*Helicopter Competency Demonstration Record*

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| Given Name(s): | | | | | Surname: | | | | | | | | CAA Client ID: | | |
| Tel:............................... H Wk | | | Address: | | | | | | | | Helicopter Type: | | | | |
| Mark each item of training N/A or X = covered but not yet to standard  Instructor’s Initial = competent | **Training Record** | | | | | | | | | | | | | | **Competency Demonstration Score 1, 2 or 3** |
| **Ground** | **Flight time** | **Ground** | **Flight time** | | **Ground** | **Flight time** | **Ground** | **Flight time** | **Ground** | **Flight time** | **Ground** | | **Flight time** |
| **Date** | **/ /** |  | **/ /** |  | | **/ /** |  | **/ /** |  | **/ /** |  | **/ /** | |  | **/ /** |
| **Helicopter systems** |  |  |  |  | |  |  |  |  |  |  |  | |  | 4 to be examined |
| Primary flight controls and trim |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Carb. Heat/Alternate air |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Mixture |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Fuel |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Oil |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Hydraulics |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Pneumatics |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Electrical and instruments |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Landing gear/skids |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Rotor/wheel brakes |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Avionics – AHRS etc |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Auto-pilot (if fitted) |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Pitot-static system |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Vacuum and instruments – ADC |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Heater and environmental |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| De-icing and anti-icing |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Fire extinguisher system |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Engine(s) |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Rotors |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Airframe |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
| Other: |  |  |  |  | |  |  |  |  |  |  |  | |  |  |
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| **Flight preparation** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Performance |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Limitations |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Weight and balance |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Loading |  |  |  |  |  |  |  |  |  |  |  |  |  |
| MAUW handling |  |  |  |  |  |  |  |  |  |  |  |  | Training completed? |
| Documents |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Airworthiness |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Pre-flight inspection |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Passenger brief |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Emergency equipment |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Engine start & systems checks |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Abnormal start conditions |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Use of checklists |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Taxiing** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Hover maneuvering |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Decelerations |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Takeoff** |  |  |  |  |  |  |  |  |  |  |  |  | 2 to be examined |
| Normal for helicopter type |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum power |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Maximum performance |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Confined area |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sloping ground |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Engine failures** |  |  |  |  |  |  |  |  |  |  |  |  | As applicable |
| Intentional engine shutdown |  |  |  |  |  |  |  |  |  |  |  |  |  |
| In the cruise |  |  |  |  |  |  |  |  |  |  |  |  |  |
| OEI handling (if applicable) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| During takeoff before CDP |  |  |  |  |  |  |  |  |  |  |  |  |  |
| After takeoff |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Cruising flight** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| In accordance with POH/AFM |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Steep turn** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 45˚ left and right |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Settling with power** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Recovery at onset |  |  |  |  |  |  |  |  |  |  |  |  |  |

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| **Circuit** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Normal circuit |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach and overshoot |  |  |  |  |  |  |  |  |  |  |  |  |  |
| OEI overshoot (if applicable) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Approach and landing** |  |  |  |  |  |  |  |  |  |  |  |  | 2 to be examined |
| Normal |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Steep approach |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Running (roll-on) landing |  |  |  |  |  |  |  |  |  |  |  |  |  |
| One engine inoperative |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Confined area |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sloping ground landing |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Emergency procedures** |  |  |  |  |  |  |  |  |  |  |  |  | 3 to be examined |
| Low side governor failure |  |  |  |  |  |  |  |  |  |  |  |  |  |
| High side governor failure |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Recovery from low rotor RPM |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cabin fire |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Engine fire |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Electrical fire |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Heater overheat |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Loss of oil pressure |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Loss of fuel pressure |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PFD/MFD |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AHRS/ADC |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Electrical malfunctions |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Landing gear malfunctions |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Brake failure |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Carbon monoxide warning |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Door or panel opening in flight |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Caution/warning panel |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Hydraulic failure/malfunction |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Tail rotor malfunctions |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Incipient ground resonance |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Incipient dynamic roll-over |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Other: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

**Demonstration of competence declaration**

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| **Competency demonstration** | A/C Registration: | Ground time: | | | Flight time: | | Logbook endorsed: | |
| **Instructor’s name** |  | **CAA Client ID** | |  | | **NOTE:** Type rating certification may be subjected to CAA audit. | | |
| Basic Turbine Knowledge examination credit required and copy attached? | | | **Y/N** | Written examination required (corrected to 100%) and copy attached? | | | | **Y/N** |

Send a copy of the completed form to: [**pft.admin@caa.govt.nz**](mailto:pft.admin@caa.govt.nz)