

INTENTIONALLY LEFT BLANK

	<ul style="list-style-type: none"> k. precautionary landing. <p>5. Radio Navigation</p> <ul style="list-style-type: none"> a. use of VOR b. use of ADF equipment c. use of VHF d. use of radar facilities e. use of distance DME
Advanced Take-off, Landing and Transitions	<ul style="list-style-type: none"> 1. revision of landing and take-off out of wind (performance reduction); 2. revision of wind limitations; 3. revision of directional stability variation when out of wind; 4. revision of power required diagram; 5. technique for downwind transitions; 6. technique for vertical take-off over obstacles; 7. reconnaissance technique for landing site; 8. power checks; 9. technique for running landing; 10. technique for zero speed landing; 11. technique for crosswind and downwind landings; 12. steep approach, including dangers; 13. revision of go-around procedures.
Sloping Ground	<ul style="list-style-type: none"> 1. limitations; 2. wind and slope relationship, including blade and control stops; 3. effect of CG when on slope; 4. ground effect and power required when on slope; 5. landing technique when on slope, left, right and nose-up; 6. avoidance of dynamic rollover, dangers of soft ground and sideways movement; 7. dangers of over controlling near ground on slope; 8. danger of striking main or tail rotor on up slope.
Limited Power	<ul style="list-style-type: none"> 1. use of appropriate helicopter performance graphs; 2. selection of technique according to available power; 3. effect of wind on available power.
Confined Areas	<ul style="list-style-type: none"> 1. revision of use of helicopter performance graphs; 2. procedure for locating landing site and selecting site marker; 3. procedures for assessing wind speed and direction; 4. landing site reconnaissance techniques; 5. reason for selecting landing markers; 6. procedure for selecting direction and type of approach; 7. dangers of out of wind approach; 8. circuit procedures; 9. reason for approach to committal point and go-around, (practice approach); 10. approach technique; 11. revision of clearing turn and landing (sloping ground technique); 12. take-off procedures.
Basic Instrument Flight	<ul style="list-style-type: none"> 1. physiological sensations; 2. instrument appreciation; 3. attitude instrument flight;



	<ol style="list-style-type: none">4. instrument scan;5. instrument limitations;6. basic manoeuvres by sole reference to instruments:<ol style="list-style-type: none">a. straight and level flight at various air speeds and configurations;b. climbing and descending;c. standard rate turns, climbing and descending, onto selected headings;b. recoveries from climbing and descending turns (unusual attitudes).
Night Flying	<ol style="list-style-type: none">1. medical or physiological aspects of night vision;2. requirement for torch to be carried (pre-flight inspection, etc.);3. use of the landing light;4. take-off and hover taxi procedures at night;5. night take-off procedure;6. cockpit procedures at night;7. approach techniques;8. night landing techniques;9. night autorotation techniques (power recovery at safe height);10. technique for practice forced landing at night (using appropriate illumination);11. emergency procedures at night;12. navigation principles at night;13. map marking for night use (highlighting built up or lit areas with thicker lines, etc.)