

LAPL(H) - Extension

Application for extension of the privileges of an LAPL(H) to another type of helicopter according to Commission Regulation No 1178/2011 Annex I (Part-FCL) FCL.135.H

Please fill in the framed fields of the form, sign it and send it together with attachments to pilots@austrocontrol.at, or via FAX to +43 51703 1536, or by post to:

AUSTRO CONTROL GmbH, Aviation Agency, Schnirchgasse 17, 1030 Vienna, Austria

1 Type of application

I apply for extension of the privileges of the LAPL(H) according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.135.H to the following type of helicopter:

2 Applicant

APPLICANT'S LICENCE NUMBER:

Title First Name Last Name

Street Place Postal Country

Telephone E-Mail

Place Date Signature of Applicant

3 Confirmation of the practical training by the ATO

From (Date) Until (Date) Head of Training (Name) ATO (Approval Number)

The Head of Training confirms that the training has been performed in compliance with Part-FCL and the approved training manuals, and that the applicant possesses all relevant knowledge and skills for the skill test on type:

Signature of Head of Training and Seal of ATO

4 Summary of the ATO of knowledge and flight experience before the skill test is taken

state actual data

1) Flight instruction on the applied type min. 5 hours:

i) incl. dual take-offs, approaches and landings min. 15:

ii) incl. supervised solo take-offs, approaches and landings min. 15:

5 Attachments (Please attach, if not specified differently, copies of the listed documents to the application)

- Medical certificate

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6 Conduct of the skill test

Applicant	First Name	Last Name							
Examiner	First Name	Last Name	Examiner Number	Seat occupied					
Aircraft	Class/Type/Variant		Registration						
Flight details	Date of Test		Time on Controls		# Landings		# Approaches		
Leg #1	Block-off	Departure	Destination	Block-on	Leg #2 (if applicable)	Block-off	Departure	Destination	Block-on

7 Skill Test Report

SECTION 1 - PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES		1 st attempt	2 nd attempt
Use of checklist, airmanship, control of helicopter by external visual reference, anti/de-icing procedures, etc., apply in all sections			
a	Helicopter knowledge (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM, and weather briefing		
b	Pre-flight inspection or action, location of parts and purpose		
c	Cockpit inspection, starting procedure		
d	Communication and navigation equipment checks, selecting and setting frequencies		
e	Pre-take-off procedures and ATC liaison		
f	Parking, shutdown and post-flight procedure		
SECTION 2 - HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS		1 st attempt	2 nd attempt
a	Take-off and landing (lift off and touch down)		
b	Taxi and hover taxi		
c	Stationary hover with head, cross and tail wind		
d	Stationary hover turns, 360° left and right (sport turns)		
e	Forward, sideways and backwards hover manoeuvring		
f	Simulated engine failure from the hover		
g	Quick stops into and downwind		
h	Sloping ground or unprepared sites landings and take-offs		
i	Take-offs (various profiles)		
j	Crosswind and downwind take-off (if practicable)		
<i>SECTION 2 CONTINUES</i>			

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<i>SECTION 2 (CONTINUED)</i>			
k	Take-off at maximum take-off mass (actual or simulated)		
l	Approaches (various profiles)		
m	Limited power take-off and landing		
n	Autorotations (FE to select two items from the following: basic, range, low speed, and 360°turns)		
o	Autorotative landing		
p	Practice forced landing with power recovery		
q	Power checks, reconnaissance technique, approach and departure technique		
SECTION 3 - NAVIGATION AND EN-ROUTE PROCEDURES		1 st attempt	2 nd attempt
a	Navigation and orientation at various altitudes or heights and map reading		
b	Altitude or height, speed, heading control, observation of airspace and altimeter setting		
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error, re-establishment of correct track and instrument monitoring		
d	Observation of weather conditions and diversion planning		
e	Collision avoidance (look-out procedures)		
f	ATC liaison with due observance of regulations		
SECTION 4 - FLIGHT PROCEDURES AND MANOEUVRES		1 st attempt	2 nd attempt
a	Level flight, control of heading, altitude or height and speed		
b	Climbing and descending turns to specified headings		
c	Level turns with up to 30° bank, 180° to 360° left and right		
SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE) (Note: The FE selects 4 items from the following:)		1 st attempt	2 nd attempt
a	Engine malfunctions, including governor failure, carburetor or engine icing and 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 or anti-torque system malfunction (FFS 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		

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THEORETICAL KNOWLEDGE - The examiner confirms that the candidate demonstrated an adequate level of theoretical knowledge in the following subjects:		Signature of Examiner
a	Operational procedures	
b	Flight performance and planning	
c	Aircraft general knowledge	

RESULTS OF THE SKILL TEST SECTIONS						
	1	2	3	4	5	
„P“ - passed „F“ - failed						
REMARKS (if any)						

8 Result of the Skill Test

PASSED PARTIALLY PASSED FAILED

Signature of Examiner

Signature of Applicant

CONTENTS OF THE SKILL TEST

- (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.

FLIGHT TEST TOLERANCE

- (c) The applicant should demonstrate the ability to:
 - (1) operate the helicopter within its limitations;
 - (2) complete all manoeuvres with smoothness and accuracy;
 - (3) exercise good judgment and airmanship;
 - (4) apply aeronautical knowledge;
 - (5) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
- (d) The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:
 - (1) height:
 - (i) normal forward flight ± 150 ft
 - (ii) with simulated major emergency ± 200 ft
 - (iii) hovering IGE flight ± 2 ft
 - (2) speed:
 - (i) take-off approach + 15 knots / - 10 knots
 - (ii) all other flight regimes ± 15 knots
 - (3) ground drift:
 - (i) take-off hover IGE ± 3 ft
 - (ii) landing no sideways or backwards movement