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# Self-Study Course for VFR Rotorcraft Competency Program

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| <b>Candidate Name:</b> |  |
| <b>Title:</b>          |  |
| <b>Air operator:</b>   |  |
| <b>Date:</b>           |  |

## Corrected to 100% by:

|                        |  |
|------------------------|--|
| <b>Name:</b>           |  |
| <b>Title:</b>          |  |
| <b>Date Corrected:</b> |  |

## Reviewed by Transport Canada:

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| <b>Inspector Name:</b> |  |
| <b>Date:</b>           |  |

*This three (3) part Transport Canada Civil Aviation (TCCA) course is to be completed by the Chief Pilot and designates that conduct Pilot Competency Checks (PCC) for Canadian Subpart 703 VFR Helicopters air operators.*

*The course complies with [Conditions of the Exemption from subparagraph 703.88\(1\)\(c\)\(ii\) of the CARs](#) and shall be completed at initial appointment by each person required by the company to conduct PCCs and every 5 years thereafter.*

*The course must be corrected to 100%.*

*A copy of the completed Self-Study Course shall be retained in the training file of the appointed candidate.*

This self-study course is based on the following TCCA documents and publications:

Section 1.0 - *Canadian Aviation Regulations Part VII - Commercial Air Services - Standard 723 - Air Taxi – Helicopters*, [\*Standard 723 SCHEDULE - Pilot Proficiency Check – Helicopter\*](#);

Section 2.0 - [\*Approved Check Pilot Manual\*](#) (TP 6533); and

Section 3.0 - [\*Pilot Proficiency Check and Aircraft Type Rating - Helicopter\*](#) (TP 14728).

Additional recommended reading material:

- Flight Test Guide - Private and Commercial Pilot License – Helicopter (TP 3077);
  - Pilot Examiner Manual (TP 14277);
  - The Flight Instructor Guide (TP 4818); and
  - Human Factors for Aviation Instructor Guide – Helicopters (TP 12865).
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## **1.0 CANADIAN AVIATION REGULATIONS PART VII - COMMERCIAL AIR SERVICES**

### **1.1 Standard 723 SCHEDULE - Pilot Proficiency Check – Helicopter**

- (1) Standard 723 SCHEDULE - Pilot Proficiency Check – Helicopter
  - (a) Content was last revised in \_\_\_\_\_.
- (2) Pre-flight Phase:
  - (a) Consists of two segments:
    - \_\_\_\_\_
    - \_\_\_\_\_
- (3) Flight Phase - Taxiing and Hovering Manoeuvres
  - (a) Subparagraph (iv) states: \_\_\_\_\_ degree hover turns, \_\_\_\_\_ and \_\_\_\_\_ hovering manoeuvres and, when practical, \_\_\_\_\_ hovering;
- (4) Flight Phase - Normal and Abnormal Procedures
  - (a) Paragraph (d) states: The pilot shall demonstrate use of as many of the \_\_\_\_\_ and \_\_\_\_\_ procedures for installed systems, devices and aids as \_\_\_\_\_ the checks finds \_\_\_\_\_ to determine that the pilot has the knowledge and \_\_\_\_\_ use installed equipment.
- (5) Flight Phase - Emergency Procedures, Malfunctions and Flight Characteristics,
  - (a) Subparagraph (i) states: The pilot shall \_\_\_\_\_ show knowledge of, proper procedures for as many of the emergency situations and malfunctions listed below as necessary to determine \_\_\_\_\_ and \_\_\_\_\_ ;

## **2.0 APPROVED CHECK PILOT MANUAL (TP 6533)**

### **2.1 Chapter 4: Conducting the Flight Check**

- (1) Chapter 4.1 - Flight Check Philosophy

- (a) Flight test principles intent is to focus on Threat and Error Management strategies and performance where it is recognized that from time to time, errors or deviations from standard practices will occur. Evaluators must focus on the following five (5) factors on how the crew:
    - Recognizes \_\_\_\_\_ (poor weather, aircraft unserviceabilities, unruly passengers, difficult ATC clearances, terrain, distractions, challenging approaches or clearances, etc);
    - Use \_\_\_\_\_ to deal with these threats (personal flight discipline, knowledge, flying skill, rigorous use of SOPs, awareness, communication of threat, use of all resources, etc);
    - Avoid \_\_\_\_\_ and good CRM teamwork;
    - Recognize \_\_\_\_\_ (using good communication, monitoring and feedback, and situational awareness); and
    - Mitigate \_\_\_\_\_ (making positive corrections, advising ATC, trusting on-board warning devices such as altitude alerting devices, TCAS and GPWS, and obtaining the assistance of additional resources to deal with the situation).
  - (b) Today's Flight Check evaluators must recognize \_\_\_\_\_ for any given situation or commission of errors, and then determine the effectiveness of crew actions in managing the situation so as not to jeopardize safety.
- (2) Chapter 4.3 - The Flight Check
- (a) Flight Checks may induce \_\_\_\_\_, and feelings of \_\_\_\_\_ in even the most experienced pilots. The ACP must create an environment conducive to a true demonstration of the pilot's ability.
- (3) Chapter 4.3.2 - Pilot Proficiency Checks Schedule
- (a) A realistic Flight Check environment will result in \_\_\_\_\_.
- (4) Chapter 4.3.4 - Flight Checks Conducted in an Aircraft
- (a) All Aircraft used for a Flight Check must be equipped with \_\_\_\_\_ dual \_\_\_\_\_ and provide for a satisfactory means of audio and verbal communication.
- (5) Chapter 4.3.6 - Flight Check Profile
- (a) Flight Checks should follow \_\_\_\_\_ that results in an effective use of flight time.

## 2.2 Appendix C – Safe Flight Checking Practices Guide

- (1) Checking Philosophy
  - (a) There is no need whatsoever to place a flight crewmember in a position in which he/she may \_\_\_\_\_ to ensure successful recovery.
- (2) Circuit Breakers
  - (a) Never \_\_\_\_\_ to simulate equipment failure.
- (3) Engine Failure – Rotorcraft - During Hover/Take off

- (a) Shall be conducted within a safe \_\_\_\_\_, firm surface.
- (4) Engine Failure – Rotorcraft - During Cruise Flight
  - (a) Not below \_\_\_\_\_, and within normal \_\_\_\_\_ of a suitable engine out landing area.

### **3.0 PILOT PROFICIENCY CHECK AND AIRCRAFT TYPE RATING - HELICOPTER (TP 14728)**

#### **3.1 Introduction**

- (1) This Pilot Proficiency Check (PPC) and Type Rating Helicopter Flight Test Guide is published by Transport Canada Certification and Operational Standards to \_\_\_\_\_ for PPC's and Helicopter Type Ratings.

#### **3.2 Assessment of PPC Performance**

- (1) These criteria assume the operation of the helicopter will be in accordance with; \_\_\_\_\_  
\_\_\_\_\_ or other approved data.
- (2) The ACP will conduct flight checks under \_\_\_\_\_ whenever possible and will take into consideration unavoidable deviations from the published criteria due \_\_\_\_\_ or other situations beyond the control of the candidate.

#### **3.3 Aircraft / Simulator and Equipment Requirements**

- (1) Except as otherwise noted, helicopter used for Flight Checks will have \_\_\_\_\_ Canadian or Foreign Flight Authority in accordance with CAR 507 and meet the requirements of CAR 605.06 – Aircraft Equipment Standards and Serviceability. All required equipment must be serviceable and the \_\_\_\_\_ current.

#### **3.4 The PPC**

- (1) The examiner will determine whether a person has demonstrated the \_\_\_\_\_ and the \_\_\_\_\_ in accordance with adherence to approved procedures, and \_\_\_\_\_ in selecting a course of action.