A black and white logo

Description automatically generated with low confidence***Flight Test Report  
Private Pilot Issue Flight Test – Helicopter***

**1. Personal Details**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| CAA Client Number |  | | | Last Name | |  | | | | | | | |
| Given Name(s) |  | | | | | | | | | | | | |
| Medical Certificate  Expiry 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 |  |  |  |  |