

# Flight Test Report

## Private Pilot Issue Flight Test – Aeroplane

### 1. Personal Details

|                         |   |                  |  |               |  |                   |                           |
|-------------------------|---|------------------|--|---------------|--|-------------------|---------------------------|
| CAA Client Number       |   |                  |  |               |  | Last Name         |                           |
| Given Name(s)           |   |                  |  |               |  |                   |                           |
| Medical Certificate Exp | / | /                |  | Class One/Two |  | Proof of Identity | <input type="radio"/> Age |
| Aeroplane Type          |   | Registration ZK- |  | Location      |  | Flt time          |                           |

### 2. Experience/ Knowledge Assessment

|   |  |                       |  |               |              |
|---|--|-----------------------|--|---------------|--------------|
| Total Time (50 or 40 if no Cross Country) |  | Dual Instruction (15) |  |               |              |
| Total Pilot in Command (15)               |  | Advanced Dual (5)     |  |               |              |
| Instrument Flight Dual (5)                |  | Flight (3)            |  | Ground        |              |
| Pilot Navigation (10 )                    |  | Dual Nav(5)           |  | Solo Nav(5)   |              |
| Night (5 – optional)                      |  | Dual (2)              |  | Solo (2)      | I/F Dual (2) |
| Navigation Training certified by          |  | Category              |  | Client Number |              |
| Instrument Training certified by          |  | Category              |  | Client Number |              |
| Terrain Awareness certified by            |  | Category              |  | Client Number |              |

|   |   |                                 |                                |   |   |
|---|---|---------------------------------|--------------------------------|---|---|
| Knowledge Deficiency Reports certified with evidence of knowledge improvement sighted                           |   | Certified <input type="radio"/> | Evidence <input type="radio"/> |   |   |
| Dates examinations passed (if all exams completed within 3 years, written examination credit valid for 3 years) |   |                                 |                                |   |   |
| PPL Aircraft Technical Knowledge  | / | /                               | PPL Human Factors              | / | / |
| PPL Meteorology   | / | /                               | Flight Radiotelephony          | / | / |
| PPL Air Navigation  | / | /                               | PPL Air Law                    | / | / |

|                         |  |                   |   |   |  |  |
|-------------------------|--|-------------------|---|---|--|--|
| Assessment completed by |  | CAA Client Number |   |   |  |  |
| Signed                  |  | Date              | / | / |  |  |

### 3. Result

|                   |                                      |                   |   |   |  |  |
|-------------------|--------------------------------------|-------------------|---|---|--|--|
| Examiner Comments | <b>Competent / Not Yet Competent</b> |                   |   |   |  |  |
|                   |                                      |                   |   |   |  |  |
|                   |                                      |                   |   |   |  |  |
| 141 Organisation  |                                      | CAA Client Number |   |   |  |  |
| Flight Examiner   |                                      | CAA Client Number |   |   |  |  |
| Signature         |                                      | Date of Test      | / | / |  |  |

PPL Logbook sticker shall meet rule Part 61.29(a)(3) and Part 61.155(b)(3)

#### 4. Flight Test Report

| Task                                   | Objective   | NT | NYC | 70+ | 85+ |
|--|---|----|-----|-----|-----|
| Personal preparation                   | IM SAFE, documents, privileges, currency, limitations                 |    |     |     |     |
| Aircraft documents                     | Knowledge of Certificate of Airworthiness                             |    |     |     |     |
|  | Knowledge of Technical Log  |    |     |     |     |
|  | Knowledge of Flight Manual, CAA forms 2129 & 2173                     |    |     |     |     |
| Weather, AIP NZ and supplements        | Area forecasts, TAF, METAR, NOTAMS, AIP, Go/No go                     |    |     |     |     |
| Performance and operating requirements | P Charts, group rating, seasonal effects on performance               |    |     |     |     |
| Fuel management                        | Fuel required, quantity, consumption, system                          |    |     |     |     |
| Loading                                | MAUW, C of G position, load distribution, securing                    |    |     |     |     |
| Pre-flight inspection                  | Interior, exterior, load security                                     |    |     |     |     |
| Emergency equipment:                   | Passenger supervision, briefing                                       |    |     |     |     |
| Engine start, warm up and shutdown     | Checks, fire drills, documentation                                    |    |     |     |     |
| ATS procedures                         | ATIS, clearances, phraseology, QNH                                    |    |     |     |     |
| Taxiing and brake check                | Speed, instruments, parking, controls                                 |    |     |     |     |
| Engine checks, run and operation       | Checks, smooth operation  |    |     |     |     |
| Pre-takeoff checks                     | Takeoff briefing, departure procedures                                |    |     |     |     |
| Takeoff                                | Normal: <b>correct runway, clears approach path</b>                   |    |     |     |     |
|  | Crosswind (subject to conditions)                                     |    |     |     |     |
|  | Short field: <b>runway length</b>                                     |    |     |     |     |
| Engine failure techniques              | During takeoff (aborted)  |    |     |     |     |
|  | After takeoff, <b>control, lowering aircraft nose</b>                 |    |     |     |     |
| Climbing                               | ± 5 knots, trim, Ts & Ps, lookout                                     |    |     |     |     |
| Straight and level                     | ± 100 feet, ±5 degrees, trim  |    |     |     |     |
| Medium turns                           | ± 100 feet, coordinated, reference point                              |    |     |     |     |
| Descent                                | ± 5 knots, trim, Ts & Ps, lookout                                     |    |     |     |     |
| Slow flight                            | ± 100 feet, ± 5 knots, balance, trim                                  |    |     |     |     |
| Stalls                                 | Basic   |    |     |     |     |
|  | Power on  |    |     |     |     |
|  | Wing drop   |    |     |     |     |
| Magnetic compass headings              | Maintains ±100 ± 5 degrees, turning ± 10 degrees                      |    |     |     |     |
| Steep turns                            | ±100 feet , coordinated controls, power, reference point              |    |     |     |     |
| Forced landing with power              | Control, configuration, field selection                               |    |     |     |     |
| Forced landing without power           | <b>Control</b> , field selection, plan, <b>1/3 aim point</b> , checks |    |     |     |     |
| Flap usage / side slipping             | <b>Operation, speed</b>   |    |     |     |     |
| Low flying                             | ± 100 feet, ± 5 knots, simulated poor visibility                      |    |     |     |     |
| Joining the circuit                    | Checks, procedure, situational awareness                              |    |     |     |     |
| Approach and landing                   | Normal  |    |     |     |     |
|  | Flapless  |    |     |     |     |
|  | Crosswind (subject to conditions)                                     |    |     |     |     |
|  | Short field   |    |     |     |     |
| Approach and go-around                 | Procedure sequence  |    |     |     |     |
| Radiotelephony tuning and procedures   | Phraseology   |    |     |     |     |
| Threat and Error Management (TEM)      | (refer to web site under "Pilots"), decision making                   |    |     |     |     |
| Lookout                                | <b>Lookout, situational awareness, VMC</b>                            |    |     |     |     |
| Flight orientation                     | <b>Airspace boundaries, reporting points</b>                          |    |     |     |     |

Items in bold are critical elements