	<input type="checkbox"/>
	e	ATC compliance, R/T procedures or airmanship	<input type="checkbox"/>	<input type="checkbox"/>
	f	As determined by the FE: any relevant items of the class or type rating skill test to include, if applicable: i. aeroplane systems including handling of auto pilot; ii. operation of pressurisation system; iii. use of de-icing and anti-icing system	<input type="checkbox"/>	<input type="checkbox"/>
	g	Oral questions	<input type="checkbox"/>	<input type="checkbox"/>

* These items may be combined, at the discretion of the FE.