



# PPL (A) SKILL TEST FORM

## PPL (A) FORMULAIRE D'ÉPREUVE PRATIQUE D'APTITUDE

Direction de l'Aviation Civile  
Grand-Duché de Luxembourg

AMC 1 FCL.215 & FCL.235 (See FCL.235)

### FORMULAIRE DE DEMANDE ET DE COMPTE RENDU pour l'épreuve pratique d'aptitude PPL(A) APPLICATION AND REPORT FORM for the PPL(A) skill test

Nom du candidat : <i>Applicant's last name:</i>		Prénoms : <i>First names:</i>	
Signature: <i>Signature</i>		Pays de délivrance: <i>Issuing State :</i>	

### 1. Déroulement du vol / Details of the flight

Type d'avion : <i>Type of aeroplane:</i>		Immatriculation : <i>Registration:</i>	
Aérodrome de départ : <i>Departure aerodrome :</i>		Aérodrome d'arrivée : <i>Destination aerodrome:</i>	
Heure de décollage : <i>Take-off time:</i>		Heure d'atterrissage : <i>Landing time :</i>	
Temps de vol: <i>Flight time:</i>		Temps de vol total : <i>Total flight time:</i>	

### 2. Résultat de l'épreuve / Result of the test

Détails de l'épreuve : <i>Skill Test details :</i>		
RÉUSSI / PASSED *	ÉCHEC / FAILED *	RÉUSSITE PARTIELLE / PARTIAL PASS*

### 3. Remarques / Remarks


#### The examiner confirms the adherence to FCL.1030 a) through d)

Lieu et date : <i>Location and date :</i>		Type et numéro de licence du FE : <i>Type and number of FE's licence:</i>	
Signature du FE : <i>Signature of FE :</i>		Nom du FE en lettres majuscules : <i>Name of FE in capitals:</i>	

\* biffer si nécessaire / delete as necessary



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## AMC 1 to FCL.215 & FCL.235

### THEORETICAL KNOWLEDGE EXAMINATION AND SKILL TEST FOR THE PPL

#### (a) Theoretical knowledge examination

- (1) The examinations should comprise a total of 120 multiple-choice questions covering all the subjects.
- (2) Communication practical classroom testing may be conducted.
- (3) The period of 18 months mentioned in FCL.025(b)(2) should be counted from the end of the calendar month when the applicant first attempted an examination.

#### (b) Skill test

Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.

#### (c) Conduct of the test

- (1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.
- (2) Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
- (3) An applicant should be required to 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. Responsibility for the flight should be allocated in accordance with national regulations.

#### CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL(A)

- (a) The route to be flown for the navigation test should be chosen by the FE. The route 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 should have a duration that allows the pilot to demonstrate his/her ability to complete a route with at least three identified waypoints and may, as agreed between the applicant and FE, be flown as a separate test.
- (b) 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 for the aeroplane on which the test is being taken. During pre-flight preparation for the test the applicant should be 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 aeroplane used.

#### FLIGHT TEST TOLERANCE

#### (c) The applicant should demonstrate the ability to:

- (1) operate the aeroplane within its limitations;
- (2) complete all manoeuvres with smoothness and accuracy;
- (3) exercise good judgment and airmanship;
- (4) apply aeronautical knowledge;
- (5) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

#### (d) The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

- (1) height:
  - (i) normal flight  $\pm 150$  ft
  - (ii) with simulated engine failure  $\pm 200$  ft (if ME aeroplane is used)
- (2) heading or tracking of radio aids:
  - (i) normal flight  $\pm 10^\circ$
  - (ii) with simulated engine failure  $\pm 15^\circ$  (if ME aeroplane is used)
- (3) speed:
  - (i) take-off and approach  $+15/-5$  knots
  - (ii) all other flight regimes  $\pm 15$  knots

#### (e) The skill test contents and sections set out in this AMC should be used for the skill test for the issue of a PPL(A) on SE and ME aeroplanes or on TMGs.

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**AMC 1 to FCL.215 & FCL.235**

**Contents of the skill test for the issue of a PPL(A)**

**SECTION 1  
PRE-FLIGHT OPERATIONS AND DEPARTURE**

Use of checklist, airmanship, control of aeroplane by external visual reference, anti/de-icing procedures, etc. apply in all sections.

		Examiner's Initials when test completed
a.	Pre-flight documentation, NOTAM and weather briefing	
b.	Mass and balance and performance calculation	
c.	Aeroplane inspection and servicing	
d.	Engine starting and after starting procedures	
e.	Taxiing and aerodrome procedures, pre take-off procedures	
f.	Take-off and after take-off checks	
g.	Aerodrome departure procedures	
h.	ATC compliance and R/T procedures	

**SECTION 2  
GENERAL AIRWORK**

a.	ATC compliance and R/T procedure	
b.	Straight and level flight, with speed changes	
c.	Climbing: i. Best rate of climb ii. Climbing turns iii. Levelling off	
d.	Medium (30° bank) turns	
e.	Steep (45° bank) turns (including recognition and recovery from a spiral dive)	
f.	Flight at critically low airspeed with and without flaps	
g.	Stalling: i. Clean stall and recover with power ii. Approach to stall descending turn with bank angle 20°, approach configuration iii. Approach to stall in landing configuration	
h.	Descending: i. With and without power ii. Descending turns (steep gliding turns) iii. Levelling off	

**SECTION 3  
EN-ROUTE PROCEDURES**

a.	Flight plan, dead reckoning and map reading	
b.	Maintenance of altitude, heading and speed	
c.	Orientation, timing and revision of ETAs, log keeping	
d.	Diversion to alternate aerodrome (planning and implementation)	
e.	Use of radio navigation aids	
f.	Basic instrument flying check (180° turn in simulated IMC)	

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		Examiner's Initials when test completed
g.	Flight management (checks, fuel systems and carburettor icing, etc.)	
h.	ATC compliance, and R/T procedures	

#### SECTION 4 APPROACH AND LANDING PROCEDURES

a.	Aerodrome arrival procedures	
b.	* Precision landing (short field landing), cross wind, if suitable conditions available	
c.	* Flapless landing	
d.	* Approach to landing with idle power (single-engine only)	
e.	Touch and go	
f.	Go-around from low height	
g.	ATC compliance and R/T procedures	
h.	Actions after flight	

#### SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES

This section may be combined with Sections 1 through 4.

a.	Simulated engine failure after take-off (single-engine only)	
b.	* Simulated forced landing (single-engine only)	
c.	Simulated precautionary landing (single-engine only)	
d.	Simulated emergencies	
e.	Oral questions	

#### SECTION 6 SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS/TYPE ITEMS

This section may be combined with Sections 1 through 5.

a.	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)	
b.	Asymmetric approach and go-around	
c.	Asymmetric approach and full stop landing	
d.	Engine shutdown and restart	
e.	ATC compliance, R/T procedures or airmanship	
f.	As determined by the Flight Examiner – any relevant items of the class/type rating skill test to include, if applicable: <ul style="list-style-type: none"> <li>i. Aeroplane systems including handling of auto pilot</li> <li>ii. Operation of pressurisation system</li> <li>iii. Use of de-icing and anti-icing system</li> </ul>	
g.	Oral questions	

\* some of these items may be combined at the discretion of the Flight Examiner.





Direction de l'Aviation Civile  
Grand-Duché de Luxembourg

## INFORMATION NOTE ON DATA PROTECTION NOTICE D'INFORMATION SUR LA PROTECTION DES DONNEES

### Personnel licences

#### Licences du personnel

Personal data are processed for the purpose of aviation safety by guaranteeing that only persons possessing the required competences obtain a pilot licence, aircraft maintenance licence or cabin crew attestation.

The data subject has the right :

- to access to their personal data,
- to rectification or erasure of personal data or restriction of processing,
- to object to processing,

by contacting the data protection officer ([dpo@av.etat.lu](mailto:dpo@av.etat.lu)). Proof of identity has to be included in the request (ex. copy of identity card or passport, licence number, etc.).

Failure to provide the requested data will prevent the issuance, renewal/revalidation or transfer of the licence or attestation.

**For more detailed information on the protection of your personal data, please consult our website:**

<https://dac.gouvernement.lu/en/data-protection.html>

Les données à caractère personnel sont traitées en vue de la sécurité des activités aériennes en garantissant que seules les personnes possédant les compétences requises obtiennent une licence de pilote, une licence de maintenance d'aéronef ou un certificat de membre d'équipage.

Toute personne concernée a le droit :

- d'accéder à ses données personnelles,
- de demander la rectification ou l'effacement des données personnelles, ou la limitation du traitement,
- de s'opposer au traitement,

en contactant le délégué à la protection des données ([dpo@av.etat.lu](mailto:dpo@av.etat.lu)). Une preuve de l'identité doit être jointe à la demande (ex. copie de la carte d'identité ou du passeport, numéro de la licence, etc.).

Le fait de ne pas fournir les données à caractère personnel requises à la DAC fera obstacle à la délivrance, le renouvellement/la revalidation ou le transfert de la licence ou du certificat en question.

**Pour des informations plus détaillées sur la protection de vos données personnelles, veuillez consulter notre site web :**

<https://dac.gouvernement.lu/fr/protection-donnees.html>



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