



Direction de l'Aviation Civile
Grand-Duché de Luxembourg

PPL (H) SKILL TEST FORM

PPL (H) FORMULAIRE D'ÉPREUVE PRATIQUE D'APTITUDE

Numéro de licence du candidat / Applicant's licence number:

AMC 2 FCL.215 & FCL.235

(See FCL.235)

FORMULAIRE DE DEMANDE ET DE COMPTE RENDU pour l'épreuve pratique d'aptitude PPL(H) APPLICATION AND REPORT FORM for the PPL(H) 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'hélicoptère : <i>Type of helicopter:</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 *	ECHEC / 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



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.

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

- (a) 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.
- (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 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**(c) The applicant should demonstrate the ability to:**

- (1) operate the helicopter within its limitations;
 - (2) complete all manoeuvres with smoothness and accuracy;
 - (3) exercise good judgement and airmanship;
 - (4) apply aeronautical knowledge;
 - (5) 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.
- (d) 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.
- (1) height:
 - (i) normal forward flight ± 150 ft
 - (ii) with simulated major emergency ± 200 ft
 - (iii) hovering IGE flight ± 2 ft
 - (2) heading or tracking of radio aids:
 - (i) normal flight $\pm 10^\circ$
 - (ii) with simulated major emergency $\pm 15^\circ$
 - (3) speed:
 - (i) take-off approach -10 knots/ $+15$ knots
 - (ii) all other flight regimes ± 15 knots
 - (4) ground drift:
 - (i) take-off hover IGE ± 3 ft
 - (ii) landing no sideways or backwards movement

Date:	Applicant's licence number:
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AMC 2 to FCL.215 & FCL.235

Contents of the skill test for the issue of a PPL(H)

SECTION 1 - PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES		
Use of checklist, airmanship, control of aircraft by external visual reference, anti/de-icing procedures, etc. apply in all sections.		
		Examiner's Initials when test completed
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.	

Date:	Applicant's licence number:
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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)

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 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.	

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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). 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). 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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