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| **CIVIL AVIATION AUTHORITY**  **CZECH REPUBLIC**  CAA-F-ZLP-004-0-22  **Flight Division** | | | | | | | | | | | | | | | | |
| **PPL(H)**  **Examiner Report Form for PPL(H) Skill Test in Accordance with PART- FCL.235** | | | | | | | | | | | | | | | | |
| Applicant's Last Name: | | |  | | | | | | | | | | | | | |
| Applicant's First Name: | | |  | | | | | | | | | | | | | |
| Date of birth: | | |  | | | | | Type and No. of Licence Held: | | | | | |  | | |
| **1** | **Flight test details:** | | | | | | | | | | | | | | | |
| Type of Helicopter: | | | | | | | | Registration: | | | | | | | | |
| Departure Aerodrome: | | Departure: | | | Arrival: | | | No. of landings | | | | Flight time: | | | Total flight time: | |
|  | |  | | |  | | |  | | | |  | | |  | |
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|  | |  | | |  | | |  | | | |  | | |  | |
| **2** | **Result of the Skill Test:** | | | | | | | | | | | | | | | |
| Theoretical oral examination: | | | PASS | | |  | | | FAIL |  | | |  | | | |
| Skill test: | | | PASS | | |  | | | FAIL |  | | | PARTIAL PASS | | |  |
| **3** | **Remarks:** | | | | | | | | | | | | | | | |
| Route: | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | |
| Rating: | | | | Original validity until: | | | | | | | New rating valid to: | | | | | |
| **4** | **Examiner Details** | | | | | | | | | | | | | | | |
| Name of Examiner  (in capital letters): | | |  | | | | | | | | | | | | | |
| Examiner's Certificate Number: | | |  | | | | | | | | | | | | | |
| Type and Number of Examiner's Licence: | | |  | | | | | | | | | | | | | |
| Location and Date: | | |  | | | | | | | | | | | | | |
| I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant’s competent authority contained in version  of the Examiner Differences Document. | | | | | | | | | | | | | | | | |
| Signature of Examiner: | | | | | | | Signature of Applicant: | | | | | | | | | |

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| Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc. apply in all sections | | | | | | | |
|  | | P | F |  | | P | F |
| **SECTION 1 PRE-FLIGHT OR POST-FLIGHT CHECKS AND PROCEDURES** | | | | c | Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track and instrument monitoring |  |  |
| a | Helicopter knowledge, (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM and weather briefing |  |  |
| d | Observation of weather conditions and diversion planning |  |  |
| b | Pre-flight inspection or action, location of parts and purpose |  |  | e | Use of navigation aids (where available) |  |  |
| c | Cockpit inspection and starting procedure |  |  | f | ATC liaison with due observance of regulations, etc. |  |  |
| d | Communication and navigation equipment checks, selecting and setting frequencies |  |  | **SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES** | | | |
| e | Pre-take-off procedure, R/T procedure and ATC compliance |  |  | a | Level flight, control of heading, altitude or height and speed |  |  |
| f | Parking, shutdown and post-flight procedure |  |  | b | Climbing and descending turns to specified headings |  |  |
| **SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS** | | | | c | Level turns with up to 30° bank, 180° to 360° left and right |  |  |
| a | Take-off and landing (lift-off and touch down) |  |  | d | Level turns 180° left and right by sole reference to instruments |  |  |
| b | Taxi and hover taxi |  |  | **SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)** | | | |
| c | Stationary hover with head, cross or tail wind |  |  | Note (1) Where the test is conducted on an ME helicopter, a simulated engine failure drill, including an SE approach and landing should be included in the test | | | |
| d | Stationary hover turns, 360° left and right (spot turns) |  |  | Note (2) The FE should select four items from the following: | | | |
| e | Forward, sideways and backwards hover manoeuvring |  |  | a | Engine malfunctions, including governor failure, carburettor or engine icing and oil system, as appropriate |  |  |
| f | Simulated engine failure from the hover |  |  | b | Fuel system malfunction |  |  |
| g | Quick stops into and downwind |  |  | c | Electrical system malfunction |  |  |
| h | Sloping ground or unprepared sites landings and take-offs |  |  | d | Hydraulic system malfunction, including approach and landing without hydraulics, as applicable |  |  |
| i | Take-offs (various profiles) |  |  |  |  |
| j | Crosswind and downwind take-off (if practicable) |  |  | e | Main rotor or anti-torque system malfunction (FFS or discussion only) |  |  |
| k | Take-off at maximum take-off mass (actual or simulated) |  |  | f | Fire drills, including smoke control and removal, as applicable |  |  |
| l | Approaches (various profiles) |  |  | g | Other abnormal and emergency procedures as outlined in an appropriate flight manual and with reference to Appendix 9 C to Part-FCL, sections 3 and 4, including for ME helicopters:  (a) Simulated engine failure at take-off:  (1) rejected take-off at or before TDP or safe forced landing at or before DPATO;  (2) shortly after TDP or DPATO.  (b) Landing with simulated engine failure:  (1) landing or go-around following engine failure before LDP or DPBL;  (2) following engine failure after LDP or safe forced landing after DPBL. |  |  |
| m | Limited power take-off and landing |  |  |
| n | Autorotations, (FE to select two items from: 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 - EN ROUTE PROCEDURES** | | | |
| 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 |  |  |