Examiner Report for PPL(H)/LAPL(H) Skill Test



Please complete this form in BLOCK CAPITALS using black or dark blue ink.

1. APPLICANT DETAILS									
Surname:	Forename(s):								
CAA Personal reference number			LAPL(H)	PPL(H)					
Series: Attempt: Da	te:	Place of Test:							
FALSE REPRESENTATION STATEMENT It is an offence under Article 256 of the Air Navigation Order 2016 to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.									
I declare that the information provided is correct. Applicant's Signature:									
2. FLIGHT TEST					pleted by th				
Route:						 .			
Helicopter Type and Reg:	1 4	Take off:		and:	Total Flight				
Test Sections:	1	2	3	4	5	Other			
Sections to be taken:									
Result:									
(a)									
(b)									
(d)									
(e)				N/A					
(f)				N/A					
(g)	N/A		N/A	N/A	N/A				
(h)	N/A		N/A	N/A	N/A				
(i)	N/A		N/A	N/A	N/A				
(j)	N/A		N/A	N/A	N/A				
(k)	N/A		N/A	N/A	N/A				
(1)	N/A		N/A	N/A	N/A				
(m) (n)	N/A		N/A	N/A	N/A				
(O)	N/A N/A		N/A N/A	N/A	N/A N/A				
(p)	N/A		N/A	N/A N/A	N/A				
(q)	N/A		N/A	N/A	N/A				
Re-test Items:				1477					
Test Sections incomplete due:		1							
Items not completed:									
Re-training required/recommended:	Helicopters: FSTD (if applicable):								
I confirm the applicant's instruction and experience complies with Part-FCL, that all theoretical examinations are valid and I also confirm that all the required manoeuvres and exercises have been completed									
I have assessed the ICAO English Language Proficiency of the Applicant at Level 6: Yes No* Not Assessed									
(*I have advised the Applicant to complete Form SRG 1199 and be assessed by an appropriate organisation, see CAP 804, Section 4, Part M.) Assessment is not required if Applicant holds Level 6.									
Examiner's Name:	Examiner's No.:								
Examiner's Signature:	Date:								
Authorising Competent Authority:	Date of Examiner UK briefing (if applicable):								
Received (Applicant) Signature:	Date:								
3. FLIGHT TRAINING ORGANISATION									
		Γ	ate Training	Completed:					
ATO: Date Training Completed:									
TIECOTTITIETIAEA TOL LEST DY (HAITIE)									

Civil Aviation Authority Regulation 6

Regulation 6(5) of the Civil Aviation Authority Regulations 1991 as follows: Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed you will have to satisfy the Authority that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.

Use of checklist, airmanship, control of helicopter by external references, anti-icing procedures, etc. apply in all sections.								
SECTION 1. PRE-FLIGHT/POST - FLIGHT CHECKS AND PROCEDURES		SECTION 4. FLIGHT PROCEDURES AND MANOEUVRES						
а	Helicopter knowledge - tech log, fuel, mass and balance, performance. Flight Planning, NOTAM's Weather briefing	а	Level flight, control of heading, altitude/height and speed					
b	Pre-flight inspection/action, location of parts and purpose	b	Climbing and descending, including turns onto specified					
С	Cockpit inspection, Starting procedure	ט	headings					
d	Communication and navigation equipment checks, selecting and setting frequencies	С	Level with up to 30 degrees bank, 180 degrees to 360 degrees left and right					
е	Pre take-off procedure, R/T procedure, ATC liaison-compliance	d	PPL only - Level turns 180 degrees left and right by sole reference to instruments					
f	Parking, shutdown and post-flight procedures		SOID TEIDIBLICE TO HISHUITIETHS					
SECTION 2. HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS		SECTION 5. ABNORMAL AND EMERGENCY PROCEDURES (Simulated where appropriate)						
a b c	Take-off and landing (lift-off and touch-down) Taxi, hover taxi Stationary hover with head/cross/tail wind	Note 1: Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in						
d	Stationary hover turns, 360 degrees left and right (spot turns)	Note 2: The FE shall select 4 items from the following:						
е	Forward, sideways and backwards hover manoeuvring		Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate					
f	Simulated engine failure from the hover	а						
g	Quick stops into and down wind	b	Fuel system malfunction					
h	Sloping ground/unprepared sites landings and take-offs	С	Electrical system malfunction					
i i	Take-off's (various profiles) including Cross wind, down wind take-off (if practicable)	d	Hydraulic system malfunction, including approach and landing without hydraulics as applicable					
k	Take-off at maximum take-off mass (actual or simulated)		Main rotor and or anti-torque system malfunction, (FFS or discussion only)					
Τ	Approaches (various profiles)	е						
m	Limited power take-off and landing	f	Fire drills, including smoke control and removal,					
n	Auto rotations (FE to select two items from: basic,	'	as applicable					
	range, low speed and 360 degrees turns)	g	Other abnormal and emergency procedures as outlined in appropriate Flight Manual and with reference to					
0	Auto rotative landing		Appendix 9C to Part-FCL, Sections 3 and 4, including					
р	5 ,		for ME helicopters (PPL only):					
q	Confined area power checks, reconnaissance technique, approach and departure technique		(a) Simulated engine failure at take-off:					
SECTION 3. NAVIGATION - ENROUTE PROCEDURES			(1) rejected take-off at or below TDP or safe forced					
а	Navigation and orientation at various altitudes or heights,		landing at or before DPATO;					
Ľ	map reading and use of a moving map display (optional)		(2) shortly after TDP or DPATO.					
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting		(b) Landing with simulated engine failure:					
	Monitoring of flight progress, using a manual flight log, fuel		(1)landing or go-around following engine failure before LDP or DPBL;					
С	usage, endurance, ETA, assessment of track error and re- establishment of correct track, instrument monitoring		(2)following engine failure after LDP or safe forced landing after DPBL.					
d	the diversion using a moving map display (optional)							
е	LAPL only - Collision avoidance (lookout procedures) PPL only - Use of navigational aids (where available) including							

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the use of GNSS and moving map displays (optional)

f ATC liaison and observance of regulations, etc.