

# Report form for the PPL-H skill test on single-engine or multi-engine helicopter

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Application and report form for the PPL skill test on helicopter according to part fcl.235 and acceptable means of compliance and guidance material to commission regulation (EU) no 1178/2011 of 3 november 2011.

## A. To be completed by the examiner

<input type="checkbox"/> Skill test PPL(H)	<input type="checkbox"/> Skill test PPL(H) for LAPL(H) licence holder
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## B. To be completed by the examiner

Date of test	Helicopter type	<input type="checkbox"/> Single Engine	<input type="checkbox"/> Multi Engine (min 70h PIC or completed integrated course (ref FCL.720.H(C)(2)))
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## C. To be completed by the applicant

Date of birth (yyyy-mm-dd)		Licence number	
Social security number (personnummer)		State of licence issue	
Last name		First and middle names	
Street or box		Country	
Postal code	City		
Telephone number	E-mail address		
Place			Date
Signature of applicant			
The Swedish Transport Agency will, in accordance with Ordinance (1999:1134) 11 §, request excerpts from the National Police Board's suspicion and indictment register (Belastningsregistret) before issuing a license (this only applies if it is the applicant's first flight crew licence in Sweden).			
<input type="checkbox"/> Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c) (See instructions, page 8)			

## Non-Swedish citizens only

<input type="checkbox"/> In order to fulfil the requirements regarding suitability in the Swedish Aviation Act chapter 4, 9 § the Swedish Transport Agency requests a record from the registry of suspicion and previous convictions in English in original from the police authority in the country where the applicant holds citizenship.
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The documents shall be scanned as a PDF-file and sent by e-mail to: [certifikat.w3d3@transportstyrelsen.se](mailto:certifikat.w3d3@transportstyrelsen.se) or by mail to: Transportstyrelsen 601 73, Norrköping

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## D. To be completed by Training organisation

### Training completed and application approved

Date	Printed name		
Name of training organisation		Signature Head of Training or other approved person	

### Practical training during course<sup>1</sup>:

General	Student time		Min ( $\geq$ ) and max ( $\leq$ ) times during course according to COMMISSION REGULATION (EU) NO 1178/2011	
Licence holding before commencement of course:			None	LAPL(H) <sup>2</sup>
Total training time during course <sup>3</sup>			$\geq 45h$	$> 45h$
Total flight time helicopter			$\geq 40h$	$\geq 40h$
Total time in FSTD			$\leq 5h$	$\leq 5h$
Dual flight instruction time/ dual ground instruction time	Flight	Ground	$\geq 25h$	$\geq 25h$
Supervised solo flight time			$\geq 10h$	$\geq 10h$
Solo cross- country flight time			$\geq 5h$	$\geq 5h$
Solo cross-country flight of at least 185 km (100NM) including full stop landings at 2 aerodrome different from the aerodrome of departure	Date		Aerodrome 1:	
			Aerodrome 2:	

**Crediting of flight time (According to PART-FCL.210.H PPL(H)(c)) specify:**

## E. To be completed by the examiner

### Result of the test

Final Result	<input type="checkbox"/> Passed	<input type="checkbox"/> Partial pass	<input type="checkbox"/> Failed
RT-examination passed (can only be performed by Swedish examiner)	<input type="checkbox"/> Swedish	<input type="checkbox"/> English	
Place			Date
Signature of examiner			Stamp
Name in block letters			Examiner's certificate number

Name of applicant		Licence no	
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<sup>1</sup> Example how to fill out this table is found on page 8

<sup>2</sup> Times in LAPL(H) training column are times of flight instructions including LAPL(H) training course times

<sup>3</sup> Minimum 35 of the 45 hours of flight instruction have to be completed on the same type of helicopter as the one used for the skill test.

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**F.**
**Before Test**

<input type="checkbox"/> Theoretical type course performed	<input type="checkbox"/> In case of non-Swedish examiner, required documentation attached (see page 8 section F)  All pre-requisites checked, documented as required in section B and C, and confirmed including latest revision of Examiner's Differences Document  <b>EDD revision no:</b> .....
<input type="checkbox"/> PPL written test valid	
Radio operator training ,and written test completed	
<input type="checkbox"/> Swedish <input type="checkbox"/> English	
<input type="checkbox"/> Valid language proficiency	
<input type="checkbox"/> Valid medical certificate class 1 or 2	
<input type="checkbox"/> Multi engine min 70 PIC	
<input type="checkbox"/> . Personal identification card	
Examiner's signature	

**G.**

<b>SECTION 1 PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES</b>		Instructor's initials when training completed	Pass	Fail
Use of checklist, airmanship, control of helicopter by external visual reference, anti/de-icing procedures, etc. apply in all sections.				
1.a	Helicopter knowledge, (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM and weather briefing		<input type="checkbox"/>	<input type="checkbox"/>
1.b	Pre-flight inspection or action, location of parts and purpose		<input type="checkbox"/>	<input type="checkbox"/>
1.c	Cockpit inspection and starting procedure		<input type="checkbox"/>	<input type="checkbox"/>
1.d	Communication and navigation equipment checks, selecting and setting frequencies		<input type="checkbox"/>	<input type="checkbox"/>
1.e	Pre-take-off procedure, R/T procedure and ATC compliance		<input type="checkbox"/>	<input type="checkbox"/>
1.f	Parking, shutdown and post-flight procedure		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

<b>SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS (cont'd)</b>		Instructor's initials when training completed	Pass	Fail
2.a	Take-off and landing (lift-off and touch down)		<input type="checkbox"/>	<input type="checkbox"/>
2.b	Taxi and hover taxi		<input type="checkbox"/>	<input type="checkbox"/>
2.c	Stationary hover with head, cross or tail wind		<input type="checkbox"/>	<input type="checkbox"/>
2.d	Stationary hover turns, 360 ° left and right (spot turns)		<input type="checkbox"/>	<input type="checkbox"/>
2.e	Forward, sideways and backwards hover manoeuvring		<input type="checkbox"/>	<input type="checkbox"/>
2.f	Simulated engine failure from the hover		<input type="checkbox"/>	<input type="checkbox"/>

Section 2 continued on the next page

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<b>SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS (cont'd)</b>		Instructor's initials when training completed	Pass	Fail
2.g	Quick stops into and downwind		<input type="checkbox"/>	<input type="checkbox"/>
2.h	Sloping ground or unprepared sites landings and take-offs		<input type="checkbox"/>	<input type="checkbox"/>
2.i	Take-offs (various profiles))		<input type="checkbox"/>	<input type="checkbox"/>
2.j	Crosswind and downwind take-off (if practicable)		<input type="checkbox"/>	<input type="checkbox"/>
2.k	Take-off at maximum take-off mass (actual or simulated)		<input type="checkbox"/>	<input type="checkbox"/>
2.l	Approaches (various profiles)		<input type="checkbox"/>	<input type="checkbox"/>
2.m	Limited power take-off and landing		<input type="checkbox"/>	<input type="checkbox"/>
2.n	Autorotations, (FE to select two items from: basic, range, low speed and 360 ° turns)		<input type="checkbox"/>	<input type="checkbox"/>
2.o	Autorotative landing		<input type="checkbox"/>	<input type="checkbox"/>
2.p	Practice forced landing with power recovery		<input type="checkbox"/>	<input type="checkbox"/>
2.q	Power checks, reconnaissance technique, approach and departure technique		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

<b>SECTION 3 NAVIGATION - EN-ROUTE PROCEDURES</b>		Instructor's initials when training completed	Pass	Fail
3.a	Navigation and orientation at various altitudes or heights and map reading		<input type="checkbox"/>	<input type="checkbox"/>
3.b	Altitude or height, speed, heading control, observation of airspace and altimeter setting		<input type="checkbox"/>	<input type="checkbox"/>
3.c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track and instrument monitoring		<input type="checkbox"/>	<input type="checkbox"/>
3.d	Observation of weather conditions and diversion planning		<input type="checkbox"/>	<input type="checkbox"/>
3.e	Use of navigation aids (where available)		<input type="checkbox"/>	<input type="checkbox"/>
3.f	ATC liaison with due observance of regulations, etc.		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

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<b>SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES</b>		Instructor's initials when training completed	Pass	Fail
4.a	Level flight, control of heading, altitude or height and		<input type="checkbox"/>	<input type="checkbox"/>
4.b	Climbing and descending turns to specified headings		<input type="checkbox"/>	<input type="checkbox"/>
4.c	Level turns with up to 30 ° bank, 180 ° to 360 ° left and right		<input type="checkbox"/>	<input type="checkbox"/>
4.d	Level turns 180 ° left and right by sole reference to instruments		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

<b>SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)</b>		Instructor's initials when training completed	Pass	Fail
<p>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.</p> <p>Note (2) The FE should select four items from the following:</p>				
5.a	Engine malfunctions, including governor failure, carburettor or engine icing and oil system, as appropriate		<input type="checkbox"/>	<input type="checkbox"/>
5.b	Fuel system malfunction		<input type="checkbox"/>	<input type="checkbox"/>
5.c	Electrical system malfunction		<input type="checkbox"/>	<input type="checkbox"/>
5.d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable		<input type="checkbox"/>	<input type="checkbox"/>
5.e	Main rotor or anti-torque system malfunction (FFS or discussion only)		<input type="checkbox"/>	<input type="checkbox"/>
5.f	Fire drills, including smoke control and removal, as applicable		<input type="checkbox"/>	<input type="checkbox"/>
5.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 forced landing after DPBL.</p>		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

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## H. Details of the flight

Registration of helicopter/F STD qualification number	Rotor turning	On Ground
Departure aerodrome	Rotor stop	Take off
Destination aerodrome	Total flight time	Total airborne time
Helicopter type and variant		
Pilot in command (FE)		

## I. Remarks

Item no	Comment	
Debriefing/taken part Date of comments above	Date	Signature of applicant

Name of applicant		Licence no	
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**J. ADDITIONAL INFORMATION REGARDING THE TEST****K. DEBRIEFING**

Disagreements with or comments on examiner's report

Date

Signature of applicant

Name of applicant

Licence no

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## Instructions for completing form TSL7665 PPL Helicopter

- A. Tick the appropriate box
- B. Please enter the complete information
- C. Personal information of the applicant.  
**AMC1 ARA.GEN.315 Applicant VERIFICATION OF COMPLIANCE** By ticking this box you certify that you:  
(1) do not hold any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State;  
(2) has not applied for any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category in another Member State; and  
(3) has never held any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State. Incorrect information could disqualify you from being granted a personnel licence, certificate, rating, authorization or attestation.
- D. This section is to be completed by the Head of Training of the ATO
- E. The result of the test
- F. This section is a checklist of prerequisites for the examiner to check before the test/check.  
**Please note that the examiner must sign and thus affirm that he has checked all prerequisites before the test. By signing the examiner also confirms:**
- G. Protocol
- H. Details of the flight. Type of helicopter including variant used for the skill test shall be in accordance to EASA Class and Type Rating List/Licence Endorsement list (Helicopters).
- I. Comments regarding tested items, please indicate the item commented. The applicant signs that he/she has taken part of the result of the test (it is not a formal acceptance of the result).
- J. Additional information regarding the conditions during test, simulators etc.

Name of applicant		Licence no	
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