



SECTION:	LICENSING FORMS	LIF-AFC-008
TITLE:	PILOT PROFICIENCY CHECK - FLIGHT CREW LICENSING EXAMINATION APPLICATION CHECK FORM SPA - MULTI ENGINE AEROPLANE	

- Pilot Proficiency Check (PPC)
 ME
 Land
 Sea
 Turboprop
 Instrument
 Turboprop
 Turbojet
 Foreign License Conversion

COMPLETE IN CAPITAL LETTERS

A-APPLICANTS DETAILS TO BE COMPLETED BY THE APPLICANT										
Type of licence:	<input type="checkbox"/> PPL <input type="checkbox"/> CPL <input type="checkbox"/> ATPL			Licence No.				State of issue		
Name								Phone No.		
Address								Email		
Organization								Signature of applicant		
AC Type / Variant										
AC Registration				Date						
B -THEORETICAL TRAINING TO BE COMPLETED BY THE FTO										
Theoretical knowledge course minimum pass mark (75%) obtained in all seven subject areas, and the minimum course completion hours have been attained by the applicant.										
Name of FTO					Course period (dd/mm/yy) From: / / To: / /			Ground Hours		
Head of Training or Chief Ground Instructor signature					Name in capital letters			Date		
C – FLIGHT TRAINING TO BE COMPLETED BY THE CHIEF FLIGHT INSTRUCTOR FOR THE FTO										
AC Type and Variant STD Type and Variant	P1 Hrs	Course Completion Date dd/mm/yy		Location	STD Level	Chief Flight Instructor's name FI No. Company Stamp and Signature				
AIRCRAFT:		/ /								
STD:		/ /								
AIRCRAFT		/ /		Take offs: _____#	Landings: _____#					
D – FLIGHT TEST/CHECK TO BE COMPLETED BY THE EXAMINER										
AIRCRAFT REGISTRATION (Full A6 Number)	P1 Hrs	Completion dd/mm/yy		Location			Examiner 's name FE No., Stamp and signature			
Aircraft exterior check: Performed										
D1 – Take offs in a/c: _____#										
D2 – Landings in a/c : _____#										
Logbook Hours	PIC	Solo	Solo X- Country	Total X- Country	SPIC	Instrument (Simulated & Actual)	IFR	Dual Instruction	Total Night	TOTAL
Aeroplane										
E-RESULTS IF PASSED COMPLETE AS ENTERED IN THE LICENCE (XII), IF FAILED ENTER REASON IN SECTION G- REMARKS										
PASSED <input type="checkbox"/>	FAILED <input type="checkbox"/>	License & Rating (If Applicable)		Date of test dd/mm/yy	Examiner Number	Examiner Name	Signature & Stamp			



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F-TEST / CHECK ITEMS TO BE COMPLETED BY THE EXAMINER															
					Reason Codes					Attempt		Checked In A	S SB SR US	Examiner Initial	
					C	A	M	P	S	1	2				
SECTION 1: PRE-FLIGHT OPERATIONS & DEPARTURE															
Use of checklists, airmanship (control of aeroplane by external reference, anti/de-icing procedures etc), single pilot resource management Aeronautical decision making, threat and error management and good visual lookout apply in all sections of the Test															
1a	Pre-flight including documentation, mass and balance determination and weather briefing (sea state for water ops)														
1b	Aeroplane pre-start checks internal and external														
1c	Engine starting normal and abnormal														
1d	Taxiing														
1e	Pre-departure checks, engine run-up (If applicable)														
1f	Take-off procedure, normal with flight 1f manual flap settings, crosswind (if suitable conditions)														
1g	ATC liaison – Compliance, R/T procedure														
SECTION 2: GENERAL AIRWORK (VFR)															
2a	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)														
2b	Steep turns (360° Left & Right at 45° bank)														
2c	Stalls and recovery (All required): i. Clean stall ii. Approach to stall in descending turn with bank with approach configuration and power iii. Approach to stall in landing configuration and power iv. Approach to stall, climbing turn with take-off flap and climb power														
2d	Handling using autopilot and flight director (may be conducted in Section 3 if applicable)														
2e	ATC liaison – Compliance, R/T procedure														
SECTION 3: EN-ROUTE PROCEDURES (VFR)															
3a	En-route procedures, flight plan, dead reckoning and map reading														
3b	Maintenance of altitude, heading and speed														
3c	Orientation, timing and revision of ETAs														
3d	Use of radio navigation aids (if applicable)														
3e	Flight management (flight log, routine checks including fuel, systems and icing)														
SECTION 4: INSTRUMENT FLIGHT															
4a	Departure IFR														
4b	En route IFR														
4c	Holding Procedures														
4d	ILS to DH/A of 200ft (60m) or to procedure minima (autopilot may be used to glide slope intercept)														
4e	Non-precision approach to MDA/A and MAP														
4f	Flight exercises including simulated failure of the compass and attitude indicator: i. Rate 1 turns														



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	ii. Unusual attitudes Recoveries from																		
4g	Failure of localizer or glide slope																		
4h	ATC liaison – compliance, R/T procedure																		
SECTION 5: ARRIVAL AND LANDINGS																			
5a	Aerodrome arrival procedures																		
5b	Normal landings																		
5c	Flapless landing																		
5d	Crosswind landing (if suitable conditions)																		
5e	Approach and landing with idle power from up to 2000ft above the runway																		
5f	Go-around from minimum height																		
5g	Night go-around and landing (if applicable)																		
5h	Rough water and Glassy water (if applicable)																		
5i	ATC liaison – Compliance, R/T procedure																		
SECTION 6: ABNORMAL AND EMERGENCY PROCEDURES (The items in this section may be conducted during Sections 1 through 5)																			
6a	Rejected take-off at a reasonable speed																		
6b	Equipment malfunctions including (pick a minimum of three of the following): i. Alternative landing gear extension ii. Electrical failure iii. Brake failure iv. Engine fire in flight v. Loss of PFD/MFD (If equipped) vi. Cabin fire & Other systems malfunctions as appropriate																		
6c	ATC liaison – Compliance, R/T procedure																		
SECTION 7: SIMULATED ASYMMETRIC FLIGHT, ABNORMAL AND EMERGENCY PROCEDURES & RELEVANT CLASS/TYPE ITEMS (The items in this section may be conducted during Sections 1 through 6)																			
7a	Simulated engine failure during take-off (at a safe altitude)																		
7b	Asymmetric approach and go-around																		
7c	Asymmetric approach and full stop landing																		
7d	Engine Shutdown and restart in flight																		
7e	Pressurization and air-conditioning (if installed)																		
7f	Pitot/static system																		
7g	Hydraulic system (if installed)																		
7h	RNAV/FMS/GPS System (if installed)																		
7i	Handling of autopilot (if installed)																		
7j	Oral questions – this will include a review of the abnormal and emergency procedures associated with the relevant items																		
7k	ATC liaison – Compliance, R/T procedure, Airmanship																		
G – REMARKS																			
Examiner's Name										Signature & Stamp									
FE No.																			



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H – INSTRUCTIONS

This form applies to flight crews for the Annual or semi-annual Pilot Proficiency Check on multi-engine complex, single pilot aeroplanes. The application is to be filled out by typing or writing clearly in capital letters.

- (A) The applicant shall complete this section.
- (B) The FTO shall complete this section. This section shall be signed by the Head of Training or Chief Ground Instructor.
- (C) The Chief Flight Instructor shall complete section C. The first column is reserved for the listing of the Aircraft and STD types and variants used during the training course. Column 2 indicated the number of P1 hours conducted by the student in each type of equipment. Column 4 is to be used for the STD (if applicable) and its location and approval level. The final row, Aircraft, shall list the total number of aircraft hours the course completion date and the total number of takeoff and landings conducted by the applicant throughout the course.
- (D) The Examiner shall complete section D. The first column is reserved for the aircraft registration and the second column is reserved for P1 hours accumulated during the check flight. The third column is reserved for the date of successful completion of the check. The fourth column is reserved for the location (departure airport) of the check. The aircraft exterior check must be completed on the same date as successful completion of the check and lines D1 and D2 must show the number of takeoffs and landings in the aircraft on the date of the check (this will be no lower than those required in sections 4 and 5)
- (E) To be completed by the examiner. As an example, the examiner would enter CPL (A) in row 1 along with the date of the test, his examiner number, name, stamp and signature.
- (F) The examiner will ensure that each row and column is completed and reason codes listed for any 2nd attempts.
- (G) The examiner shall enter general remarks concerning the examination in this section. If the applicant fails the test, the examiner shall indicate the reasons why (the narrative should be factual and succinct. Additionally, the examiner will note the amount of time spent on the ground oral examination of the check. Lastly any SB or SR items are required to have information entered into this section.

<p>Symbology A=Aeroplane; STD=Synthetic Training Device</p> <p>Reason Codes C = CRM; A = Automation Management; M = Manual Flying skills; P = Procedural Knowledge and Execution; S = System Knowledge and application</p> <p>Attempts 1 = First Attempt 2 = Final Attempt</p> <p>Explanation Codes S = Satisfactory; SB = Satisfactory with Briefing; SR = Satisfactory with Remedial Training; US = Unsatisfactory</p>
RESERVED FOR CAMA USE