



Swiss Confederation

LAPL(H)

Applicant's licence number:

Applicant

Last name: _____ First name: _____ Date of birth: _____
 Place of birth: _____ Place of origin: _____ Nationality: _____
 Postal code: _____ City: _____ Street: _____
 Phone/fax home: _____ Phone/fax office: _____
 E-mail: _____

Initial skill test
 Repetition of failed / partial passed skill test, from date: _____

Instructor
 Last name: _____ First name: _____
 Licence number: _____ FI signature: _____

ATO
 Name: _____ Registration no: _____
 Name of chief flight instructor: _____ Licence no: _____
 Location & date: _____ Signature of chief flight instructor: _____

Details of flight
 Date: _____ Type of helicopter / variant: _____ Reg: _____ TR: _____
 Dep. / Dest: _____ Rotor Start: _____ Rotor Stop: _____ RTT: _____ Landings: _____

Result of skill test* *FE delete as necessary

Passed* Failed* Partial Passed* repeat section: _____

I have been informed of the test results

Applicant's signature

Remarks

Examiner (**indicate if competent authority is different from FOCA Switzerland)

Last name: _____ First name: _____
 Examiner authorisation: _____ Licence number: _____
 Issuing Authority**: _____
 Location & date: _____

Examiner's signature

FOCA internal use only:
 Examiner invoice: _____ Date: _____
 Remarks: _____ Visum: _____

Applicant's licence number:

Use of checklist, airmanship, A/C limitations, control of helicopter by external visual reference must be respected in all sections

General flight experience report

A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form. Please make sure to mark your licence number together with your signature at the bottom of the pages.

Recapitulation of conditions: instruction and flying experience before LAPL(H) skill test

- a) Applicants minimum age: 17 years
- b) Enclose official printout of passport or ID
- c) EASA Medical class 1 or 2 LAPL valid until: _____
- e) Theoretical examination for PPL(H) passed date: _____
- e) VFR radiotelephony practical test passed date: _____
- d) Flight experience SEH (MNM 40 HR) hours: _____
 Flight experience on type used for skill test (MNM 35 HR) hours: _____
- Dual instruction (MNM 20 HR) hours: _____
 of which:
 - Supervised solo flights (MNM 10 HR) hours: _____
 of which:
 - solo cross country (MNM 5 HR) hours: _____
- 1 solo flight incl. 2 stops Leg 1 DEP _____ DEST _____ Km _____
 Leg 2 DEP _____ DEST _____ Km _____
 Total distance **Straight-line distance** (MIN 80 NM / 150 Km) Km _____
- (f) Crediting given by ATO see EASA FCL.110.H LAPL(H) below hours: _____

FCL.110.H LAPL(H) — Experience requirements and crediting

(a) Applicants for the LAPL(H) shall have completed 40 hours of flight instruction on helicopters. At least 35 hours of which shall be flown on the type of helicopter that is to be used for the skill test. The flight instruction shall include at least:

- (1) 20 hours of dual flight instruction; and
- (2) 10 hours of supervised solo flight time, including at least 5 hours of solo crosscountry flight time with at least 1 cross-country flight of at least 150 km (80 NM), during which one full stop landing at an aerodrome different from the aerodrome of departure shall be made.

(b) Crediting. Applicants with prior experience as PIC may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

- (1) not exceed the total flight time as PIC;
- (2) not exceed 50% of the hours required in (a);
- (3) not include the requirements in (a)(2).

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Section 1 PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES

		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
a	Helicopter knowledge, (e.g. technical log, fuel, mass and balance, performance), Flight planning, NOTAMS, Weather					M
b	Pre-flight inspection/action, location of parts and purpose					M
c	Cockpit inspection, starting procedure					M
d	Communication and navigation equipment checks, selecting and setting frequencies					M
e	Pre-take-off procedure, ATC liaison					M
f	Parking, shutdown and post-flight procedure					M
please delete as necessary		passed		failed		examiner's signature

Section 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS

		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
a	Take-off and landing (lift off and touch down)					M
b	Taxi, hover taxi					M
c	Stationary hover with head/cross/tail wind					M
d	Stationary hover turns, 360° left and right (spot turns)					M
e	Forward, sideways and backwards hover manoeuvring					M
f	Simulated engine failure from the hover					M
g	Quick stops into and downwind					M
h	Sloping ground/unprepared sites landings and take-offs					M
i	Take-offs (various profiles)					M
j	Crosswind, downwind take-off (if practicable)					
k	Take-off at maximum take-off mass (actual or simulated)					M
l	Approaches (various profiles)					M
m	Limited power take-off and landing					M
n	Autorotations, (FE to select two items from - Basic, range, low speed, and 360° turns)					M
o	Autorotative landing					M
p	Practice forced landing with power recovery					M
q	Power checks, reconnaissance technique, approach and departure technique					M
please delete as necessary		passed		failed		examiner's signature

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Section 3		NAVIGATION - EN ROUTE PROCEDURES					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
a	Navigation and orientation at various altitudes/heights, map reading					M	
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting					M	
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and reestablishment of correct track, instrument monitoring					M	
d	Observation of weather conditions, diversion planning					M	
e	Collision avoidance (look-out procedures)						
f	ATC liaison with due observance of regulations.					M	
please delete as necessary		passed		failed		examiner's signature	

Section 4		FLIGHT PROCEDURES AND MANOEUVRES					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
a	Level flight, control of heading, altitude/height and speed					M	
b	Climbing and descending turns to specified headings					M	
c	Level turns with up to 30°bank, 180° to 360° left and right					M	
please delete as necessary		passed		failed		examiner's signature	

Section 5		ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)					
		1 attempt		2 attempt		FE shall select 4 items from the following:	
		pass	fail	pass	fail		
a	Engine malfunctions, including governor failure, carburetor/engine icing, 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 and/or anti-torque system malfunction (flight simulator or discussion only)						
f	Fire drills, including smoke control and removal, as applicable						
g	Other abnormal and Emergency procedures as outlined in appropriate flight manual						
please delete as necessary		passed		failed		examiner's signature	

By signing this form, I declare:

1. I do not possess a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
2. I have not applied for a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
3. I have never possessed any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State, which was revoked or suspended in any other EASA Member State.
4. that the information provided are correct. I am aware of the consequences of providing false information, such as being denied a license, certificate, rating, authorisation or attestation, or having it revoked or cancelled

Name: _____

Location & date: _____ Signature of applicant: _____

Skill test

- (a) Applicants for a LAPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.
- (b) Applicants for the skill test shall have received flight instruction on the same class or type of aircraft to be used for the skill test. The privileges will be restricted to the class or type used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart.
- (c) Pass marks
- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.
 - (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
 - (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
 - (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.

Conduct of the skill test

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(H)

- (a) The area and route to be flown for the skill test should be chosen by the FE. The route should end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test should consist of at least two legs, each leg of a minimum duration of 10 minutes. The skill test may be conducted in two flights.
- (b) An applicant should indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the flight manual or the authorised checklist or pilot operating handbook for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant should be required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

Note

The examiner may elect to deviate from any given procedure stated in the skill test if, in his judgment, the outcome of a maneuver may jeopardize the safety of the aircraft or its occupants. The reasons for deviating from a mandatory maneuver shall be stated in the remarks.

Hinweis:

Innert 10 Tagen nach Zustellung des Ergebnisses vom "Skill Test" kann beim Bundesamt für Zivilluftfahrt, 3003 Bern, schriftlich die Ausstellung einer beschwerdefähigen Verfügung über das Prüfungsergebnis verlangt werden.

Remarque:

Il est possible, dans les dix jours suivant la communication du résultat du "Skill Test" d'obtenir, sur requête écrite auprès de l'Office fédéral de l'aviation civile, 3003 Berne, une décision susceptible de recours portant sur le résultat dudit examen.

Avviso:

Entro dieci giorni dall'invio dei risultati dello "Skill Test" può essere richiesta per iscritto all'Ufficio federale dell'aviazione civile, 3003 Berna, una decisione impugnabile sull'esito dell'esame.

Remark:

Within 10 days after receipt of this skill test check result, an appealable decision about the test / check results may be demanded by writing in one of the official languages (German/French/Italian), to the Federal Office of Civil Aviation, 3003 Bern.