

**Shared Services Centre
Technical Governance and Support Services
Technical Approvals**



Standards Document 19(H), Version 03

EASA Aircrew Regulation, Annex I - Part-FCL, Subpart B and C

**Notes for the Guidance of Applicants taking the PPL and LAPL Skill
Test (Helicopters)**

Please note that this document is for guidance purposes only. The latest version of this document can be viewed on the CAA website

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Foreword

This document sets out the guidance for applicants taking the **Skill Test** for the grant of a **Private Pilot's Licence (PPL)** or a **Light Aircraft Pilot Licence (LAPL)** Helicopter. The information will help applicants prepare for this flight test, but it must be remembered that aspects mentioned here are of a general nature only and do not give precise details of each exercise or manoeuvre.

Nothing in this document is intended to conflict with the **EASA Aircrew Regulation (Regulation (EU) 1178/2011 as amended)**, or UK statute law where applicable. Whilst every effort is made to ensure that all information is correct at the time of publication, the CAA reserves the right to amend this document as required to accommodate changes to the primary authority documents, to correct errors and omissions or to reflect changes in national policy and best practice.

The **Civil Aviation Authority** is the competent authority of the UK for the issue of pilot licences, ratings and certificates in accordance with **EASA Annex I Part-FCL (the Aircrew Regulation)** and for the oversight of their implementation and use. In fulfilling this role, the CAA is required to provide oversight documentation, including standards documents, guidance material and acceptable means of compliance that may be used by relevant personnel and organisations to allow them to perform their tasks, discharge their responsibilities and establish compliance with the Basic Regulation.

This document and other **Civil Aviation Authority (CAA) Standards Documents** are available on the CAA web site at: www.caa.co.uk/standardsdocuments

These may be downloaded without charge. The **CAA Scheme of Charges**, application and report forms are also available from the website at www.caa.co.uk.

If, after reading this document, there are any queries or comments, please contact Shared Services Centre, Technical Governance and Support services, Technical Approvals CAA

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Glossary of Abbreviations and Terms

AI or ADI	Attitude Indicator or Attitude Direction Indicator
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AMC	Acceptable Means of Compliance
ANO	Air Navigation Order
AoC	Assessment of Competence
ATC	Air Traffic Control
ATO	Approved Training Organisation
CPL	Commercial Pilot Licence
CRM	Crew Resource Management
EASA	European Aviation Safety Agency
FEH	Flight Examiners Handbook
FE (CPL)	Flight Examiner Commercial Pilot Licence (Helicopters)
FE (PPL)	Flight Examiner Private Pilot Licence (Helicopters)
FI	Flight Instructor
FNPT or FNPT II	Flight Navigation Procedures Trainer
FS or FFS	Flight Simulator or Full Flight Simulator
FSTD	Flight Simulation Training Device
GRE	Ground Examiner
GPS	Global Positioning System
GM	Guidance Material
GNSS	Global Navigation Satellite System
ME	Multi-Engine
Part FCL	EASA Aircrew Regulation - Annex 1 – Part-FCL
Proficiency Check	Demonstration of skill for the revalidation or renewal of a licence or rating, including oral examinations as may be required.
RF	Registered Facility
RT	Radiotelephony
SE	Single-Engine
SEP	Single-Engine Piston
SET	Single-Engine Turbine
Skill Test	Demonstration of skill for the issue of a licence or rating
SP or SPH	Single-Pilot or Single-Pilot Helicopter
SSC	Shared Services Centre
TEM	Threat and Error Management
TRE	Type Rating Examiner
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions

Editorial Convention

Throughout these notes the following editorial practices and definitions shall apply:

- "Shall" and "Must" are used to indicate a mandatory requirement.
- "Expect" and "Should" are used to indicate strong obligation.
- "May" is used to indicate discretion.
- "Examiner" is used to indicate a person who is authorised by the CAA to conduct the appropriate skill test or aeroplane inspection.
- "Applicant" is used to indicate a person who is seeking the issue or renewal of a pilot's licence or rating.
- A Skill Test is a demonstration of skill for the initial licence issue, licence renewal, rating issue or rating renewal. Such tests include oral examination and flight test as appropriate.
- "He/She". The pronoun 'he' is used throughout for ease of reading.
- "Test" is used in this document to describe licensing skill tests and proficiency checks

PART 1 GENERAL INFORMATION

- 1.1 Successful completion of the skill test will result in the appropriate Type Rating being added to the applicant's licence.
- 1.2 The Type Rating issued from the skill test will be valid for the period stated in EASA Part-FCL.

PART 2 FLIGHT TEST PREPARATION AND PROVISION OF HELICOPTERS

2.1 FLIGHT TEST PREPARATION

2.1.1 Requirements

An applicant for a LAPL/PPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate helicopter type, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

2.1.2 Ground examinations and training

An applicant for a skill test shall have successfully completed all theoretical knowledge examinations associated with the issue of a PPL (H) or LAPL (H) within the timeframe designated in Part FCL.

2.1.3 Flight training

Skill test applicants shall have successfully completed all the flight training stated in Part FCL Subpart B (LAPL) /Subpart C (PPL), as applicable, prior to conducting the skill test.

2.1.4 Certificate of Course Completion/Recommendation for Test.

The applicant's suitability for test will be confirmed by completion of the course completion certificate on the form for the application for the issue of the licence. In addition the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.

2.1.5 Previous tests

Applicants who have previously attempted the skill test must produce to the examiner the previous test result form SRG 1172 and form SRG 2129 that indicates the reasons for failure, and the re-training requirement. The applicant will also have evidence of the retraining conducted and have a new Recommendation for Test from the organisation/person responsible for the training

2.1.6 Medicals

Applicants must be in possession of a valid UK issued EASA Class 1 or Class 2 medical certificate if applying for a PPL, or LAPL Medical Certificate if applying for LAPL. The medical certificate shall be shown to the examiner. If the certificate is out of date the examiner may still conduct the test, but the applicant should be aware that, regardless of the outcome, he will not be permitted to use his licence or rating until the certificate is revalidated.

2.1.7 Flight Radio Telephony Operator's (FRTTO) Licence

An applicant for a UK issued EASA licence must have passed the RT Practical Test prior to attempting the skill test.

2.2 PROVISION OF HELICOPTERS

2.2.1 The applicant must provide an appropriate helicopter for the skill test. The helicopter, its equipment and documentation, must be approved for the purpose. The process for approval will be carried out by the examiner. The helicopter used for the test shall meet the requirements for training helicopters detailed in EASA Part-ORA.

2.2.2 The helicopter used for the skill test must be equipped and maintained to a recognised and accepted maintenance standard. It must have a certificate of airworthiness issued or accepted by an EASA Member State to enable the applicant to obtain a type rating for licence issue.

2.2.3 The helicopter must be fitted with duplicate primary flying controls for use by the applicant and examiner. Swing-over flying controls are not acceptable.

2.2.4 Flight, engine and associated ancillary instruments as required by ANO schedule 6. Instruments must be readily visible to both the Examiner and the applicant.

2.2.5 Wheel brakes, undercarriage controls, engine controls, fuel controls and cabin fire extinguishers must be either duplicated or positioned so that they are accessible to both the Examiner and applicant.

2.2.6 The helicopter must be suitable for demonstrating all aspects of the training syllabus.

2.2.7 Navigation equipment should be installed including at least one VOR or ADF or GNSS (PPL skill test only). GNSS equipment where fitted, must have the latest software edition for use during the skill test.

2.2.8 Helicopters must be equipped with a VHF Transceiver and two-way inter-communication must be fitted for use by the Examiner and applicant. In flight communication should be carried out using headsets.

2.2.9 A stop-watch or other suitable timing device should be provided for use by the applicant. This may be part of the helicopter equipment or provided separately.

- 2.2.10 A means of screening from external reference must be provided to simulate flight by sole reference to instruments. Head worn visors or goggles may be used for this purpose (PPL only).

PART 3 CONDUCT OF THE TEST

3.1 PREVIEW OF EVENTS

- 3.1.1 This first section will preview those items that the examiner considers as he constructs the profile. Section 3.2 gives details of the contents of the Initial Briefing; Sections 3.3 and 3.4 describe the Main and Pre Flight Briefing; Sections 3.5 and 3.6 the Planning and Weather considerations that are required. Sections 3.7 details the Flight and 3.8 the Post Flight Debrief.
- 3.1.2 The skill test will be conducted by a Flight Examiner or Inspector authorised and designated for the test by the CAA. The test schedule and standards required are set by EASA. The examiner will conduct each test to meet the required schedule and achieve a meaningful, fair and valid assessment. He will give the applicant clear and unhurried instructions and will check that the applicant has understood what he has been asked to do.
- 3.1.3 Applicants will be assessed on all aspects of the helicopter operation. Sound basic handling skills are essential as well as TEM, CRM, airmanship, navigation, instrument flying, correct R/T phraseology, cockpit and overall flight management. The examiner may elect to evaluate certain aspects by oral questioning.
- 3.1.4 The skill test is divided into five main sections:
- Section 1 Pre/Post Flight Checks and Procedures
Section 2 Hover Manoeuvres, Advanced Handling and Confined Areas
Section 3 Navigation - En-route procedures
Section 4 Flight Procedures and Manoeuvres
Section 5 Abnormal and emergency procedures
- 3.1.5 The skill test is intended to be flown as a complete flight including navigation and general handling manoeuvres. However, as agreed between the applicant and the examiner, the En Route Procedures, Section 3, may be flown as a separate flight however, the test should not be commenced unless it is anticipated that both flights can be completed in the same day. (If Sect 3 is flown separately Section 1 will be assessed on both flights).
- 3.1.6 If the skill test is completed in two parts, both parts shall be conducted by the same examiner. The overall result of the attempt shall not be assessed or recorded until all sections have been completed. Each part of the attempt shall be recorded on separate test report forms (SRG 1172) and clearly marked with the attempt/series number.
- 3.1.7 The sequence in which the Sections are conducted may vary depending on the circumstances. Briefing and planning will be completed in approximately 2 hours, the pilot's pre-flight inspection in 30 minutes. The Navigation - En Route section, including Instrument Flying and Radio Tracking, normally takes about 1 hour and the Hover Manoeuvres, Advanced Handling and Confined Areas combined approximately 1 hour. Section 5 may be combined, at the discretion of the Examiner, with Sections 1 through 4, or, flown as a separate section. The minimum skill test flight time recommended by Part FCL is 90 minutes. The complete skill test may last approximately 4 hours and 30 minutes, and will be followed by a post flight debriefing by the Examiner.
- 3.1.8 The flight test will be conducted in a helicopter certificated for single pilot operation.
- 3.1.9 The skill test is very demanding. It is appreciated that even the most competent pilots can make mistakes, but this does not necessarily mean that a failure should result.
- 3.1.10 The following notes reflect the style and sequence of the briefing that the applicant may expect to hear. However, the examiner may make variations in the delivery of the briefing and may have to modify the sequence in which items are briefed and flown.

3.2 INITIAL BRIEFING

- 3.2.1 The purpose of the initial briefing is to check that the applicant has completed the necessary training and experience requirements, to establish the aim of the flight test and check that he is aware of those planning resources that he will require. This briefing will normally take about 10 minutes.
- 3.2.2 At the pre-arranged time the Flight Examiner will meet the applicant. A check will be made to ensure that the applicant has the necessary equipment and documentation including:

- Written recommendation for test and student record folder
- Personal flying logbook (including evidence of any retraining if this is not the first attempt)
- A UK issued EASA medical certificate (LAPL Medical Certificate)
- A form of photo identity; e.g. a valid passport or ID card
- A valid Certificate of Course Completion and Recommendation for Test.
- Evidence of successful completion of all theoretical knowledge examinations
- Appropriate helicopter technical and insurance documents
- Two headsets - Examiners may carry their own headset but a spare unit should be available for the flight
- Two copies of the authorised helicopter check list
- Instrument flying screens, visors or goggles (PPL only)
- Current publications for the routing and airfields