

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"/> SE <input type="checkbox"/> ME | <input type="checkbox"/> I have <input type="checkbox"/> I have not endorsed the certificate of revalidation in the applicant's licence |
| | 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

IR skill test

1. An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. 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 only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following a failed skill test. There is no limit to the number of skill tests that may be attempted..

CONDUCT OF THE TEST

4. The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 1 hour.
5. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
6. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
7. An applicant shall 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. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.
8. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
9. An applicant for an IR shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised checklist for the aircraft 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 shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

FLIGHT TEST TOLERANCES

10. The applicant shall demonstrate the ability to:
 - operate the aircraft within its limitations;
 - complete all manoeuvres with smoothness and accuracy;
 - exercise good judgment and airmanship;
 - apply aeronautical knowledge; and
 - 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.

11. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

Height

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

Tracking

- On radio aids $\pm 5^\circ$
- Precision approach half scale deflection, azimuth and glide path

Heading

- all engines operating $\pm 5^\circ$
- with simulated engine failure $\pm 10^\circ$

Speed

- all engines operating ± 5 knots
- with simulated engine failure + 10 knots/- 5 knots

| Content of the skill test for the issue of an IR(H) | SECTION 1 – DEPARTURE | | | |
|---|--|--|--------------------------|--------------------------|
| | Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections | | Pass | Fail |
| | a | Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance | <input type="checkbox"/> | <input type="checkbox"/> |
| | b | Use of Air Traffic Services document, weather document | <input type="checkbox"/> | <input type="checkbox"/> |
| | c | Preparation of ATC flight plan, IFR flight plan/log | <input type="checkbox"/> | <input type="checkbox"/> |
| | d | Pre-flight inspection | <input type="checkbox"/> | <input type="checkbox"/> |
| | e | Weather minima | <input type="checkbox"/> | <input type="checkbox"/> |
| | f | Taxiing/Air taxi in compliance with ATC or instructions of instructor | <input type="checkbox"/> | <input type="checkbox"/> |
| | g | Pre-take-off briefing, procedures and checks | <input type="checkbox"/> | <input type="checkbox"/> |
| | h | Transition to instrument flight | <input type="checkbox"/> | <input type="checkbox"/> |
| i | Instrument departure procedures | <input type="checkbox"/> | <input type="checkbox"/> | |
| SECTION 2 – GENERAL HANDLING | | | Pass | Fail |
| a | Control of the helicopter by reference solely to instruments, including: | <input type="checkbox"/> | <input type="checkbox"/> | |
| b | Climbing and descending turns with sustained Rate 1 turn | <input type="checkbox"/> | <input type="checkbox"/> | |
| c | Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns | <input type="checkbox"/> | <input type="checkbox"/> | |
| SECTION 3 – EN-ROUTE IFR PROCEDURES | | | Pass | Fail |
| a | Tracking, including interception, e.g. NDB, VOR, RNAV | <input type="checkbox"/> | <input type="checkbox"/> | |
| b | Use of radio aids | <input type="checkbox"/> | <input type="checkbox"/> | |
| c | Level flight, control of heading, altitude and airspeed, power setting | <input type="checkbox"/> | <input type="checkbox"/> | |
| d | Altimeter settings | <input type="checkbox"/> | <input type="checkbox"/> | |
| e | Timing and revision of ETAs | <input type="checkbox"/> | <input type="checkbox"/> | |
| f | Monitoring of flight progress, flight log, fuel usage, systems management | <input type="checkbox"/> | <input type="checkbox"/> | |
| g | Ice protection procedures, simulated if necessary and if applicable | <input type="checkbox"/> | <input type="checkbox"/> | |
| h | ATC liaison – compliance, R/T procedures | <input type="checkbox"/> | <input type="checkbox"/> | |
| SECTION 4 – PRECISION APPROACH | | | Pass | Fail |
| a | Setting and checking of navigational aids, identification of facilities | <input type="checkbox"/> | <input type="checkbox"/> | |
| b | Arrival procedures, altimeter checks | <input type="checkbox"/> | <input type="checkbox"/> | |
| c | Approach and landing briefing, including descent/approach/landing checks | <input type="checkbox"/> | <input type="checkbox"/> | |
| d (*) | Holding procedure | <input type="checkbox"/> | <input type="checkbox"/> | |
| e | Compliance with published approach procedure | <input type="checkbox"/> | <input type="checkbox"/> | |
| f | Approach timing | <input type="checkbox"/> | <input type="checkbox"/> | |
| g | Altitude, speed, heading control (stabilised approach) | <input type="checkbox"/> | <input type="checkbox"/> | |
| h (*) | Go-around action | <input type="checkbox"/> | <input type="checkbox"/> | |
| i (*) | Missed approach procedure/landing | <input type="checkbox"/> | <input type="checkbox"/> | |
| j | ATC liaison – compliance, R/T procedures | <input type="checkbox"/> | <input type="checkbox"/> | |

| Content of the skill test for the issue of an IR(H) | SECTION 5 – NON-PRECISION APPROACH | | Pass | Fail |
|---|---|--|--------------------------|--------------------------|
| | a | Setting and checking of navigational aids, identification of facilities | <input type="checkbox"/> | <input type="checkbox"/> |
| | b | Arrival procedures, altimeter checks | <input type="checkbox"/> | <input type="checkbox"/> |
| | c | Approach and landing briefing, including descent/approach/landing checks | <input type="checkbox"/> | <input type="checkbox"/> |
| | d (*) | Holding procedure | <input type="checkbox"/> | <input type="checkbox"/> |
| | e | Compliance with published approach procedure | <input type="checkbox"/> | <input type="checkbox"/> |
| | f | Approach timing | <input type="checkbox"/> | <input type="checkbox"/> |
| | g | Altitude, speed, heading control (stabilised approach) | <input type="checkbox"/> | <input type="checkbox"/> |
| | h (*) | Go-around action | <input type="checkbox"/> | <input type="checkbox"/> |
| | i (*) | Missed approach procedure (*)/landing | <input type="checkbox"/> | <input type="checkbox"/> |
| j | ATC liaison – compliance, R/T procedures | <input type="checkbox"/> | <input type="checkbox"/> | |
| SECTION 6 – ABNORMAL AND EMERGENCY PROCEDURES | | | | |
| <p>This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations:</p> | | Pass | Fail | |
| a | Simulated engine failure after take-off and on/during approach (**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) | <input type="checkbox"/> | <input type="checkbox"/> | |
| b | Failure of stability augmentation devices/hydraulic system (if applicable) | <input type="checkbox"/> | <input type="checkbox"/> | |
| c | Limited panel | <input type="checkbox"/> | <input type="checkbox"/> | |
| d | Autorotation and recovery to a pre-set altitude | <input type="checkbox"/> | <input type="checkbox"/> | |
| e | Precision approach manually without flight director (***) Precision approach manually with flight director (***) | <input type="checkbox"/> | <input type="checkbox"/> | |
| <p>(*) To be performed in section 4 or section 5. (**) Multi-engine helicopter only. (***) Only one item to be tested.</p> | | | | |