

Flight Examiner (FE(H) Practical Training Report
PPL(H) Skill Test

- Applicant name
- Date of birth

C. Practical Training Assessments - Session 1.

No	Practical Training Assessments Events	Result		Remarks
		SAT	SATW	

Insert examiner initials

Section 1 - Briefing The 'Candidate'.

The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:

1.1	The objective of the flight			
1.2	Licensing checks, as necessary			
1.3	Freedom for the 'candidate' to ask questions			
1.4	Operating procedures to be followed (for example operators manual)			
1.5	Weather assessment			
1.6	Operating capacity of 'candidate' and examiner			
1.7	Aims to be identified by 'candidate'			
1.8	Simulated weather assumptions (for example icing and cloud base)			
1.9	Contents of exercise to be performed			
1.10	Use of screens (if applicable)			
1.11	Agreed speed and handling parameters (for example V-speeds, bank angle, approach minima)			
1.12	Use of R/T			
1.13	Respective roles of 'candidate' and examiner (for example during emergency)			
1.14	Administrative procedures (for example submission of flight plan)			

Section 2 - Conduct.

The examiner should maintain the necessary level of communication with the candidate. The following check details should be followed by the examiner:

2.1	Involvement of examiner in a MP operating environment			
2.2	The need to give the 'candidate' precise instructions			
2.3	Responsibility for safe conduct of the flight			
2.4	Intervention by examiner, when necessary			
2.5	Use of screens			
2.6	Liaison with ATC and the need for concise, easily understood intentions			
2.7	Prompting the 'candidate' regarding required sequence of events (for example following a go-around)			
2.8	Keeping brief, factual and unobtrusive notes			

Section 3 - Assessment.

The examiner should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:

3.1	Questions from the 'candidate'			
3.2	Give results of the test and any sections failed			
3.3	Give reasons for failure			

Section 4 - Debriefing.

The examiner should demonstrate the ability to conduct a fair, unbiased debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:

4.1	Advise the candidate how to avoid or correct mistakes			
4.2	Mention any other points of criticism noted			
4.3	Give any advice considered helpful			

Section 5 - Recording - Documentation.

The examiner should demonstrate the ability to complete the relevant records correctly. These records may be:

5.1	The relevant test or check form			
5.2	License entry			
5.3	Notification of failure form			
5.4	Relevant company forms where the examiner has privileges of conducting operator proficiency checks			

Section 6 - Demonstration of Theoretical Knowledge.

6.1	The examiner should demonstrate a satisfactory knowledge of the regulatory requirements associated with the function of an examiner			
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Civil Aviation Authority - Sultanate of Oman
Flight Safety Department - Personnel Licensing Section
Flight Examiner (FE(H) Practical Training Report
PPL(H) Skill Test

• Applicant name	
• Date of birth	

E. Practical Training Assessments - Session 2.

No	Practical Training Assessments Events	Result		Remarks
		SAT	USAT	

Insert examiner initials

Section 1 - Briefing The 'Candidate'.

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1.1	The objective of the flight			
1.2	Licensing checks, as necessary			
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1.5	Weather assessment			
1.6	Operating capacity of 'candidate' and examiner			
1.7	Aims to be identified by 'candidate'			
1.8	Simulated weather assumptions (for example icing and cloud base)			
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F. PPL(H) Skill Test - Expanded Guidance and Additional Explanations.

The use of checklist, airmanship, control of helicopter by external visual reference, apply in all sections. Section 5 may be combined with sections 1 to 4; section 6, if applicable, may be combined with sections 1 to 5.

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
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Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc. apply in all sections

SECTION 1 - Pre-Flight or Post-Flight Checks and Procedures.

a	Helicopter knowledge, (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM and weather briefing	<ul style="list-style-type: none"> • Check all documents required for a private, passenger carrying flight are correct • Obtain and assess all elements of the prevailing and forecast weather conditions • Obtain and assess all aeronautical information and NOTAMS • Complete an appropriate flight navigation log and chart • Determine that the helicopter is correctly fueled for the flight • Complete mass and balance calculation. • Calculate helicopter performance criteria and limitations applicable to runway / helipad and forecast weather conditions and make adjustments if required for actual conditions before take-off. • Demonstrate use of the appropriate manufacturer's approved performance charts, tables and data. • Check helicopter serviceability record and technical log 	
b	Pre-flight inspection or action, location of parts and purpose	<ul style="list-style-type: none"> • Perform all elements of the helicopter pre-flight inspections as detailed • Confirm that the helicopter is in a serviceable and safe condition for flight. • Use of LME 	
c	Cockpit inspection and starting procedure	<ul style="list-style-type: none"> • Complete an appropriate safety passenger procedure briefing for the Examiner • Perform all the check elements in accordance with the flight manual or the authorized checklist or pilot operating handbook. • Complete all recommended engine starting and after starting procedures 	
d	Communication and navigation equipment check, selecting and setting frequencies	<ul style="list-style-type: none"> • Perform all the communication including the radio and navigation tuning of radio and navigation aid facilities • Demonstrate standard R/T procedures and phraseology • Follow ATC instructions. 	
e	Pre-take-off procedure, R/T procedure and ATC compliance	<ul style="list-style-type: none"> • Complete all recommended pre-take-off checks and procedures • Perform the take-off briefing • Complete passenger and crew brief, as necessary • Obtain ATC departure clearance and comply with ATC instructions 	
f	Parking, shutdown and post-flight procedure	<ul style="list-style-type: none"> • Comply with airport markings and signals • Properly position the helicopter considering other aircraft, wind and surface conditions • Complete all shutdown checks and procedures • Post flight inspection • Helicopter securing • Complete all necessary documentation 	

SECTION 2 - Hover Maneuvers, Advanced Handling and Confined Areas.

a	Take-off and landing (lift-off and touch down)	<ul style="list-style-type: none"> • Complete the appropriate checklist • Maintain power plant and rotor RPM within normal limits • Descend vertically to within 4 feet of the designated touchdown point • Divide attention inside and outside the helicopter • Avoid runway incursions and/or ensure no conflict with traffic prior to take-off 	
b	Taxi and hover taxi	<ul style="list-style-type: none"> • Perform a brake check immediately after the helicopter begins moving • Properly use cyclic, collective, and brakes as applicable to control speed while taxiing • Use an airport diagram or taxi chart during taxi, if published • Comply with airport/heliport taxiway markings, lights, signals • Hover taxi over specified ground references, demonstrating forward, sideward, and rearward hovering and hovering turns • When hover taxi maintains a ground track of a designated reference legs 	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
c	Stationary hover with head, cross or tail wind	<ul style="list-style-type: none"> Maintain position of a designated point with no aft movement in tailwind and crosswind conditions 	
d	Stationary hover turns, 360° left and right (spot turns)	<ul style="list-style-type: none"> Perform a 360° spot turns, stopping or landing within 10° of specified headings Maintain a constant rate of turn at pivot points 	
e	Forward, sideways and backwards hover maneuvering	<ul style="list-style-type: none"> Hover taxi over specified ground references, demonstrating forward, sideward, and rearward hovering and hovering turns Maintain positive control of the helicopter during hover operations 	
f	Simulated engine failure from the hover	<ul style="list-style-type: none"> Select a suitable surface for a safe touchdown Select a safe hovering altitude of at least 2-3 feet React appropriately to the simulated powerplant failure. Smoothly apply proper flight control inputs to stop the yaw and touchdown with minimum sideward movement with no rearward movement 	
g	Quick stops into and downwind	<ul style="list-style-type: none"> Properly coordinate all controls throughout the execution of the maneuver to terminate in a hover at an appropriate hover height Maintain an altitude that will permit safe clearance between the tail boom and the surface 	
h	Sloping ground or unprepared sites landings and take-offs	<ul style="list-style-type: none"> Select a suitable slope Make a smooth positive descent to touch the upslope skid on the sloping surface Recognize if slope is too steep and abandon the operation prior to reaching cyclic control stops Neutralize controls after landing Make a smooth transition from the slope to a stabilized hover parallel to the slope 	
i	Take-offs (various profiles)	<ul style="list-style-type: none"> Perform the approved/recommended take-off profiles Ensure a safe climb and use correct lookout techniques Complete all necessary after take-off checks 	
j	Crosswind and downwind take-off (if practicable)	<ul style="list-style-type: none"> Maintain proper ground track with crosswind correction throughout the take-off 	
k	Take-off at maximum take-off mass (actual or simulated)	<ul style="list-style-type: none"> Use the take-off power as limited by the examiner 	
l	Approaches (various profiles)	<ul style="list-style-type: none"> Complete the appropriate checklist Consider the wind, landing surface, and obstructions and select a suitable point Perform the approved/recommended approach profiles 	
m	Limited power take-off and landing	<ul style="list-style-type: none"> Demonstrate an in-flight power check, from which the examiner will set a simulated power limit to be used for the approach and landing Demonstrate an appropriate technique for the approach and landing using the simulated power limit set by the examiner 	
n	Autorotation's, (FE to select two items from: basic, range, low speed and 360° turns)	<ul style="list-style-type: none"> Complete the appropriate checklist Select a suitable touchdown area and appropriate entry altitude Establish power off glide with the helicopter trimmed and autorotation airspeed Roll out of the turn to align the helicopter with the selected landing area no lower than 300 feet AGL Maintain rotor RPM within normal limits 	
o	Autorotative landing	<ul style="list-style-type: none"> Apply the appropriate flare at suitable height for helicopter/environmental conditions Initiate proper power recover Terminate autorotation to a stabilized hover at the recommended hovering altitude or to the surface in a safe area, as appropriate 	
p	Practice forced landing with power recovery	<ul style="list-style-type: none"> Choose a suitable landing area with due regard for landing surface, surroundings and wind velocity Plan descent to achieve a safe approach to chosen landing area such that a safe landing would be assured Adjust the autorotative profile, as appropriate Demonstrate engine control for recovery from autorotation Terminate autorotation to a stabilized hover at the recommended hovering altitude or to the surface in a safe area, as appropriate 	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
q	Power checks, reconnaissance technique, approach and departure technique	<ul style="list-style-type: none"> • Accomplish a proper high and low reconnaissance of the confined landing area • Select a suitable approach path, termination point, and departure path • Continually evaluate the suitability of the confined landing area and/ or termination point. • Accomplish a proper ground reconnaissance 	

SECTION 3 - Navigation - En Route Procedures.

a	Navigation and orientation at various altitudes or heights and map reading	<ul style="list-style-type: none"> • Complete all elements of VFR planning for the route prescribed with particular reference to planned altitudes and safe levels of operation • Identify position visually by reference to ground features and map • Appropriate use of a moving map systems, in complement with the classical way of navigation • Prevention of airspace infringement • Failed of the moving map system 	
b	Altitude or height, speed, heading control, observation of airspace and altimeter setting	<ul style="list-style-type: none"> • Control airplane using visual attitude flying techniques • Maintain the heading height and speed as computed in navigation log or advised to the Examiner within the prescribed limits • Collision avoidance, maintain awareness of surrounding terrain, obstacles and restricted airspaces • Use of ADS-B (if equipped) 	
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track and instrument monitoring	<ul style="list-style-type: none"> • Navigate by means of calculated headings, ground speed and time • Achieve destinations or turning points within 3 minutes of ETA • Maintain the heading, altitude and speed as computed in navigation log or advised to the Examiner within the prescribed limits 	
d	Observation of weather conditions and diversion planning	<ul style="list-style-type: none"> • Calculate heading, ground speed, ETA and fuel required during any unscheduled diversion • Calculate Safety Altitude for track to new destination • Maintain a navigation log to monitor flight progress and fuel situation 	
e	Use of navigation aids (where available)	<ul style="list-style-type: none"> • Select and identify the appropriate radio and navigation aids as required or nominated by the examiner determine position using the navigation system • Intercept and track a given course, radial, or bearing, as appropriate. • Recognize signal loss and take appropriate action • Correct track error through suitable heading adjustment • Use proper communication procedures when utilizing radar services 	
f	ATC liaison with due observance of regulations, etc.	<ul style="list-style-type: none"> • Set and cross check altimeters to local QNH or Standard pressure setting, as appropriate • Maintain two-way R/T communication using correct phraseology throughout • Obtain ATC clearances or flight information, as appropriate • Comply with ATC clearances and instructions when required 	

SECTION 4 - Flight Procedures and Maneuvers.

a	Level flight, control of heading, altitude or height and speed	<ul style="list-style-type: none"> • Demonstrate control of heading, altitude and airspeed in straight and level flight by visual attitudes while maintaining a correct lookout technique • Demonstrate correct use of trim, if applicable 	
b	Climbing and descending turns to specified headings	<ul style="list-style-type: none"> • Maintain directional control and balance throughout • Complete all necessary climb checks • Turn onto given headings maintaining balance and speed and bank angle • Maintain lookout throughout • Return aircraft to straight and level flight in cruise configuration at nominated level/ altitude • Complete all necessary drills and checks 	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
c	Level turns with up to 30° bank, 180° to 360° left and right	<ul style="list-style-type: none"> • Demonstrate the correct lookout technique before, during and after turns • Establish and maintain throughout the turn the nominated altitude and speed • Coordinate the entry to turns to achieve 30° bank • Coordinate the recovery from turns to straight and level flight on the specified heading or as appropriate without loss/gain of height 	
d	Level turns 180° left and right by sole reference to instruments	<ul style="list-style-type: none"> • Establish Rate-1 turns and roll out onto nominated headings • Demonstrate coordinated control of the helicopter's altitude, speed, and rate of turn using instrument-scanning techniques 	

SECTION 5 - Abnormal and Emergency Procedures (Simulated Where Appropriate).

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.

Note 2. The FE should select four items from the following:

a	Engine malfunctions, including governor failure, carburetor or engine icing and oil system, as appropriate	<ul style="list-style-type: none"> • Analyze emergency or abnormal situation and formulate appropriate plan • Execute abnormal or emergency drills • Enable helicopter power-plant governor and confirm operation • Choose a suitable landing area with due regard for landing surface, Surroundings and wind velocity 	
b	Fuel system malfunction	<ul style="list-style-type: none"> • Execute abnormal or emergency drills 	
c	Electrical system malfunction	<ul style="list-style-type: none"> • Execute abnormal or emergency drills 	
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	<ul style="list-style-type: none"> • Execute abnormal or emergency drills 	
e	Main rotor or anti-torque system malfunction (FFS or discussion only)	<ul style="list-style-type: none"> • Execute abnormal or emergency drills • Tail rotor drive failure (FFS or oral) • Tail rotor control failure: choose a suitable landing area with due regard for landing surface and wind velocity. Perform a landing or a low-pass according to the landing surface, skid protections, and manufacturer limitations. 	
f	Fire drills, including smoke control and removal, as applicable	<ul style="list-style-type: none"> • Execute abnormal or emergency drills • Protective measure and emergency procedure in case of battery thermal runaway of a PED. 	
g	Other abnormal and emergency procedures as outlined in an appropriate flight manual and with reference to Appendix 9_C to CAR-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.	<ul style="list-style-type: none"> • Demonstrate knowledge of maintaining, operating, emergency handling and limitations of the airplane used for the skill test • Pilot attitudes toward aircraft system management • Correctly identify any situation requiring an aborted take-off • Demonstrate adequate knowledge of the technique and procedure for accomplishing a rejected take-off after powerplant/system(s) failure/warnings, including related safety factors • Demonstrate (SE helicopter) adequate skill in aborting the take-off and safely terminate at a hover or on the ground. • Select (ME helicopter) the appropriate CAT A departure / approach landing profile or as directed by the examiner <ul style="list-style-type: none"> ▶ Perform rejected take-off maneuvers at or before the TDP / DPATO point i.a.w OEM recommended procedure ▶ perform continued take-off maneuvers at or after the TDP / DPATO point P.a.w OEM recommended procedure ▶ Perform balked / rejected landing maneuvers at or before the LDP or DPBL point i.a.w OEM recommended procedure ▶ Perform balked / rejected landing maneuvers at or before the LDP or DPBL point i.a.w OEM recommended procedure ▶ Perform OEI landing maneuvers at or after the LDP or DPBL point i.a.w OEM recommended procedure 	

G. Standard of Completion.

To pass the PPL(H) Skill Test, the Candidate shall demonstrate the ability to:

- (1) Operate the helicopter within its limitations;
- (2) Complete all maneuvers with smoothness and accuracy;
- (3) Exercise good judgment and airmanship; that is, to consistently use good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives;
- (4) Apply aeronautical knowledge;
- (5) Maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or maneuver is never seriously in doubt;
- (6) Those tolerances are for general guidance; the Examiner should make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:

Height:	
Normal forward flight	± 150 ft.
With simulated major emergency	± 200 ft.
Hovering IGE flight	± 2 ft.
Heading or tracking of radio aids:	
Normal flight	± 10°
With simulated major emergency	± 15°
Speed:	
Take-off approach	+15 knots /-10 knots
All other flight regimes	± 15 knots
Round drift:	
Take-off hover IGE	± 3 ft.
Landing	No sideways or backward movement

Compared to requirement (1) and (6), completion standards (2) to (5) don't rely on quantitative tolerance, but on qualitative one. Usage of guidance provided in para G should provide for a fact-based and consistent assessment and decision of those qualitative requirements.

Pass Marks.

- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.
- (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
- (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
- (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.

H. PPL(H) Skill Test - Knowledge, Skills and Attitude Assessment Guidance.

The following tables are designed to give the Examiner guidance when assessing the Knowledge, Skills and Attitudes required by the Candidate to successfully complete each section of the test. It should aid the Examiner to assess the standard of completion elements laid down in para F under (2) to (5), and determine the result.

For each section a brief narrative of the section's objectives is provided, together with the most relevant KSAs.

Section 1 - Pre-flight or Post-flight Checks and Procedures		Remarks
Planning, preparation and conduct of a safe and compliant flight, including the usage of TEM. Safe and compliant usage of the aircraft.		
Knowledge	<ul style="list-style-type: none"> • Applicable regulations (rules of the air, operational, licensing) • Weather information including METAR, TAF and Area Forecast, synoptic chart and wind charts; • NOTAMs interpretation and understanding • Aircraft flight manual structure, relevant information usage • Aeronautical navigation charts interpretation and usage • Radio communication procedures and standard phraseology • Mass-and-balance limitations and computation of center of gravity • Flight performance • Helicopter technical log • Fuelling and fuel checks 	
Skill	<ul style="list-style-type: none"> • Obtain and assess all elements of the prevailing flight preparation information • Complete an appropriate flight navigation log and chart • Complete a mass-and-balance form • Complete helicopter documentation and explain documents requirements for the flight • Searching in official reference documents (e.g., RFM, POH, AIP) • Complete all recommended cockpit inspection, engine/rotor starting and post flight procedures by using an approved checklist • Calculate helicopter performance criteria and limitations applicable to the forecast weather conditions and make adjustments as required for actual conditions before take-off • Return the helicopter to the parking area and complete engine shutdown • Secure the helicopter and complete the documentation 	
Attitude	<p>Situation awareness:</p> <ul style="list-style-type: none"> • Is aware of flight planning considerations affecting all phases of the flight • Identifies potential problems during this phase, and knows how to react <p>Workload management:</p> <ul style="list-style-type: none"> • Allocates appropriate time to the planning and helicopter pre-flight check. • Completes all required tasks at the appropriate time • Divides attention appropriately inside and outside the cockpit <p>Communication:</p> <ul style="list-style-type: none"> • Ensures a passenger briefing is made at an appropriate time • Communicates with other agencies including ATC, when and where appropriate <p>Leadership and teamwork:</p> <ul style="list-style-type: none"> • Interacts with all parties responsible for helicopter availability and dispatch. <p>Problem-solving and decision-making:</p> <ul style="list-style-type: none"> • Makes a competent 'GO/NO GO' decision • Identifies possible defects and threats and takes corrective action 	

Section 2 - Hover Manoeuvres, Advanced Handling and Confined Areas		Remarks
Safe and smooth aircraft operation throughout the certified flight envelope, awareness of the envelope limits and how to return to a safe flight, should an excursion occur		
Knowledge	<ul style="list-style-type: none"> • Wind/ground speed limitations for hover maneuvers • Height/velocity envelope limitations • Wind limitations for crosswind and tailwind conditions • Effects of crosswind and tailwind on helicopter attitude • RRPM and engine / torque limitations • Yaw-rate limitations • Approved/recommended take-off profiles • Recommended climb speeds • Approved/recommended approach profiles • Recommended approach speeds • RRPM limitations for autorotation • Approved techniques for running take-offs and landings • Sloping ground limitations; • Causes of dynamic rollover and preventative techniques. • Emergency operating procedures relating to engine failure • Throttle control techniques 	
Skill	<ul style="list-style-type: none"> • Complete all necessary checks and drills throughout • Lift in order to establish a stable hover maintaining ground position and heading • Maintain heading, height, and ground position whilst in the stationary hover into crosswind, and downwind included • Complete a backwards maneuver preceded by a lookout turn and an increase in the hover height • Descend in order to land maintaining ground position and heading • Maintain directional control and balance throughout • Obtain ATC clearance, when required • Demonstrate take-off/transition from the hover as detailed by the examiner • Take-off in crosswind/downwind from the hover as detailed by the examiner • Demonstrate an approach profile nominated by the examiner • Identify a landing area on slope and conduct reconnaissance • Conduct power check, noting power available • Stop the tendency to yaw, drift and roll (simulated engine failure) • Cushion the touchdown (simulated engine failure) 	
Attitude	<p>Situation awareness</p> <ul style="list-style-type: none"> • Maintains adequate lookout throughout • Assesses environmental conditions • Demonstrates orientation throughout the maneuver • Awareness of conflicting traffic movements • Awareness of Loss of Tail rotor Effectiveness (LTE) • Awareness of proximity of main and tail rotors relative to sloping ground • Awareness of dynamic rollover • Awareness of vortex ring state conditions <p>Workload management</p> <ul style="list-style-type: none"> • Divides attention appropriately inside and outside the cockpit • Prioritizes flying tasks, normal operating procedures and emergency procedures appropriately • Completes all required tasks at an appropriate time <p>Communication</p> <ul style="list-style-type: none"> • Makes appropriate R/T call to ATC (simulated to the examiner) <p>Problem-solving and decision-making</p> <ul style="list-style-type: none"> • Identifies possible threats and takes mitigatory action • Determines the appropriate technique for obstacle environment and available space • Termination of maneuver if unsafe conditions are recognized • Revises technique as required to make the intended landing site (autorotation) 	

Section 3 - Navigation and en-Route Procedures		Remarks
Navigating safely and effectively between A and B, in compliance with the regulation; monitoring the flight and maintaining an awareness of the changing environment; implementing adequate solutions as necessary		
Knowledge	<ul style="list-style-type: none"> • Flight-planning methodology including relationship between wind velocity, IAS, ground speed, heading, and track • Aeronautical navigation maps legend and charts interpretation • Decoding of available weather information • Altimeter-setting procedures • Operational flight plan usage • On-board communication equipment uses and limitation • Use of instrumentation to reference desired radial/track • Configuration of navigation displays including HSI, RMI, OBS, FD, and autopilot; • Transponder-setting procedures • Applicable regulation (airspace class, weather minima) • Radiotelephony requirements, procedures, and applicable standard phraseology • Pilot-controller responsibilities including tower, en-route control, and clearances; • Adequate knowledge of two-way communications failure procedures • Manual flying techniques with or without the use of autopilot as determined by the examiner 	
Skill	<ul style="list-style-type: none"> • Control helicopter altitude, speed, and heading using visual attitude flying techniques • Use the trim system, where appropriate • Chart and ground reading (reconciliation of ground features and chart information) • Identify the helicopter's position by visual reference to ground features and map(s)/chart(s) • Maintain regular lookout using proper visual-scanning techniques • Proficient usage of on-board communication equipment • Navigate by means of precomputed headings, ground speed, and elapsed time • Intercept and maintain given tracks or radials using the navigation aids nominated • Conduct navigation instrument functional checks (if not already completed) • Select and identify the appropriate radio and navigation aids as required or nominated by the examiner • Correct track error through suitable heading adjustment • Conduct regular checks for carburetor icing, if appropriate • Communicate clearly, assertively, and in due time • Monitor fuel consumption for range or endurance, making adjustments as appropriate • Flight re-planning and diversion implementation 	
Attitude	<p>Situation awareness:</p> <ul style="list-style-type: none"> • Demonstrates terrain awareness • Awareness of conflicting traffic movements • Assesses environmental conditions and its possible evolution, and proactively generating options • Awareness of the helicopter's position in relation to external references <p>Workload management</p> <ul style="list-style-type: none"> • Divides attention appropriately inside and outside the cockpit • Arranges cockpit reference material to be available at the appropriate time • Prioritizes flying tasks and normal operating procedures to ensure timely completion <p>Communication:</p> <ul style="list-style-type: none"> • Obtains appropriate ATC clearance, reads back correctly and when necessary, and requests clarification or change or assistance as necessary <p>Problem-solving and decision-making:</p> <ul style="list-style-type: none"> • Recognizes errors or system malfunctions, and takes timely and appropriate corrective action • Set priorities (Fly, Navigate, Communicate, Manage) and manage workload • Re-plans flight plan as necessary 	

Section 4 - Flight Procedures and Manoeuvres		Remarks
<p>The applicant is able to maintain control of the helicopter in level flight by sole reference to instruments to complete a coordinated climb/descent and turn using the recommended climb or descent speed /rates of climb and descent. Maintain control of the helicopter whilst maneuvering as required for the exercise by sole reference to instruments</p>		
Knowledge	<ul style="list-style-type: none"> Manual flying control techniques Flying control techniques using the autopilot functions as allowed by the examiner (if applicable) Speed-bank angle relationship for rate of turn (rate-1 turns included) Recommended climb/descent speeds and associated power settings 	
Skill	<ul style="list-style-type: none"> Demonstrate coordinated control of the helicopter altitude, angle of bank, speed, and heading using instrument scanning techniques Establish steep turns (with a 30-degree angle of bank) onto nominated headings whilst maintaining altitude/height and speed Establish Rate-1 turns and roll out onto nominated headings Use the trim system, where appropriate Maintain directional control and balance throughout Complete all the necessary checks and drills throughout 	
Attitude	<p>Situation awareness:</p> <ul style="list-style-type: none"> Demonstrates orientation throughout the maneuver Assesses environmental conditions Awareness of the helicopter's speed/height/power setting/RRPM <p>Problem-solving and decision-making:</p> <ul style="list-style-type: none"> Recognises errors and takes timely and appropriate corrective action 	
Section 5 - Abnormal and Emergency Procedures		Remarks
<p>Spotting, assessing, and addressing emergencies or abnormal using the appropriate procedures, maintaining a safe flight throughout; decisions to discontinue the flight to ensure safety, if necessary</p>		
Knowledge	<ul style="list-style-type: none"> Abnormal and emergency operating procedures Emergency drills memory items Understanding of all emergency and abnormal procedures Precautionary landing methodology Standard phraseology for emergency and abnormal situation (e.g. Engine, Fuel, Electrical, Hydraulic, Rotor system and Fire drills including Smoke control / removal) Transponder codes for emergency or com-loss situations Priority setting tools (e.g. PPAA or FNCM) Performance class operations Calculate rejected or continued CAT A take-off / landing distance 	
Skill	<ul style="list-style-type: none"> Instrument scanning for advanced information of an impending issue Analyze emergency / abnormal situations and formulate appropriate plan Timely execution of emergency drills memory items For main-rotor failure, commence emergency descent to land immediately; For anti-torque system failure (fixed pitch), establish a balanced flight and simulate a running landing For anti-torque system failure (loss of drive), enter autorotation immediately and recover with a power-off landing Execute abnormal drills in accordance with the RFM or other appropriate document (touch drills only) Apply appropriate protective measure in case of battery thermal runaway of a PED and emergency landing Plan, execute, and demonstrate further actions to ensure safe recovery of helicopter and passengers Use the checklist to confirm actions when time permits Make suitable emergency R/T calls (given to the examiner but not transmitted) Select (ME helicopter) the appropriate CAT A departure / approach landing profile or as directed by the examiner 	
Attitude	<p>Situation awareness:</p> <ul style="list-style-type: none"> Demonstrates terrain awareness Awareness of conflicting traffic movements Assesses environmental conditions Awareness of the helicopter's speed/height/power setting / RRPM Awareness of the helicopter systems' state Awareness of the helicopter's position in relation to external references (landmarks / navigation aids). <p>Workload management:</p> <ul style="list-style-type: none"> Prioritizes flying tasks, normal operating procedures, and emergency operating procedures appropriately (Fly, Navigate, Communicate, Manage) Communication: Ensures that correct passenger and crew briefings are made Informs ATC of situation in a timely manner and requests appropriate priority <p>Problem-solving and decision-making:</p> <ul style="list-style-type: none"> Recognizes errors or system malfunctions, and takes timely and appropriate corrective action Re-plans flight as necessary 	