

**Issue of Agricultural Rating Aeroplane or  
Annual Continued Competency Demonstration**



The candidate is to be assessed in as many authorisations as required; this may require more than one flight. Upon completion, the Instructor/Examiner is to make an appropriate entry in the candidate's logbook.

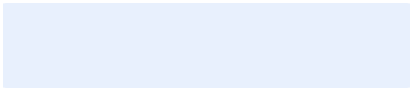
|  |   |                                       |                              |                                    |  |
|--|---|---------------------------------------|------------------------------|------------------------------------|--|
| Surname  |   |                                       |                              | CAA Participant No                 |  |
| First Names  |   |                                       |                              |                                    |  |
| Medical expiry date  |   | Date of last Competency Demonstration |                              | Chemical Rating expiry date        |  |
| <b>Issue Experience Assessment (not required for annual competency demonstrations)</b> |   |                                       |                              |                                    |  |
| Grade 2  |   | Total Flight time (200)               |                              | Pilot in Command (100 in category) |  |
| Grade 1  |   | Total flight time (1000 productive)   |                              | Pilot in Command (200 in category) |  |
| Training completed for   | Topdressing <input type="checkbox"/>                                | Spraying <input type="checkbox"/>     | VTA <input type="checkbox"/> |                                    |  |
| Identity verified <input type="checkbox"/>   | Lifetime license sighted (CPL for Grade 1) <input type="checkbox"/> | Candidate's signature                 |                              |                                    |  |

|  |     |     |     |
|--|-----|-----|-----|
| <b>Mark item: X = not competent. Initials = competent. NC = Not checked</b>              |     |     |     |
| <b>Date</b>  | / / | / / | / / |
| <b>Personal preparation:</b> I'm Safe, current documents, Pilot Logbook entries correct? |     |     |     |
| <b>Aircraft documents</b>  |     |     |     |
| Knowledge of Airworthiness Certificate   |     |     |     |
| Knowledge of Technical log   |     |     |     |
| Knowledge of Flight Manual, CAA forms 2173 & 2129  |     |     |     |
| Knowledge of relevant Airworthiness Directives   |     |     |     |
| <b>Knowledge of Part 137 rules, NZAIP, NOTAMs</b>  |     |     |     |
| <b>Aeroplane performance and operating requirements</b>                                  |     |     |     |
| <b>Climatic and seasonal effects on performance</b>                                      |     |     |     |
| <b>Fuel management:</b> required, quantity, consumption, hot refuelling requirements     |     |     |     |
| <b>Loading:</b> Determination of MAUW, C of G position                                   |     |     |     |
| <b>Pre-flight inspection:</b>  |     |     |     |
| <b>Role equipment checks:</b> Pilot Authorisations checked (CAR Part 43 App A)           |     |     |     |
| <b>Engine start; warm up; shutdown:</b> checks, fire drills                              |     |     |     |
| <b>Taxiing and brake check:</b> speed, instruments, parking                              |     |     |     |
| <b>Engine checks, run and operation:</b> checks, smooth ops                              |     |     |     |
| <b>Pre take-off checks:</b> take-off briefing, departure procedures                      |     |     |     |
| <b>Takeoff</b>   |     |     |     |
| Normal   |     |     |     |
| Crosswind  |     |     |     |
| Downwind / slope   |     |     |     |
| <b>Engine failure techniques- Quick Reaction Items</b>                                   |     |     |     |
| Decision Points  |     |     |     |
| Jettison / use of flap   |     |     |     |
| <b>Emergency / Jettison Procedures</b>   |     |     |     |
| Decision Point. Full or Partial  |     |     |     |
| Use of Flap / Trim   |     |     |     |
| <b>Climbing:</b> ± 5 knots, trim, T's & P's, lookout                                     |     |     |     |

|   |  |  |
|---|--|--|
| <b>Medium turns:</b> ± 50', coordinated, reference point            |  |  |
| <b>Climbing turns:</b> ± 5 knots, angle of bank, T's & P's, lookout |  |  |
| <b>Steep turns:</b> ± 50' coordinated, power, reference point       |  |  |
| <b>Max rate turns:</b> ± 50' coordinated, power, reference point    |  |  |

|  |  |  |
|--|--|--|
| <b>Stalls in basic and power-on configurations</b>                   |  |  |
| Basic  |  |  |
| Power on configuration / Climbing Turn                               |  |  |
| Wing drop  |  |  |
| Steep turn   |  |  |
| <b>Forced landing without power:</b> control, field, plan, checks    |  |  |
| <b>Forced landing with power:</b> control, configuration, field      |  |  |
| <b>Sowing / Spreading Height, EFATO</b>                              |  |  |
| <b>Descent:</b> ± 5 knots, trim, T's & P's, lookout                  |  |  |
| <b>Descending turns:</b> ± 5 knots, angle of bank, lookout           |  |  |
| <b>Steep gliding turns:</b> speed, angle of bank, lookout            |  |  |
| <b>Flap usage and/or side slipping:</b> operation, speed             |  |  |
| <b>Joining the circuit:</b> checks, procedure, situational awareness |  |  |
| <b>Approach and landing</b>  |  |  |
| Normal   |  |  |
| Flapless   |  |  |
| Cross-wind   |  |  |
| Downwind   |  |  |
| Short field  |  |  |
| <b>Approach and go-round:</b> procedure sequence                     |  |  |
| <b>Threat and error management (TEM)</b>                             |  |  |
| <b>Radiotelephony tuning and procedures:</b> phraseology             |  |  |
| <b>Lookout (critical task):</b> situational awareness, VMC           |  |  |
| <b>Flight orientation:</b> airspace boundaries, reporting points     |  |  |
| <b>Pilot judgment:</b> performance, clearances, emergencies          |  |  |

This is to certify that \_\_\_\_\_ has successfully completed an issue/annual demonstration of competence, orally and in flight, for agricultural operations in accordance with CAR Part 61 Subpart O for the purpose of:  
 Topdressing     Spraying     VTA

|  |   |                                 |
|--|---|---------------------------------|
| Pilot logbook endorsed in accordance with CAR 61.703 or 707 <i>(as applicable)</i> |   | Date                            |
| Aeroplane type   | Registration  | Flight time                     |
| Completed under<br>(Part 137 or Part 141 Certificate No.)                          |   | Next competency check due       |
| Instructor/Examiner Name   |   | CAA Participant No              |
| Signature  |  | Instructor/Examiner current to: |

- The instructor certifying competence is to distribute copies of this form as follows:
1. Candidate
  2. Instructor/Examiner conducting the competency assessment
  3. **Send this form and email to [licensing@caa.govt.nz](mailto:licensing@caa.govt.nz)**, or post to Licensing, Civil Aviation Authority, PO Box 3555, Wellington 6140, New Zealand.