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| **CIVIL AVIATION AUTHORITY**  **CZECH REPUBLIC**  CAA-F-ZLP-006-0-22  **Flight Division** | | | | | | | | | | | | | | | | |
| **CPL(H)**  **Examiner Report Form for CPL(H) Skill Test in Accordance with PART- FCL.320** | | | | | | | | | | | | | | | | |
| 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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| Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.. | | | | | | | |
|  | | P | F |  | | P | F |
| **SECTION 1 — PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES** | | | | **SECTION 3 — NAVIGATION — EN-ROUTE PROCEDURES** | | | |
| a | Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather |  |  | a | Navigation and orientation at various altitudes/heights, map reading |  |  |
| b | Altitude/height, speed, heading control, observation of airspace, altimeter setting |  |  |
| b | Pre-flight inspection/action, location of parts and purpose |  |  | c | Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and reestablishment of correct track, instrument monitoring |  |  |
| c | Cockpit inspection, starting procedure |  |  |
| d | Observation of weather conditions, diversion planning |  |  |
| d | Communication and navigation equipment checks, selecting and setting frequencies |  |  | e | Tracking, positioning (NDB and/or VOR), identification of facilities |  |  |
| e | Pre-take-off procedure, R/T procedure, ATC liaison-compliance |  |  | f | ATC liaison and observance of regulations, etc. |  |  |
| f | Parking, shutdown and post-flight procedure |  |  | **SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS** | | | |
| **SECTION 2 — HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS** | | | | a | Level flight, control of heading, altitude/height and speed |  |  |
| a | Take-off and landing (lift-off and touchdown) |  |  | b | Rate 1 level turns onto specified headings, 180°to 360°left and right |  |  |
| b | Taxi, hover taxi |  |  | c | Climbing and descending, including turns at rate 1 onto specified headings |  |  |
| c | Stationary hover with head/cross/tail wind |  |  | d | Recovery from unusual attitudes |  |  |
| d | Stationary hover turns, 360° left and right (spot turns) |  |  | e | Turns with 30° bank, turning up to 90° left and right |  |  |
| e | Forward, sideways and backwards hover manoeuvring |  |  | **SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)** | | | |
| f | Simulated engine failure from the hover |  |  | Note (1): Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single-engine approach and landing, shall be included in the test. | | | |
| g | Quick stops into and downwind |  |  | Note (2): The FE shall select 4 items from the following: | | | |
| h | Sloping ground/unprepared sites landings and take-offs |  |  | a | Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate |  |  |
| i | Take-offs (various profiles) |  |  | b | Fuel system malfunction |  |  |
| j | Crosswind, downwind take-off (if practicable) |  |  | c | Electrical system malfunction |  |  |
| k | Take-off at maximum take-off mass (actual or simulated) |  |  | d | Hydraulic system malfunction, including approach and landing without hydraulics, as applicable |  |  |
| l | Approaches (various profiles) |  |  | e | Main rotor and/or anti-torque system malfunction (FFS or discussion only) |  |  |
| m | Limited power take-off and landing |  |  | f | Fire drills, including smoke control and removal, as applicable |  |  |
| n | Autorotations (FE to select two items from — Basic, range, low speed, and 360° turns) |  |  | g | Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi-engine helicopters:   * Simulated engine failure at take-off: rejected take-off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO. * Landing with simulated engine failure:   landing or go-around following engine failure before LDP or DPBL, following engine failure after LDP or safe forced landing after DPBL. |  |  |
| o | Autorotative landing |  |  |
| p | Practice forced landing with power recovery |  |  |
| q | Power checks, reconnaissance technique, approach and departure technique |  |  |