

APPLICATION AND REPORT FOR THE SKILL TEST FOR PPL (H)			
Applicant's last name(s):			
Applicant's first name(s):			
Signature of applicant:		I certify that do not have more than one license per category of aircraft issued under Part-FCL and all my Part-FCL licenses are issued by the same State. Please keep in mind that if the medical report data that supports your aero-medical certificate will not act in Aviation Medicine Unit of AESA your application may be rejected	
Type of licence*:			
Licence number*:			
Estate			
1 DETAILS OF THE FLIGHT			
GROUP, CLASS, TYPE OF AIRCRAFT:		REGISTRATION:	
AERODROME OR SITE:		TAKE-OFF TIME:	LANDING TIME:
			FLIGHT TIME:
		TOTAL FLIGHT TIME:	
2 RESULT OF THE TEST			
Skill test details:			
PASS <input type="checkbox"/>		FAIL <input type="checkbox"/>	PARTIAL PASS <input type="checkbox"/>
3 REMARKS			
RTF:		<input type="checkbox"/> SPANISH	<input type="checkbox"/> ENGLISH
I received information from the applicant regarding their experience and training and certify that meets the EASA Part-FCL requirements.			
<input type="checkbox"/> <b>(Tick as appropriate)</b> To examiners who have been certified by another competent authority. I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in current version of the Examiner Differences Document.			
Location and date:			
Examiner's certificate number:		Type licence	
		number of licence	
Signature of examiner:		Name(s)	
		Surname	
IN APPLICATION OF FCL.1030 AND IN ACCORDANCE WITH THE PROCEDURES ESTABLISHED BY AESA, ORIGINAL DOCUMENT OF THE FORM SHALL BE SUBMITTED TO (1) THE APPLICANT'S COMPETENT AUTHORITY AND COPIES TO (2) THE APPLICANT (2) (3) THE EXAMINER (4) THE EXAMINER'S COMPETENT AUTHORITY			

\*If applicable

NAME:	SURNAME:	FCL #	AIRCRAFT:		
<i>AMC 1 FCL.235 A = Pass; NA = Fail Examiner initials when test or check completed</i>					
<b>SECTION 1 PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES</b>				<b>A</b>	<b>NA</b>
Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc. apply in all sections					
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				
<b>SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS</b>				<b>A</b>	<b>NA</b>
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				
<b>SECTION 3 NAVIGATION - EN ROUTE PROCEDURES</b>				<b>A</b>	<b>NA</b>
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.				
<b>SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES</b>				<b>A</b>	<b>NA</b>
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				
<b>SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)</b>				<b>A</b>	<b>NA</b>
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.					

NAME:	SURNAME:	FCL #	AIRCRAFT:
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*AMC 1 FCL.235*

*A = Pass; NA = Fail*

*Examiner initials when test or check completed*

**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	<p>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:</p> <p>(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.</p> <p>(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.</p>		