

CAA Permission No.: \_\_\_\_\_

APPLICATION AND REPORT FORM (according to AMC1 of Appendix 7)			
SKILL TEST FOR THE ISSUE OF PPL			
Applicant's last name(s):		PPL(H): <input type="checkbox"/>	
Applicant's first name(s):			
Signature of applicant:			
Type of licence*:			
Licence number*:			
State:			
1. Details of the flight			
Group, class, type of aircraft:		Registration:	
Aerodrome or site:	Take-off time:	Landing time:	Flight time:
Total flight time:			
2. Result of the test			
Skill test details:			
Pass <input type="checkbox"/> Fail <input type="checkbox"/> Partial pass <input type="checkbox"/>			
3. Remarks			
Location and date:			
Examiner's certificate number*:		Type and number of licence:	
Signature of examiner:		Name(s) in capital letters:	

\* if applicable

Circle **O** when item passed

Cross **X** when item failed

Applicant's first, last name(s): \_\_\_\_\_

<b>SECTION 1 - PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES</b>	
Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc. apply in all sections	
a	Helicopter knowledge, (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM and weather briefing
b	Pre-flight inspection or action, location of parts and purpose
c	Cockpit inspection and starting procedure
d	Communication and navigation equipment checks, selecting and setting frequencies
e	Pre-take-off procedure, R/T procedure and ATC compliance
f	Parking, shutdown and post-flight procedure
<b>SECTION 2 - HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS</b>	
a	Take-off and landing (lift-off and touch down)
b	Taxi and hover taxi
c	Stationary hover with head, cross or tail wind
d	Stationary hover turns, 360° left and right (spot turns)
e	Forward, sideways and backwards hover manoeuvring
f	Simulated engine failure from the hover
g	Quick stops into and downwind
h	Sloping ground or unprepared sites landings and take-offs
i	Take-offs (various profiles)
j	Crosswind and downwind take-off (if practicable)
k	Take-off at maximum take-off mass (actual or simulated)
l	Approaches (various profiles)
m	Limited power take-off and landing
n	Autorotations, (FE to select two items from: basic, range, low speed and 360° turns)
o	Autorotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique
<b>SECTION 3 - NAVIGATION- EN-ROUTE PROCEDURES</b>	
a	Navigation and orientation at various altitudes or heights and map reading
b	Altitude or height, speed, heading control, observation of airspace and altimeter setting
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track and instrument monitoring
d	Observation of weather conditions and diversion planning
e	Use of navigation aids (where available)
f	ATC liaison with due observance of regulations, etc.

Circle **O** when item passed

Cross **X** when item failed

Applicant's first, last name(s): \_\_\_\_\_

<b>SECTION 4 - FLIGHT PROCEDURES AND MANOEUVRES</b>	
a	Level flight, control of heading, altitude or height and speed
b	Climbing and descending turns to specified headings
c	Level turns with up to 30° bank, 180° to 360° left and right
d	Level turns 180° left and right by sole reference to instruments
<b>SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)</b>	
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:
a	Engine malfunctions, including governor failure, carburettor or engine icing and oil system, as appropriate
b	Fuel system malfunction
c	Electrical system malfunction
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable
e	Main rotor or anti-torque system malfunction (FFS or discussion only)
f	Fire drills, including smoke control and removal, as applicable
g	Other abnormal and emergency procedures as outlined in an appropriate flight manual and with reference to Appendix 9C to Part-FCL, sections 3 and 4, including for ME helicopters: <ul style="list-style-type: none"> <li>a) Simulated engine failure at take-off: <ul style="list-style-type: none"> <li>(1) Rejected take-off at or before TDP or safe forced landing at or before DPATO;</li> <li>(2) shortly after TDP or DPATO.</li> </ul> </li> <li>b) Landing with simulated engine failure: <ul style="list-style-type: none"> <li>(1) landing or go-around following engine failure before LDP or DPBL;</li> <li>(2) (following engine failure after LDP or safe forced landing after DPBL.</li> </ul> </li> </ul>

COMPLETED BY EXAMINER		
<b>FCL.1030(a)(1)</b> , I have ensured that communication with the applicant can be established without language barriers.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(a)(2)</b> , I have verified that the applicant complies with all the qualification, training and experience requirements in Part-FCL for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test, proficiency check or assessment of competence is taken	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(a)(3)</b> , I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(b)(1)</b> , I have informed the applicant of the result of the test.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(b)(1)</b> , In the event of a partial pass or fail: I have informed the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained and detailed any further training requirement and explain the applicant's right of appeal.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(b)(3)</b> , I have provided the applicant with a signed report of the skill test or proficiency check.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030(b)(3)(ii)</b> , I confirm that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, I have recorded the reasons for this assessment.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>FCL.1030 (3)(iv)(v) In the case if the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate</b>		
I hereby declare that I, _____, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version _____ of the <a href="#">Examiner Differences Document</a> .	YES <input type="checkbox"/>	NO <input type="checkbox"/>
I have attached to this report a copy of the examiner certificate containing the scope of my privileges as examiner.	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>Any comment on, or disagreement with, an examiner's test or check evaluation or assessment made during a debriefing:</b>		
<div style="text-align: right;">           _____            Examiner's Name, Surname / Date / Signature         </div>		

COMPLETED BY APPLICANT
I understand and agree with all above mentioned information and have no objections.
<b>In the event of a partial pass or fail:</b> I <input type="checkbox"/> agree/ <input type="checkbox"/> disagree for re-examination with the same examiner.
<div style="text-align: right;">           _____            Applicant's Name, Surname / Date / Signature         </div>