

	APPLICATION & REPORT FORM MULTI-CREW OPERATIONS (AEROPLANE)	PILOT PROFICIENCY CHECK
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Licence No: PPL / CPL / MPL / ATPL:

A: APPLICANTS DETAILS – to be completed by the applicant			
Name		Date of Birth:	
Resident Address:		Phone No:	
Organisation:		Type of Operations	<input type="checkbox"/> MP/SE <input type="checkbox"/> MP/ME
Aircraft type /Variant:		Date: (dd/mm/yy)	
Applicant's Signature:			

B: CHECK DETAILS – to be completed by the examiner			
<input type="checkbox"/>	Licence Proficiency Check		
<input type="checkbox"/>	Operator Proficiency Check		
<input type="checkbox"/>	Instrument Rating Check		
<input type="checkbox"/>	CAT II/III Operations		
Details of Check:	<input type="checkbox"/> P1 <input type="checkbox"/> P2	<input type="checkbox"/> FSTD <input type="checkbox"/> Aeroplane	
Date: (dd/mm/yy)		FSTD ID / Aeroplane Reg:	
Type of Aeroplane:		Organisation Name:	
Departure Airport:		Block Off / Sim Start Time:	UTC
Arrival Airport:		Block On / Sim End Time:	UTC
Results:	<input type="checkbox"/> Pass <input type="checkbox"/> Partial Pass (see page 5) <input type="checkbox"/> Fail (see page 5)		
<i>I confirm that the check has been carried out in full compliance with the provisions of CAD 1 – PEL.</i>			
Examiner Name:		DFE No:	
Examiner Signature:		Date: (dd/mm/yy)	

At the discretion of the examiner, any manoeuvre or procedure of the check may be repeated once by the applicant. The examiner may stop the check at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-check.

C: CHECK ITEM		Examiner to tick in the appropriate box and signature and date at the end of each section			
Section 1. Flight Preparation and Checks		Mandatory Items	PASS	FAIL	N/A
1.1	Performance calculation				
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection				
1.3	Cockpit inspection				
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	M			
1.5	Taxiing in compliance with air traffic control, or instructions of instructor				
1.6	Before take-off checks	M			
Examiner Signature & Date:					
Section 2. Take-Offs		Mandatory Items	PASS	FAIL	N/A
2.1	Normal take off with different flap settings, including expedited take-off				
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne				
2.3	Crosswind take-off (aeroplane if practicable)				
2.4	Take-off at maximum take-off mass (actual or simulated take-off mass)				
2.5	Take-off with simulated engine failure				
		(In aeroplane which are not certificated as CAT category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 feet above runway end. In aeroplanes having the same performance as a CAT category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V ₂)			
2.5.1*	Where simulator not available, shortly after reaching V ₂	M (A)			
2.5.2*	OR Between V ₁ and V ₂	M (FFS)			
2.5.3*	OR as close as possible after V ₁ , when V ₁ and V ₂ or V ₁ and V _R are identical				
2.6	Rejected take-off at a reasonable speed before reaching V ₁	M (FFS)			
Examiner Signature & Date:					
Section 3. Flight Manoeuvres and Procedures		Mandatory Items	PASS	FAIL	N/A
3.1	Turns with and without spoilers				
3.2	Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	(FFS)			
3.3	Normal operation of the systems and controls engineer's panel				
3.4	Normal and abnormal operations of following systems: A MANDATORY of 3 abnormal items shall be selected from 3.4.1 to 3.4.15 inclusive				
3.4.1	Engine (if necessary propeller)				
3.4.2	Pressurisation and air-conditioning				
3.4.3	Pitot/static system				
3.4.4	Fuel system				
3.4.5	Electrical system				
3.4.6	Hydraulic system				

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		Mandatory Items	PASS	FAIL	N/A
3.4.7	Flight Control and trim system				
3.4.8	Anti-icing/de-icing system, glare shield heating				
3.4.9	Autopilot/Flight director				
3.4.10	Stall warning devices or stall avoidance devices, and stability augmentation devices				
3.4.11	Ground proximity warning system, weather radar, radio altimeter, transponder				
3.4.12	Radios, navigation equipment, instruments, flight management system				
3.4.13	Landing gear and brake				
3.4.14	Slats and flap system				
3.4.15	Auxiliary power unit				
3.5	Abnormal and emergency procedures: A MANDATORY of 3 abnormal items shall be selected from 3.5.1 to 3.5.9 inclusive proficiency check (M)				
3.5.1	Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.				
3.5.2	Smoke control and removal				
3.5.3	Engine failures, shutdown or restart at a safe height				
3.5.4	Fuel dumping (simulated) (if applicable)				
3.5.5	Wind shear at take-off / landing	M (FFS)			
3.5.6	Simulated cabin pressure failure/emergency descent				
3.5.7	Incapacitation of flight crew member				
3.5.8	Other emergency procedures as outlined in the appropriate Aeroplane Operating Manual (AOM)				
3.5.8.1					
3.5.8.2					
3.5.8.3					
3.5.9	ACAS/TCAS/GPWS event	M (FFS)			
3.6	Pilot General Flying Skills				
3.6.1	Steep turns with 45° bank, 180° to 360° left and right				
3.6.2	Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)				
3.6.3	Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration	(FFS)			
3.6.4	Recovery from UPSET situation with aircraft nose high attitude and aircraft nose low attitude below 25,000 feet	(FFS)			
3.6.5	Recovery from UPSET situation with aircraft nose high attitude and aircraft nose low attitude above 25,000 feet	(FFS)			
3.7	Instrument flight procedures				
3.7.1*	Adherence to departure and arrival routes and ATC instructions	M			
3.7.2*	Holding procedures				
3.7.3	3D operations down to a decision height (DH) not less than 200 feet (60 m)				
3.7.3.1*	-Reserved-				
3.7.3.2*	Manually, with flight director				
3.7.3.3*	With autopilot				
3.7.3.4*	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the Outer Marker (OM) / 1000 feet AAL until touchdown or through the complete missed approach procedure. In aeroplanes which are not certificated as transport category aeroplanes, or as commuter category aeroplanes, the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.7.3.4.	M			

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		Mandatory Items	PASS	FAIL	N/A
3.7.4*	2D Operations down to the MDH/A	M			
3.7.5*	Circling approach under the following conditions: (a) approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions followed by: (b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude; Remark: if (a) and (b) are not possible due to ATC reasons a simulated low visibility pattern may be performed				
Examiner Signature & Date:					
Section 4. Missed Approach Procedures					
4.1*	Go-around with all engines operating during a 3D operation on reaching decision height				
4.2	Other missed approach procedures				
4.3*	Manually go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	M			
4.4	Rejected landing at 50 feet (15 m) above runway threshold and go-around				
Examiner Signature & Date:					
Section 5. Landings					
5.1	Normal landing* with visual reference establish when reaching DA/H following an instrument approach operation				
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position	(FFS)			
5.3	Crosswind landing (aeroplane if practicable)				
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats				
5.5	Landing with critical engine simulated inoperative	M			
5.6	Landing with two engines inoperative: - aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AOM; - aeroplanes with four engines: two engines on one side				
Examiner Signature & Date:					
Section 6. CAT II / III Operations					
Additional authorisation on a type rating for instrument approaches down to a decision height of less than 200 feet (60m) (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 200 feet (60m). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 200 feet (60m) shall be used.					
6.1*	Rejected take-off at minimum authorised RVR	M (FFS)			
6.2*	CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed	M			
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure. Special attention shall be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance.	M			
6.4*	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	M			
Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements					
Examiner Signature & Date:					

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To be completed by examiner if check is partial pass/fail:

Details of Failed Item(s):	
Signature of Applicant	Signature of Examiner

FOR CAAM USE ONLY

Examiner Authority Checked _____

SATISFACTORY UNSATISFACTORY

Remarks _____

FOI Signature _____

Date _____

Application Fee:	
Receipt No:	
Cheque / P.O:	
Initial:	
Date:	

NOTE:

1. The application is to be filled out by typing or writing clearly in capital letters.

(A) The applicant shall complete (A).

(B) The examiner shall complete (B)

(C) Check items are to be completed by the examiner. The examiner would tick in the appropriate box and enter his (signature) and date at the end of each section.

2. The last page of the form is filled if the applicant has obtained a partial pass or fail in the check. The examiner shall indicate the reasons why the applicant has failed (the narrative should be factual and succinct), and the applicant shall then sign the column below in agreement of the result.

3. For applicants with a partial pass, the examiner shall keep this form with him after the check and will hand over this form to the next examiner who conducts a subsequent proficiency check. The new examiner will fill up a new form for the subsequent proficiency check.

4. The starred item (*), shall be flown solely by reference to instruments. If this condition is not met during the proficiency check, the type rating will be restricted to VFR only.

5. Instrument flight procedures (Section 3.7) shall be performed only by applicants wishing to renew an IR or extend the privileges of that rating to another type.

6. Where letter 'M' appears in the proficiency checked column, this will indicate mandatory exercise.

7. To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

8. Licence number column: slash the licences that are not applicable and fill up the licence number.

9. If an error was made in the pass/fail/NA tick box column, the examiner shall slash the error, tick the correct box and circle that tick and sign on the right side of the form outside the N/A box. (*example below*)

CAAM/BOP/FCL/9-MCA-PPC				
Licence No:	EXAMPLE ATPL: 2926			
	Mandatory Items	PASS	FAIL	N/A
		✓	✗	✗

GENERAL REQUIREMENTS:

1. An applicant for a proficiency check shall have received instruction on the same type of an aeroplane to be used in the check.

2. Failure to achieve a pass in all sections of the check in two attempts will require further training.

3. The applicant shall pass all sections of the proficiency check. Failure of more than 5 items will be assessed as fail and will require the applicant to take the entire check again. Any applicant failing 5 or less items shall be assessed as partial pass, and applicant will need to take the failed items again. However, failing 5 or less items may be assessed as a failed check at the discretion of the examiner. Failure in any item on the re-check including those items that have been passed at a previous attempt will be assessed as fail and will require the applicant to take the entire check again.

4. If the applicant only fails or does not take section 6, the type rating will be renewed without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, the applicant shall pass the section 6 on the appropriate type of aircraft.

CONDUCT OF CHECK:

1. The examiner may choose between different proficiency check or scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available and approved, shall be used.

2. During the proficiency check, the examiner shall verify that the holder of the type rating maintains and adequate level of theoretical knowledge.

3. Should the applicant choose to terminate a proficiency check for reasons considered inadequate by the examiner, the applicant shall retake the entire proficiency check. If the check is terminated for reasons considered adequate by the examiner, only those sections not completed shall be checked in a further flight.

4. At the discretion of the examiner, any manoeuvre or procedure of the check may be repeated once by the applicant. The examiner may stop the check at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-check.

5. An applicant can be required to fly the aeroplane from a position where a PF and/or PM function, as relevant, can be performed and to carry out the check as if there is no other crew member if taking the check under single pilot conditions. Responsibility for the flight shall be allocated in accordance with the regulations.

6. During pre-flight preparation for the proficiency check, the applicant is required to determine power settings and speeds. The applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aeroplane on which the proficiency check is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitude, minimum descend heights/altitudes and missed approach point shall be agreed upon with the examiner.

7. The examiner shall take no part in the operation of the aeroplane except where intervention is necessary in the interest of safety or to avoid unacceptable delay to other traffic.
8. The proficiency check for multi pilot operations shall be performed in multi crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner.
9. The applicant shall operate as PF during all sections of the proficiency check, except for abnormal and emergency procedures, which may be conducted as PF or PM in accordance with MCC. For FI (1), the applicant may choose either the left hand or the right hand seat for the proficiency check if all items can be executed from the selected seat.
10. The following matters shall be specifically checked by the examiner:
- Management of crew cooperation;
 - Maintaining a general survey of the aircraft operation by appropriate supervision; and
 - Setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
11. The check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.

FLIGHT CHECK TOLERANCE:

- The applicant shall demonstrate the ability to:
 - operate the aeroplane within its limitations;
 - complete all manoeuvres with smoothness and accuracy;
 - exercise good judgement and airmanship;
 - apply aeronautical knowledge;
 - maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - understand and apply crew coordination and incapacitation procedures, if applicable; and
 - communicate effectively with the other crew members if applicable.
- The following limits are for general guidance. The examiner shall make allowance for turbulence conditions and the handling qualities and performance of the type of aeroplane used:

Altitude	
Normal Flight	± 100 ft
With simulated engine failure (ME)	± 100 ft
Limited or partial panel	± 200 ft
Starting go-around at decision alt/ht	+ 50 ft / - 0 ft
Minimum descent altitude / height	+ 50 ft / - 0 ft
<i>'Not below' minima (from FAF altitude down to MDA/H)</i>	- 0 ft
<i>Circling minima</i>	+ 100 ft / - 0 ft
<i>Asymmetric committal height/altitude</i>	- 0 ft
Tracking	
At all times when using a single-needle display	± 5°
At all times when using a deviation bar display	Half Scale Deflection Azimuth and Flight Path (Precision Approach)
DME arcing	± 1 nm
Heading	
All engines operating	± 5°
With simulated engine failure (ME)	± 10°
<i>Limited or Partial panel</i>	± 15°
Speed	
Take-off and approach	± 5 kt
All other flight regimes	± 5 kt
<i>Limited or Partial Panel</i>	± 10 kt
With simulated engine failure	+ 10 / - 5 kt

Note. - Entries in italics are suggested tolerances.