



REPUBLIC OF THE PHILIPPINES
Civil Aviation Authority of the Philippines
 MIA Road, Pasay City 1300

PROFICIENCY CHECK REPORT

NAME		AIRCRAFT	
PEL NUMBER		RESULT	
DATE		EXAMINER	

ORAL [OR WRITTEN] EXAMINATION			MISSED APPROACH PROCEDURES		
1	Memory Action Items		38	Rejected landing at 50 feet AGL	B
2	Aircraft Limitations		39	From DH during ILS approach	IR
3	Aircraft Systems		LANDINGS		
4	Operations Specifications & Ops Manual		40	Normal VFR pattern and landing	B
5	Operational Flight Planning		41	Landing after ILS approach to DH	IR
6	Load Manifest and Performance Calculation		42	Crosswind landing (<i>in aircraft, if practical</i>)	B
7	Completion of the Aircraft Tech Log		43	Landing with engine inoperative	B
8	Applicable Regulations and Schedules		44	Short Field approach and landing	B
FLIGHT PREPARATION			NORMAL AND ABNORMAL SYSTEMS OPERATIONS		
9	Airplane exterior visual inspection	#	45	Engine (<i>if necessary propeller</i>)	#
10	Use of checklists prior to starting engines	#	46	Pressurization and air conditioning	#
11	Taxiing	#	47	Pilot/static system	#
12	Preflight checks and checklists	#	48	Fuel system	#
TAKEOFFS			49	Electrical system	#
13	Normal takeoffs	B	50	Hydraulic system	#
14	Short Field takeoffs	B	51	Flight control and trim system	#
15	Instrument takeoff (<i>transition during rotation or immediately after becoming airborne</i>)	IR	52	Anti-/de-icing system, glare shield heating	#
16	Crosswind Takeoff (<i>a/c if practical</i>)	B	53	Autopilot and flight director	#
17	Takeoff at maximum takeoff mass (<i>actual or simulated</i>)	SIM	54	Stall warning, stall avoidance and stability augmentation devices	#
18	Takeoff with engine failure before 500' AGL (<i>reciprocating less than 12,500lbs</i>)	B	55	GPWS, weather, radar, radio altimeter, transponder	#
19	Takeoff with engine failure between V1 and V2		56	Radios, navigation equipment, instruments, flight management system	#
20	Rejected takeoff before reaching V1	B	57	Landing gear and brake-system	#
FLIGHT MANEUVERS			58	Slat and flap system	#
21	Steep Turns (<i>45° bank-180° to 360° left and right</i>)	B	59	Auxiliary power unit	#
22	Takeoff configuration approach to stall (<i>early recognition and counter measures</i>)	W	ABNORMAL AND EMERGENCY PROCEDURES		
23	Clean configuration approach to stall (<i>recognition and counter measures</i>)	W	60	Fire drills (<i>e.g. Engine, APU, cabin, cargo compartment, flight deck and electrical fires including evacuation</i>)	#
24	Landing configuration approach to stall (<i>recognition and counter measures</i>)	W	61	Smoke control and removal	#
25	Special flight characteristic procedure	#	62	Engine failures, shutdown and restart	#
26	Normal operations of systems and controls	#	63	Fuel dumping	#
INSTRUMENT FLIGHT PROCEDURES			64	Wind shear at takeoff and landing	SIM; #
27	Area departure and arrival routes		65	Cabin pressure failure and emergency descent	#
28	ATC procedures		66	Landing with jammed horizontal stabilizer (<i>in any out of trim system</i>)	SIM; #
29	Holding Procedures		67	Landing with two engines inoperative (<i>3 or 4 engine a/c</i>)	#
30	ILS approach (<i>200DH</i>) manually		68	Go-around with one engine inoperative at ILS-DH	#
31	ILS approach (<i>200DH</i>) autopilot coupled		69	Approach and landing with flap slat malfunction	SIM; #
32	ILS approach (<i>200DH</i>) manually with 1 engine inop		FLOAT PLANE ONLY PROCEDURES		
33	ILS Category II approach (<i>100 DH</i>)	#	70	Step Turns	
34	ILS Category III approach (<i>appropriate DH</i>)	#	71	Plow Taxi	
35	Non-precision approach (Type: _____)	B	72	Glassy Water Landings	
36	2 nd non-precision approach (Type: _____)	W	73	Sailing	
37	Circling Approach (<i>low visibility pattern</i>)		74	Docking	
MISSED APPROACH PROCEDURES			HELICOPTER ONLY PROCEDURES		
38	Rejected landing at 50 feet AGL	B	75	Hovering in ground effect	
39	From DH during ILS approach	IR	76	Hovering autorotation	
			77	Autorotation	
			78	Recovery from settling with power	
			79	Pinnacle approach to touchdown	

COMPLETION INSTRUCTIONS:

1. Insert in right column the evaluation of the applicant
P = PROFICIENT **NT = NEEDS TRAINING**
2. Other letters may be used in the right column to denote omission or action other than evaluation
W = WAIVED **NA = NOT APPLICABLE** to particular check conducted

LEGENDS

The indications in superscript just prior to the right column indicate to the check pilot whether the maneuvers are applicable:

P = PIC	B = Both PIC and SIC must accomplish
IR = Required on instrument check	SIM = Maneuver should not be performed in a/c
# = PIC and SIC can be credited for simultaneous performance	H = Helicopter
	W = Maneuver may be waived in accordance with FSIS guidelines.