Flight Examiner (FE(H) Practical Training Report

CPL(H) Skill Test

هيئة الطيران المدني CIVIL AVIATION AUTHORITY	**Civil Aviation Authority - Sultanate of Oman** **Flight Safety Department - Personnel Licensing Section** **Flight Examiner (FE(H) Practical Training Report** **CPL(H) Skill Test**

A. Examiner Applicant Details.

• Applicant name (First & surname)	
• Date of birth	
• License type & number	
• Type rating expiry date	
• Flight Instructor rating expiry date	
• Aircraft type	
• Training Session number	2 Training Session

B. Examiner Applicant Practical Training Assessment Result - Session 1.

• Practical training assessment date		
• Duration of assessment		
• Aircraft type & number		
• Assessment result	□ Satisfactory (SAT)	□ Satisfactory with Remarks (SATW)

FE(H) Name	License Number	Signature	Date

• I acknowledge the result of the practical training assessment detailed above.		
FE(H) Applicant Name	**Signature**	**Date**

• Examiner Report - Complete for Satisfactory with Remarks (SATW) Only.

• 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			

• Applicant name	
• Date of birth	

D. Examiner Applicant Practical Training Assessment Result - Session 2.

• Practical training assessment date		
• Duration of assessment		
• Aircraft type & number		
• Assessment result	□ Satisfactory (SAT)	□ Unsatisfactory (USAT)

FE(H) Name	License Number	Signature	Date

• I acknowledge the result of the practical training assessment detailed above.		
FE(H) Applicant Name	**Signature**	**Date**

• Examiner Report - Complete for Unsatisfactory (USAT) Only.

Recommendation
□ Recommended for assessment of competence
□ *Recommended for additional training

*The CAA should determine any further training required before presenting the candidate for the examiner assessment of competence.

	Civil Aviation Authority - Sultanate of Oman **Flight Safety Department - Personnel Licensing Section** **Flight Examiner (FE(H) Practical Training Report** **CPL(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'.				
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			
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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			

F. CPL(H) Skill Test - Expanded Guidance and Additional Explanations.

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

Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS.

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
SECTION 1 - Pre-Flight/Post Flight Checks and Procedures.			
a	Helicopter knowledge (e.g. technical log, fuel, mass and balance,performance), flight planning, documentation, NOTAMS, weather	• *Check all documents required for a NCO/NCC operation 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.*	
b	Pre-flight inspection/action, location of parts and purpose	• *Perform all elements of the helicopter pre-flight inspections as detailed* • *Confirm that the helicopter is in a serviceable and safe condition for flight.* • *Check helicopter serviceability record and technical log*	
c	Cockpit inspection, starting procedure	• *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.* • *Use of the MEL (if applicable)* • *Complete all recommended engine starting and after starting procedures*	
d	Communication and navigation equipment check, selecting and setting frequencies	• *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, ATC liaison-compliance	• *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	• *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)	• *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, hover taxi	• *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/tail wind	• *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)	• *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	• *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	• *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	• *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*	

No	**Maneuvers/Procedures**	**Expanded Guidance & Additional Explanations of Skill Test**	**Remarks**
h	Sloping ground/unprepared sites landings and take-offs	• *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)	• *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, downwind take-off (if practicable)	• *Maintain proper ground track with crosswind correction throughout the take-off*	
k	Take-off at maximum take-off mass (actual or simulated)	• *Utilize the take-off power as specified/limited by the examiner.*	
l	Approaches (various profiles)	• *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	• *Demonstrate a hover power check, from which the examiner will set a simulated power limit to be used for the take-off* • *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 (FE to select two items from - Basic, range, lowspeed, and 360° turns)	• *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 at the recommended IAS* • *Maintain rotor RPM within normal limits*	
o	Autorotative landing	• *Apply the appropriate flare at suitable height for helicopter/ environmental conditions (between 40 and 200 ft depending on helicopter type)* • *Level fuselage attitude at approximately 8 to 15 feet AGL, cushion the touchdown, with a running landing if appropriate, whilst maintaining heading* • *Carefully lower the collective*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
p	Practice forced landing with power recovery	• *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*	
q	Power checks, reconnaissance technique, approach and departure technique	• *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/heights, map reading	• *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 (if available)* • *Application of airspace infringement prevention*	
b	Altitude/height, speed, heading control, observation of airspace,altimeter setting	• *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, instrument monitoring	• *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, diversion planning	• *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	Tracking, positioning (NDB and/or VOR), identification of facilities	• *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 and observance of regulations, etc.	• *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*	

No	Maneuvers/Procedures	Expanded Guidance & Additional Explanations of Skill Test	Remarks
SECTION 4 - Flight Procedures and Maneuvers by Sole Reference to Instruments.			
a	Level flight, control of heading, altitude/height and speed	• *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	Rate 1 level turns onto specified headings, 180° to 360° left and right	• *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*	
c	Climbing and descending, including turns at rate 1 onto specified headings	• *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*	
d	Recovery from unusual attitudes	• *Interpretation of the instrument displays to identify 3D position* • *Application of the correct recovery technique.*	
e	Turns with 30° bank, turning up to 90° left and right	• *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*	
SECTION 5 - Abnormal and Emergency Procedures (Simulated Where Appropriate). **Note 1.** Items in section 5 may be performed in a helicopter FNPT or a helicopter FFS **Note 2.** 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.			
a	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate	• *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	• *Execute abnormal or emergency drills*	
c	Electrical system malfunction	• *Execute abnormal or emergency drills*	
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	• *Execute abnormal or emergency drills*	
e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)	• *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-hover taxing according to the landing surface, skid protections, and manufacturer limitations.*	
f	Fire drills, including smoke control and removal, as applicable	• *Execute abnormal or emergency drills* • *Explain how PIC respond to an emergency suspected of involving lithium batteries contained into PEDs (if applicable)*	
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, ○ Continue TO shortly after TDP or DPATO.	• *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* ➤ *Perform rejected take-off maneuvers at or before the TDP / DPATO point .a.w OEM recommended procedure* ➤ *Perform continued take-off maneuvers at or after the TDP / DPATO point i.a.w OEM recommended procedure*	

No	Maneuvers/Procedures	Expanded Guidance and Additional Explanations of Skill Test	Remarks
	- 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.	➤ *Perform baulked / 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 CPL(H) Skill Test, the Candidate shall demonstrate the ability to:

(1) Recognize and manage threats and errors;

(2) Operates the helicopter within its limitations;

(3) Completes all maneuvers with smoothness and accuracy;

(4) Exercise good judgment and airmanship; that is, to consistently use good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives;

(5) Applies aeronautical knowledge;

(6) Maintains 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;

(7) Stays within the following limits. 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	± 100 ft.
With simulated major emergency	± 150 ft.
Tracking on radio aids	± 10 ft.

Heading:	
Normal flight	± 10°
With simulated major emergency	± 15°

Speed:	
take-off and approach multi-engine	± 5 knots
All other flight regimes	± 15 knots

Round drift:	
Take-off hover IGE	± 3 ft.
Landing	No sideways or backward movement

Compared to requirement (2) and (7), completion standards (1) to (6) 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. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

H. CPL(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 (1) to (6), 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	• 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	• 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	Situation awareness: • Is aware of flight planning considerations affecting all phases of the flight • Identifies potential problems during this phase, and knows how to react Workload management: • 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 Communication: • Ensures a passenger briefing is made at an appropriate time • Communicates with other agencies including ATC, when and where appropriate Leadership and teamwork: • Interacts with all parties responsible for helicopter availability and dispatch. Problem-solving and decision-making: • 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	• 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	• 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	Situation awareness • 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 Workload management • Divides attention appropriately inside and outside the cockpit • Priorities flying tasks, normal operating procedures and emergency procedures appropriately • Completes all required tasks at an appropriate time Communication • Makes appropriate R/T call to ATC (simulated to the examiner) Problem-solving and decision-making • 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	• 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	• 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 carburettor 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	Situation awareness: • 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 Workload management • Divides attention appropriately inside and outside the cockpit • Arranges cockpit reference material to be available at the appropriate time • Priorities flying tasks and normal operating procedures to ensure timely completion Communication: • Obtains appropriate ATC clearance, reads back correctly and when necessary, and requests clarification or change or assistance as necessary Problem-solving and decision-making: • 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 maneuvers by sole reference to instruments		Remarks
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		
Knowledge	• 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	• 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	Situation awareness: • Demonstrates orientation throughout the maneuver • Assesses environmental conditions • Awareness of the helicopter's speed/height/power setting/RRPM Problem-solving and decision-making: • Recognizes errors and takes timely and appropriate corrective action	

Section 5 - Abnormal and Emergency Procedures (Simulated Where Appropriate)		Remarks
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		
Knowledge	• 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 data take-off / landing distance	
Skill	• 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) • Respond to an emergency suspected of involving lithium batteries of a PEDs • 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 data departure / approach landing profile or as directed by the examiner	
Attitude	Situation awareness: • 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). Workload management: • Priorities 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 Problem-solving and decision-making: • Recognizes errors or system malfunctions, and takes timely and appropriate corrective action • Re-plans flight as necessary	