

# Airline Transport Pilot Licence Helicopter – Flight Test Report

## Qualification Assessment

### 1. Personal Details

Last Name					Age (21+)				
Given Name(s)									
Holds current NZ CPL(H) Flight Crew Licence	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	If Yes, Client ID				
Holds Helicopter Instrument Rating	Yes	<input type="checkbox"/>	If 'No', attach copy of ASL assessment letter						

### 2. Experience

Total Flight Experience in Helicopters <i>(a maximum of 50% co-pilot time may be counted toward this requirement)</i>	(1000)	
Pilot-in-Command in Helicopters <i>(or 100 hours p-in-c; balance made up with 50% command practice time)</i>	(250)	
Cross Country Navigation in Helicopters	(200)	
Cross Country Navigation in Helicopters as P-in-C <i>(balance to make up to 200 hrs may be 50% command practice time)</i>	(100)	
Night Flight Time <i>(must include CPL night cross country privileges)</i>	(50)	
<i>Cross crediting (if applicable) at 50% P-in-C time in last 12 months; aeroplanes – 60 hrs; gliders – 25 hrs; combined aeroplane and glider – 60 hours maximum. Note: May count towards total flight experience only.</i>		

### 3. Knowledge

Dates examinations passed (if all exams completed within 3 years, the written examination credit is valid for 10 years)					
ATPL Flight Navigation General	/	/	ATPL Human Factors	/	/
ATPL Flight Planning Helicopter	/	/	ATPL Performance and Loading	/	/
ATPL Meteorology	/	/	ATPL Aerodynamics and Aircraft Systems	/	/
ATPL examination credit valid to	/	/	ATPL Air Law <i>(max 5 years from credit issue date)</i>	/	/
Knowledge Deficiency Reports certified with evidence of knowledge improvement sighted				Certified <input type="radio"/>	Evidence <input type="radio"/>

### 4. Medical

NZ Class 1 Medical Certificate held		Expiry date (dd/mm/yy)				
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### 5. Examiner Details

119/141 Approved Aviation Training Organisation		Client ID				
Assessment completed by (Flight Examiner or Approved Person)		Client ID				
Date (dd/mm/yy)						

**6. Aircraft Details**

Aircraft type		Registration ZK -	
Type rating held		Aircraft type acceptable for test and IFR equipped	

**Flight Test Report****7. Flight Planning**

IFR plan filed (copy required)			Meteorological planning (copy required)		
Fuel details	Flight			Contingency	
	Holding			Reserve	
Total fuel carried		Kgs/lbs/litres	Total safe endurance		hrs
Weight and Balance (T/O weight to be at or near maximum authorised landing weight)			Maximum authorised landing weight		
			Actual take off weight		
OEI rate of climb at planned cruise level					
Category A rejected take-off distance required					
Hover ceiling IGE			Hover ceiling OGE		

**8. Assessment Checklist** \* Page number relates to CAA Flight Test Standards Guide, ATPL Issue, Helicopter

Task	Page No.*	Rating			Critical Element?	Comment
		0-70	70-85	85-100		
Personal preparation	18				No	
Meteorology (copy required)	20				Yes (x2)	
Operational environment	22				Yes	
Flight planning (copy required)	24				Yes	
Fuel management	26				Yes (x3)	
Helicopter performance & limitations	28				Yes (x2)	
Helicopter loading	30				Yes (x2)	
Helicopter airworthiness/documentation	32				Task	
External pre-flight inspection	34				No	
Cockpit preparation	36				No	
Crew briefings (conduct/quality)	38				No	
Engine start	40				No	
Hover manoeuvring/hover taxi	42				Yes	
Pre-take-off/pre-departure preparation	44				Yes	
Take-off – clear area and/or VTOL helipad	46				Yes (x2)	
Rejected take-off	48				Yes (x3)	
Engine failure at or after CDP before LDP	50				Yes (x4)	
Engine failure after LDP	52				Yes (x3)	
Helicopter handling on instruments	54				No	
Use of automation (if applicable)	56				Yes	
Transition to instrument flight & initial climb	58				No	
Navigation aid management & tracking	60				No	
Instrument departure procedures	62				No	
Climb procedures	64				No	
Cruise procedures	66				No	
Unusual attitudes (upset recovery)	68				Task	
IMC autorotation profile procedure	70				Yes	
Descent, approach & landing preparation	72				No	
Descent procedures	74				No	

Task	Page No.*	0-70	70-85	85-100	Critical Element?	Comment
Holding	76				No	
Instrument holding procedures	NDB		VOR		GPS	
Initial approach procedures	78				No	
Radar vectoring for an approach (optional)	80				No	
Precision approach (optional)	82				Yes	
Non-precision approach	84				Yes	
Instrument approaches	NDB		VOR	LLZ		GPS DME ARC
One engine inoperative (OEI) performance	86				Yes	
Normal & crosswind approach and landing	88				Yes	
Confined area/elevated helipad	90				Yes	
Crew self-evaluation (debrief/operation/review/critique)	92				No	
Threat & error management (critical task)	94				Task	
Communications process (inquiry/advocacy/assertion)	96				Yes	
Communications decision making	98				Yes	
Team building (leadership/followership/concern for tasks)	100				Yes	
Team building (interpersonal relationships/group climate)	102				Yes	
Workload management & awareness (preparation/planning/ vigilance)	104				Yes	
Workload management & awareness (distribution/distraction avoidance)	106				Yes	
Coms with crew, company & passengers	108				No	
Completion of checks & use of checklists	110				No	
ATS procedures and compliance	112				No	
RFT procedures	114				No	
Loss of communications procedures	116				No	
Systems operations and procedures	118				No	
Management of a system malfunction	120				No	
Straight-in autorotation	122				Yes	
180 degree autorotation	124				Yes	
Vortex ring state (settling with power)	126				No	
Emergency equipment	128				No	
Management of ACAS/TCAS advisories	130				No	
Go-around from a EGPWS alert	132				Yes	
Knowledge of flight rules	134				No	
Adherence to SOPs (critical task)	136				Task	
Lookout in VMC	138				Yes	
Engine shutdown and securing	140				No	

