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| **APPLICATION AND REPORT FORM FOR SKILL TEST OR PROFICIENCY CHECK NATIONAL LEISURE PILOT LICENCE** |
| *Mark as required* | With this I:[ ]  apply for skill test;[ ]  report passed proficiency checkon **UL(H)** as per Cabinet Regulation No 754 (2021) of the Republic of Latvia. |
| CAA permission No.\*:\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. **TO BE FILLED IN BY APPLICANT**
 |
| APPLICANT’S DATA |
| Applicant’s last name(s): | Applicant’s first name(s): |
| Date of birth: | Phone: | E-mail: |
| Licence number (if applicable): | Date: | Signature: |
| 1. **TO BE FILLED IN BY TRAINING ORGANISATION\***
 |
| Name of Training Organisation: |  |
| Theoretical knowledge check | Pass mark (%): | Date: |
| Training flights | Type of aircraft: | Total hrs flown: | Solo hrs flown: |
| ACKNOWLEDGEMENT OF THE AUTOHIRISED PERSON OF THE TRAINING ORGANISATION |
| First, last name(s): |
| Date: | Signature: |
| 1. **TO BE FILLED IN BY EXAMINER**
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| DETAILS OF THE FLIGHT |
| Type of aircraft: | Registration: |
| Take-off date and time: | Landing date and time: |
| Total flight time: |
| Result of the test: |
| [ ]  PASSED | [ ]  FAILED | [ ]  PARTIAL PASS |
| EXAMINER’S DATA |
| Name(s) in capital letters: | Examiner’s certificate number: |
| Type and number of licence: | Signature of examiner: |

\* in case of skill test

Applicant’s first, last name(s) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

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| **Oral exam** |
| At the examiner's discretion, questions concerning the qualification to be granted |

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| **Section 1****PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES** | **Training flights** | **Skill test / Proficiency check**(Examiners initials) |
| Instructor’s signature | **PASSED** | **FAILED** |
| Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc. apply in all sections |
| 1.1. | Helicopter knowledge, (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM and weather briefing |  |  |  |
| 1.2. | Pre-flight inspection or action, location of parts and purpose |  |  |  |
| 1.3. | Cockpit inspection and starting procedure |  |  |  |
| 1.4. | Communication and navigation equipment checks, selecting and setting frequencies |  |  |  |
| 1.5. | Pre-take-off procedure, R/T procedure and ATC compliance |  |  |  |
| 1.6. | Parking, shutdown and post-flight procedure |  |  |  |
| **Section 2****HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS** | **Training flights** | **Skill test / Proficiency check**(Examiners initials) |
| Instructor’s signature | **PASSED** | **FAILED** |
| 2.1. | Take-off and landing (lift-off and touch down) |  |  |  |
| 2.2. | Taxi and hover taxi |  |  |  |
| 2.3. | Stationary hover with head, cross or tail wind |  |  |  |
| 2.4. | Stationary hover turns, 360° left and right (spot turns) |  |  |  |
| 2.5. | Forward, sideways and backwards hover manoeuvring |  |  |  |
| 2.6. | Simulated engine failure from the hover |  |  |  |
| 2.7. | Quick stops into and downwind |  |  |  |
| 2.8. | Sloping ground or unprepared sites landings and take-offs |  |  |  |
| 2.9. | Take-offs (various profiles) |  |  |  |
| 2.10. | Crosswind and downwind take-off (if practicable) |  |  |  |
| 2.11. | Take-off at maximum take-off mass (actual or simulated) |  |  |  |
| 2.12. | Approaches (various profiles) |  |  |  |
| 2.13. | Limited power take-off and landing |  |  |  |
| 2.14. | Autorotations, (FE to select two items from: basic, range, low speed and 360° turns) |  |  |  |
| 2.15. | Autorotative landing |  |  |  |
| 2.16. | Practice forced landing with power recovery |  |  |  |
| 2.17. | Power checks, reconnaissance technique, approach and departure technique |  |  |  |

Applicant’s first, last name(s) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

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| **Section 3****NAVIGATION- EN-ROUTE PROCEDURES** | **Training flights** | **Skill test / Proficiency check**(Examiners initials) |
| Instructor’s signature | **PASSED** | **FAILED** |
| 3.1. | Navigation and orientation at various altitudes or heights and map reading |  |  |  |
| 3.2. | Altitude or height, speed, heading control, observation of airspace and altimeter setting |  |  |  |
| 3.3. | Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track and instrument monitoring |  |  |  |
| 3.4. | Observation of weather conditions and diversion planning |  |  |  |
| 3.5. | Use of navigation aids (where available) |  |  |  |
| 3.6. | ATC liaison with due observance of regulations, etc. |  |  |  |
| **Section 4****FLIGHT PROCEDURES AND MANOEUVRES** | **Training flights** | **Skill test / Proficiency check**(Examiners initials) |
| Instructor’s signature | **PASSED** | **FAILED** |
| 4.1. | Level flight, control of heading, altitude or height and speed |  |  |  |
| 4.2. | Climbing and descending turns to specified headings |  |  |  |
| 4.3. | Level turns with up to 30° bank, 180° to 360° left and right |  |  |  |
| 4.4. | Level turns 180° left and right by sole reference to instruments |  |  |  |
| **Section 5****ABNORMAL AND EMERGENCY PROCEDURES(SIMULATED WHERE APPROPRIATE)** | **Training flights** | **Skill test / Proficiency check**(Examiners initials) |
| Instructor’s signature | **PASSED** | **FAILED** |
| 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. |
| Note (2) The FE should select four items from the following: |
| 5.1. | Engine malfunctions, including governor failure, carburettor or engine icing and oil system, as appropriate |  |  |  |
| 5.2. | Fuel system malfunction |  |  |  |
| 5.3. | Electrical system malfunction |  |  |  |
| 5.4. | Hydraulic system malfunction, including approach and landing without hydraulics, as applicable |  |  |  |
| 5.5. | Main rotor or anti-torque system malfunction (FFS or discussion only) |  |  |  |
| 5.6. | Fire drills, including smoke control and removal, as applicable |  |  |  |
| 5.7. | Other abnormal and emergency procedures as outlined in an appropriate flight manual, including for ME helicopters:1. Simulated engine failure at take-off:
2. Rejected take-off at or before TDP or safe forced landing at or before DPATO;
3. shortly after TDP or DPATO.
4. Landing with simulated engine failure:
5. landing or go-around following engine failure before LDP or DPBL;
6. (following engine failure after LDP or safe forced landing after DPBL
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| **Any comment on, or disagreement with, an examiner’s test or check evaluation or assessment made during a debriefing:** |
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| **COMPLETED BY APPLICANT** |
| I understand and agree with all above mentioned information and have no objections.**In the event of a partial pass or fail:** I [ ]  AGREE/ [ ]  DISAGREE for re-examination with the same examiner. |
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