




 Ente Nazionale per l'Aviazione Civile	PPL H	<input type="checkbox"/> SINGLE ENGINE
	INITIAL ISSUE SKILL TEST	
 	CHECK LIST Ref: AMC2 Part FCL.235 Reg. 1178/2011	<input type="checkbox"/> MULTI ENGINE

A APPLICANT DETAILS			
Applicant last name(s)		ID card nr.	
Applicant first name(s)		Signature	



PPL		PPL(H) SKILL TEST				
MANOEUVRES / PROCEDURES		FSTD	H	PASS	FAIL	N / A

0 SECTION 0 - THEORETICAL KNOWLEDGE						
0.1	Theoretical knowledge	N / A	N / A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				Examiner initials 		



1 SECTION 1 - PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES						
1.1	Helicopter knowledge, including but not limited to:					
	<ul style="list-style-type: none">Technical logFuel planningMass and balance computationPerformance calculationFlight planningNOTAMWeather briefing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	1.2 Pre-flight inspection or action, location of parts and purpose	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	1.3 Cockpit inspection Starting procedure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	1.4 Radio communication setup Navigation equipment checks and setup	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	1.5 Pre-take-off procedure ATC liaison and R/T procedure compliance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.6	Parking Shutdown Post-flight procedure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				Examiner initials 		

2 SECTION 2 - HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS						
2.1	Take-off and landing (lift-off and touch down)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2	Taxi and hover taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.3	Stationary hover with head, cross or tail wind	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.4	Stationary hover turns, 360° left and right (spot turns)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				Examiner initials 		



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2	SECTION 2 - HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS (cont.)					
2.5	Forward, sideways and backwards hover manoeuvring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.6	Simulated engine failure from the hover	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.7	Quick stops into and downwind	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.8	Sloping ground or unprepared sites landings and take-offs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.9	Take-offs (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.10	Crosswind and downwind take-off (if practicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.11	Take-off at maximum take-off mass (actual or simulated)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.12	Approaches (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.13	Limited power take-off and landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.14	Autorotations >>> Note 1: FE shall select two items from: basic, range, low speed and 360° turns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.15	Autorotative landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.16	Forced landing with power recovery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.17	Power checks, reconnaissance technique, approach and departure technique	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Examiner initials 				
3	SECTION 3 - ENROUTE PROCEDURES					
3.1	Navigation and orientation at various altitudes or heights and map reading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2	Maintaining altitude or height Constant speed Heading control Airspace observation Altimeter setting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3	Flight progress monitor Flight log update Fuel monitor Endurance evaluation ETA computation Track error assessment and correct track regaining Instrument monitor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4	Weather suitability assessment Diversion planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5	Navigation aids use (where available)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6	ATC liaison and R/T procedure compliance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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4	SECTION 4 - FLIGHT PROCEDURES AND MANOEUVRES					
4.1	Level flight Heading control Maintaining height Constant speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.2	Climbing and descending turns to specified headings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.3	Level turns with up to 30° bank, 180° to 360° left and right	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.4	Level 180° turns left and right performed by sole reference to instruments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
						Examiner initials 
5	SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)					
>>> Note 2: Where the test is conducted on ME helicopter, a simulated engine fail drill, including a SE apch & ldg should be included in the test >>> Note 3: The FE should select four items from the following						
5.1	Engine malfunctions, including but not limited to: • Governor failure • Carburetor or engine icing • Oil system failure, as appropriate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.2	Fuel system malfunction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.3	Electrical system malfunction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.4	Hydraulic system malfunction, including: • Approach and landing without hydraulics, as applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.5	Main rotor or anti-torque system malfunction >>> Note 4: FFS or discussion only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.6	Fire drills, including smoke control and removal, as applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.7	Other abnormal and emergency procedures as outlined in the Flight Manual with reference to Appendix 9C 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
						Examiner initials 
B	FLIGHT EXAMINER					
Examiner details	Name		License number			
	Signature		Location and date			



>>>>> **STANDARDIZATION REFERENCE GUIDE - NOT TO BE REPORTED TO NAA** <<<<<

A1 APPENDIX 1 - GLOSSARY, CROSS-REFERENCE, DETAILED INSTRUCTIONS			
(a)	Route to be flown and airport to be used	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 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)	SOPs, TEM principles and general behaviour	Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections	
A2 APPENDIX 2 - FLIGHT TEST TOLERANCE			
Applicants shall demonstrate the ability to:			
(a)	Operate the aeroplane or TMG within its limitations		
(b)	Complete all manoeuvres with smoothness and accuracy		
(c)	Exercise good judgement and airmanship		
(d)	Apply aeronautical knowledge		
(e)	Maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt		
The following limits shall apply, corrected to make allowance for turbulent conditions, handling qualities & performance of the aeroplane or TMG used			
HEIGHT	Normal forward flight	± 150 ft	
	Simulated main emergency procedures	± 150 ft	
	Hovering IGE flight	± 2 ft	
HEADING or RADIO AIDS TRACKING	Normal flight	± 10°	
	Simulated main emergency procedures	± 15°	
SPEED	Takeoff and approach multi-engine	± 5 knots	
	All other flight regimes	± 15 knots	
GROUND DRIFT	Takeoff hover IGE	± 3 ft	
	Landing	No sideways or backwards movement	

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