***Flight Test Report
Private Pilot Issue Flight Test – Helicopter***

**1. Personal Details**

|  |  |  |  |
| --- | --- | --- | --- |
| CAA Client Number |       | Last Name |       |
| Given Name(s) |       |
| Medical CertificateExpiry date |      /     /      | Medical Type |       | Proof of Identity | [ ]  | Age (17) |       |
| Helicopter type |       | Registration ZK- |       | Location |       | Flt time |       |

**2. Experience/Knowledge Assessment**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Total Time (40) (50 with XC) |       | Dual Instruction (20) |       | Advanced Dual (5) |       |
| Total Pilot in Command (15) |       | Terrain Awareness (Mountain) (5) |       | Dual (3)  |       | Solo |       |
| Pilot Navigation (10) |       | Dual (5) |       | Solo (5) |       |  |
| **Certification** | **Certifying Instructor** | **Category** | **Date** | **Client Number** |
| Terrain Awareness Training certified |       |       |      /     /      |       |
| Navigation competency certified |       |       |      /     /      |       |
| Robinson Safety Awareness Training (R22) |       |        |      /     /      |       |
| Night flight (optional) (5) |       | Dual (2) |       | Solo (2) |       | Instrument (2) |       |
| Sling Load (optional) (5) |       | Dual (3) |       | Solo (1) |       |  |

|  |  |
| --- | --- |
| Knowledge Deficiency Reports certified with evidence of knowledge improvement sighted |  Certified [ ]  Evidence [ ]   |
| Dates examinations passed (if all exams completed within 3 years, written examination credit valid for 3 years) |
| PPL Helicopter Technical Knowledge |      /     /      | PPL Human Factors |      /     /      |
| PPL Meteorology |      /     /      | Flight Radiotelephony  |      /     /      |
| PPL Air Navigation |      /     /      | PPL Air Law |      /     /      |
| Examination ‘credit’ valid to: |      /     /      |  |

**3. Result**

|  |  |
| --- | --- |
| Examiner Comments | **Competent / Not Yet Competent** |
|       |
|       |
|       |
|       |
| 141 Organisation |       | CAA Client Number |       |
| Flight Examiner |       | CAA Client Number |       |
| Signature |       | Date of Test |      /     /      |
| Candidate Acknowledgement Signature |  |  |

**PPL Logbook sticker shall meet rule Part 61.29(a)(3) and state the limitations of privileges in accordance with Part 61.155(b)(3)**

**Unless an appropriately qualified flight instructor has certified the holder's logbook:**

[ ]  **PPL privileges may not be exercised at night**

[ ]  **PPL privileges may not be exercised in the carriage of sling loads**

[ ]  **PPL restricted to within 25NM of departure**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **4. Flight Test Report** | ***Items in bold are critical elements*** | **NT** | **NYC** | **70+** | **85+** |
| Personal preparation | IM SAFE, documents, privileges, currency, limitations |  |  |  |  |
| Legislation | Privileges, currency, medical, AIP |  |  |  |  |
| Aircraft documents | C of A, Tech log, Flight Manual, 2173, 2129 and AD’s |  |  |  |  |
| Weather, AIP NZ and supplements | Area forecasts, TAF, METAR, NOTAMS, AIP, Go/No go |  |  |  |  |
| Helicopter performance | Power Limit, Height/Velocity, seasonal effects |  |  |  |  |
| Fuel management | Fuel required, quantity, consumption |  |  |  |  |
| Loading | MAUW, C of G position, load distribution, external load |  |  |  |  |
| Pre-flight inspection | Interior, exterior, load security, emergency equipment |  |  |  |  |
| Passenger briefing  | Passenger supervision, briefing |  |  |  |  |
| Engine start, and rotor engagement | Checks, fire drills |  |  |  |  |
| Engine checks, run and operation | Clutch overrun |  |  |  |  |
| Pre lift-off procedures | Checks, QNH, time, lookout |  |  |  |  |
| ATS and RTF procedures | ATIS, clearance, phraseology, listen out |  |  |  |  |
| Lift -off to hover | HIGE, C of G, control and power checks |  |  |  |  |
| Hover Manoeuvring | Speed, height, track, pivot turns |  |  |  |  |
| Takeoff | Normal |  |  |  |  |
| Crosswind |  |  |  |  |
| Limited power (cushion creep) |  |  |  |  |
| Limited power (running) |  |  |  |  |
| Towering |  |  |  |  |
| Climbing | ± 10 knots, ± 10 degrees trim, Ts & Ps, lookout |  |  |  |  |
| Straight and level | ± 100 feet, ±10 degrees, trim |  |  |  |  |
| Medium turns  | ± 100 feet, coordinated, reference point |  |  |  |  |
| Steep turns | ±100 feet, Power, lookout |  |  |  |  |
| Magnetic compass headings |  Maintains ± 10 degrees, turning ± 20 degrees reducing |  |  |  |  |
| Straight -in autorotation | ± 10 knots, **RPM,** recovery |  |  |  |  |
| 180 degree autorotation | Flight path, **RPM**, recovery |  |  |  |  |
| Quick Stop | RPM, height, heading ± 10 degrees |  |  |  |  |
| 180 degree Quick Stop | RPM, height, heading ± 10 degrees, correct wind direction assessment |  |  |  |  |
| Low flying | **Lookout**, height ± 25 feet ± 10 knots |  |  |  |  |
| Mountainous terrain awareness | **Wind direction** |  |  |  |  |
| Slope operation | Area, control**,** ± 10 degrees, hazards |  |  |  |  |
| Confined area operations  | Recon, decision & aim point, **tail/main rotor clearances** |  |  |  |  |
| Descent  | ± 10 knots ±10 degrees, trim |  |  |  |  |
| Joining the circuit | Checks, procedure, situational awareness |  |  |  |  |
| Approach and landing | Normal |  |  |  |  |
| Limited power (running) |  |  |  |  |
| Zero speed |  |  |  |  |
| Go-round | Decision, sequence, track, transition |  |  |  |  |
| Steep approach | **Aim & decision point**, conditions, angle<15º |  |  |  |  |
| Engine failure in hover | Heading ± 30 degrees, touchdown |  |  |  |  |
| Shut down | Checks, passenger supervision, documentation |  |  |  |  |
| Emergencies, hazards and pilot judgement | **Control,** performance |  |  |  |  |
| Threat and Error Management (TEM) | Situational awareness |  |  |  |  |
| Lookout | **Lookout, situational awareness**, **VMC** |  |  |  |  |
| Flight orientation  | Airspace boundaries, reporting points |  |  |  |  |
| Carriage of sling loads (optional) | **W & B limitation,** secure, third party, sling load release |  |  |  |  |