

PAC-FCL Partea 3 - Anexa 85

AACR Nr. _____ / _____

PPL(H) SKILL TEST

Applicant's last name(s) and first name(s):		
Signature of applicant:		
Type of licence*:	Licence number*:	

1	Details of the 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 the test			
	Pass	Fail	Partial pass	
3	Remarks			
Location and date:				
Examiner's certificate number *:		Type and number of licence:		
Signature of examiner:		Name(s) in capital letters:		

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

- 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.
- 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.

FLIGHT TEST TOLERANCE

- The applicant should demonstrate the ability to:
 - operate the helicopter within its limitations;
 - complete all manoeuvres with smoothness and accuracy;
 - exercise good judgement and airmanship;
 - apply aeronautical knowledge;
 - maintain control of the helicopter 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 helicopter used:

(a) height:	normal forward flight	± 150 ft
	with simulated major emergency	± 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 approach	- 10 /+15knots
	all other flight regimes	± 15 knots
(d) ground drift:	take-off hover IGE	± 3 ft
	landing	no sideways or backwards movement

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(H) on SE or ME helicopters.

P Pass
 R Pass after repeat
 F Fail
 N/A Non-applicable
 / Not done

	PROCEDURES	FFS	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			
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			
SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS				
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			
SECTION 3 NAVIGATION - EN ROUTE PROCEDURES				
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			

SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES			
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		
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, carburetor 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 9 C to Part-FCL, sections 3 and 4, including for ME helicopters: 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. 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.		

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.