



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

**PROFICIENCY CHECK REPORT**

<b>NAME</b>		<b>AIRCRAFT</b>	
<b>PEL NUMBER</b>		<b>RESULT</b>	
<b>DATE</b>		<b>CHECKER</b>	
<b>LOCATION</b>		<i>Name and Signature</i>	

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

**COMPLETION INSTRUCTIONS:**

- Insert in right column the evaluation of the applicant  
**P = PROFICIENT**    **NT = NEEDS TRAINING**
- 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:

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