

FLIGHT TEST SCHEDULE

LAPL(H): SKILL TEST
Based on AMC2 FCL.125
PPL(H): SKILL TEST
Based on AMC2 FCL.235



Examiner(s):

Version Date:01-04-2014

Licence number applicant:

SECTION 1 PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES

Note: Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc., apply in all sections.

		Exam	Re-Exam
a	Helicopter knowledge, (e.g. technical log, fuel, mass and balance, performance), flight planning, NOTAMS, weather briefing	M	
b	Pre-flight inspection or action, location of parts and purpose	M	
c	Cockpit inspection, starting procedure	M	
d	Communication and navigation equipment checks, selecting and setting frequencies	M	
e	Pre-take-off procedure and ATC liaison	M	
f	Parking, shutdown and post-flight procedure	M	

SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS

		Exam	Re-Exam
a	Take-off and landing (lift off and touch down)	M	
b	Taxi and hover taxi	M	
c	Stationary hover with head, cross and tail wind	M	
d	Stationary hover turns, 360° left and right (spot turns)	M	
e	Forward, sideways and backwards hover manoeuvring	M	
f	Simulated engine failure from the hover	M	
g	Quick stops into and downwind	M	
h	Sloping ground/unprepared sites landings and take-offs	M	
i	Take-offs (various profiles)	M	
j	Crosswind, downwind take-off (if practicable)	M	
k	Take-off at maximum take-off mass (actual or simulated)	M	
l	Approaches (various profiles)	M	
m	Limited power take-off and landing	M	
n	Autorotations, (FE to select two items from: basic, range, low speed, and 360° turns)	M	
o	Autorotative landing	M	
p	Practice forced landing with power recovery	M	
q	Power checks, reconnaissance technique, approach and departure technique	M	

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SECTION 3 NAVIGATION - EN ROUTE PROCEDURES

		Exam	Re-Exam
a	Navigation and orientation at various altitudes or heights and map reading	M	
b	Altitude or height, speed, heading control, observation of airspace and altimeter setting	M	
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error, re-establishment of correct track, instrument monitoring	M	
d	Observation of weather conditions and diversion planning	M	
e1	Collision avoidance (look-out procedures)	LAPL(H) only M	
e2	Use of navigation aids (where available)	PPL(H) only M	
f	ATC liaison and observance of regulations, etc.	M	

SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES

		Exam	Re-Exam
a	Level flight, control of heading, altitude or height and speed	M	
b	Climbing and descending turns to specified headings	M	
c	Level turns with up to 30° bank, 180° to 360° left and right	M	
d	Level turns 180° left and right by sole reference to instruments	PPL(H) only M	

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SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)

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 the test.

Note (2) The FE shall select 4 items from the following:

		Exam	Re-Exam
a	Engine malfunctions, including governor failure, carburettor or engine icing and oil system, as appropriate	M	
b	Fuel system malfunction	M	
c	Electrical system malfunction	M	
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	M	
e	Main rotor or anti-torque system malfunction (FFS or discussion only)	M	
f	Fire drills, including smoke control and removal, as applicable	M	
g1	Other abnormal and Emergency procedures as outlined in appropriate flight manual LAPL(H) only	M	
g2	Other abnormal and Emergency procedures as outlined in appropriate flight manual and with reference to Appendix 9 C to Part-FCL, sections 3 and 4, including for multi-engine helicopters: <ul style="list-style-type: none"> - Simulated engine failure at take-off: <ul style="list-style-type: none"> - rejected take-off at or before TDP or safe forced landing at or before DPATO - shortly after TDP or DPATO - Landing with simulated engine failure: <ul style="list-style-type: none"> - landing or go-around following engine failure before LDP or DPBL - following engine failure after LDP or safe forced landing after DPBL PPL(H) only	M	