



# 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:	
<b>1 Flight test details:</b>					
Type of Helicopter:			Registration:		
Departure Aerodrome:	Departure:	Arrival:	No. of landings	Flight time:	Total flight time:
<b>2 Result of the Skill Test:</b>					
Theoretical oral examination:	PASS	<input type="checkbox"/>	FAIL	<input type="checkbox"/>	
Skill test:	PASS	<input type="checkbox"/>	FAIL	<input type="checkbox"/>	PARTIAL PASS <input type="checkbox"/>
<b>3 Remarks:</b>					
Route:					
Rating:		Original validity until:		New rating valid to:	
<b>4 Examiner Details</b>					
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:		

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	<input type="checkbox"/>	<input type="checkbox"/>	a	Navigation and orientation at various altitudes/heights, map reading	<input type="checkbox"/>	<input type="checkbox"/>
				b	Altitude/height, speed, heading control, observation of airspace, altimeter setting	<input type="checkbox"/>	<input type="checkbox"/>
b	Pre-flight inspection/action, location of parts and purpose	<input type="checkbox"/>	<input type="checkbox"/>	c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and reestablishment of correct track, instrument monitoring	<input type="checkbox"/>	<input type="checkbox"/>
c	Cockpit inspection, starting procedure	<input type="checkbox"/>	<input type="checkbox"/>		d	Observation of weather conditions, diversion planning	<input type="checkbox"/>
d	Communication and navigation equipment checks, selecting and setting frequencies	<input type="checkbox"/>	<input type="checkbox"/>	e	Tracking, positioning (NDB and/or VOR), identification of facilities	<input type="checkbox"/>	<input type="checkbox"/>
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance	<input type="checkbox"/>	<input type="checkbox"/>	f	ATC liaison and observance of regulations, etc.	<input type="checkbox"/>	<input type="checkbox"/>
f	Parking, shutdown and post-flight procedure	<input type="checkbox"/>	<input type="checkbox"/>	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	<input type="checkbox"/>	<input type="checkbox"/>
a	Take-off and landing (lift-off and touchdown)	<input type="checkbox"/>	<input type="checkbox"/>	b	Rate 1 level turns onto specified headings, 180° to 360° left and right	<input type="checkbox"/>	<input type="checkbox"/>
b	Taxi, hover taxi	<input type="checkbox"/>	<input type="checkbox"/>	c	Climbing and descending, including turns at rate 1 onto specified headings	<input type="checkbox"/>	<input type="checkbox"/>
c	Stationary hover with head/cross/tail wind	<input type="checkbox"/>	<input type="checkbox"/>	d	Recovery from unusual attitudes	<input type="checkbox"/>	<input type="checkbox"/>
d	Stationary hover turns, 360° left and right (spot turns)	<input type="checkbox"/>	<input type="checkbox"/>	e	Turns with 30° bank, turning up to 90° left and right	<input type="checkbox"/>	<input type="checkbox"/>
e	Forward, sideways and backwards hover manoeuvring	<input type="checkbox"/>	<input type="checkbox"/>	SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)			
f	Simulated engine failure from the hover	<input type="checkbox"/>	<input type="checkbox"/>	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	<input type="checkbox"/>	<input type="checkbox"/>	a	Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate	<input type="checkbox"/>	<input type="checkbox"/>
i	Take-offs (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>	b	Fuel system malfunction	<input type="checkbox"/>	<input type="checkbox"/>
j	Crosswind, downwind take-off (if practicable)	<input type="checkbox"/>	<input type="checkbox"/>	c	Electrical system malfunction	<input type="checkbox"/>	<input type="checkbox"/>
k	Take-off at maximum take-off mass (actual or simulated)	<input type="checkbox"/>	<input type="checkbox"/>	d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	<input type="checkbox"/>	<input type="checkbox"/>
l	Approaches (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>	e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)	<input type="checkbox"/>	<input type="checkbox"/>
m	Limited power take-off and landing	<input type="checkbox"/>	<input type="checkbox"/>	f	Fire drills, including smoke control and removal, as applicable	<input type="checkbox"/>	<input type="checkbox"/>
n	Autorotations (FE to select two items from — Basic, range, low speed, and 360° turns)	<input type="checkbox"/>	<input type="checkbox"/>	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.	<input type="checkbox"/>	<input type="checkbox"/>
o	Autorotative landing	<input type="checkbox"/>	<input type="checkbox"/>				
p	Practice forced landing with power recovery	<input type="checkbox"/>	<input type="checkbox"/>				
q	Power checks, reconnaissance technique, approach and departure technique	<input type="checkbox"/>	<input type="checkbox"/>				