

Autoritatea Aeronautică Civilă Română



Operator de date cu caracter personal înregistrat la ANSPDCP cu nr. 20425

Anexa 34. CPN-T-PPL(H)-EN

AACR Nr. _____ / _____

PPL(H) SKILL TEST

Applicant name & surname		Applicant signature	
Licence type and No.:			
1	Details of flight		
Type helicopter	Departure aerodrome		
Registration	Destination aerodrome:		
Block time off:	Block time on:		
Total block time:	Take-off time:	Landing time:	
2	Result of Test		
Pass	Fail	Partial pass	
3	Remarks		
Location and date:		Type and number of examiner's licence:	
Signature of examiner:		Name of examiner, in capitals:	

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL(A) (AMC2 FCL.235)

- (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.
- (3) **FLIGHT TEST TOLERANCE** 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:
 - (a) height:
 - normal flight ± 150 ft
 - with simulated engine failure ± 200 ft
 - hovering IGE flight ± 2 ft
 - (b) heading or tracking of radio aids:
 - normal flight ± 10 °
 - with simulated major emergency ± 15 °
 - (c) speed:
 - take-off and approach +15/- 10 knots
 - all other flight regimes ± 15 knots
 - (d) ground drift:
 - take-off hover IGE ± 3 ft
 - landing no sideways or backwards movement

P	Pass	R	Pass after repeat	F	Fail	N/A	Non-applicable	/	Not done
1						2	3	4	
PROCEDURES						FS	H	Examiners signature	
SECTION 1 PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES									
a	Helicopter knowledge, (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM and weather briefing					X			
b	Pre-flight inspection or action, location of parts and purpose					X			
c	Cockpit inspection and starting procedure					X			
d	Communication and navigation equipment checks, selecting and setting frequencies					X			
e	Pre-take-off procedure, R/T procedure and ATC compliance					X			
f	Parking, shutdown and post-flight procedure					X			
SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS									
a	Take-off and landing (lift-off and touch down)					X			
b	Taxi and hover taxi					X			
c	Stationary hover with head, cross or tail wind					X			
d	Stationary hover turns, 360 ° left and right (spot turns)					X			
e	Forward, sideways and backwards hover manoeuvring					X			
f	Simulated engine failure from the hover					X			
g	Quick stops into and downwind					X			
h	Sloping ground or unprepared sites landings and take-offs					X			
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								
SECTION 3 NAVIGATION - EN ROUTE PROCEDURES									
a	Navigation and orientation at various altitudes or heights and map reading					X			
b	Altitude or height, speed, heading control, observation of airspace and altimeter setting					X			
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track and instrument monitoring					X			
d	Observation of weather conditions and diversion planning					X			
e	Use of navigation aids (where available)					X			
f	ATC liaison with due observance of regulations, etc					X			

SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES				
a	Level flight, control of heading, altitude or height and speed	X		
b	Climbing and descending turns to specified headings	X		
c	Level turns with up to 30 ° bank, 180 ° to 360 ° left and right	X		
d	Level turns 180 ° left and right by sole reference to instruments	X		
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)				
<i>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.</i>				
<i>Note (2) The FE should select four items from the following:</i>				
a	Engine malfunctions, including governor failure, carburettor or engine icing and oil system, as appropriate			
b	Fuel system malfunction			
c	Electrical system malfunction			
d	Simulated emergencies			
e	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable			
f	Main rotor or anti-torque system malfunction (FFS or discussion only)			
g	Fire drills, including smoke control and removal, as applicable			
h	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: (a) Simulated engine failure at take-off: (1) rejected take-off at or before TDP or safe forced landing at or before DPATO; (2) shortly after TDP or DPATO. (b) Landing with simulated engine failure: (1) landing or go-around following engine failure before LDP or DPBL; (2) following engine failure after LDP or safe forced landing after DPBL.			

RESULT	PASS		FAIL	
EXAMINER Licence No.		EXAMINER Certificate/Auth. No.		

I hereby confirm receiving the relevant information from the applicant regarding his/her experience and instruction, and found the applicant being eligible, in accordance with FCL.1030 (b)(3)(i), for the conduct of the requested skill test or proficiency check.

ADDITIONAL DECLARATION FOR NON-ROMANIAN EXAMINERS:

- in accordance with FCL.1030(b)(3)(iv) -

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 **Examiner Differences Document** published by EASA.

Signature of examiner:		Date:	
Name of examiner, in capitals:			

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