CAAM Civil Aviation Authority of Malaysia	**APPLICATION & REPORT FORM** **SINGLE PILOT & MULTI-CREW OPERATIONS (HELICOPTER)**	**PILOT PROFICIENCY CHECK**

Licence No: **PPL / CPL / ATPL:**

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

B: TRAINING/CHECK DETAILS – *to be completed by the examiner*			
☐	**Licence Proficiency Check**		
☐	**Operator Proficiency Check**		
☐	**Instrument Rating Check**		
Details of Check:	☐ P1 ☐ P2	☐ FSTD ☐ Helicopter	
Date of Check: (dd/mm/yy)		**FSTD ID / Helicopter Reg:**	
Type of Helicopter:		**Organisation Name:**	
Departure Airport:		**Block Off / Sim Start Time:**	**UTC**
Arrival Airport:		**Block On / Sim End Time:**	**UTC**
Results:	☐ Pass ☐ Partial Pass *(see page 6)* ☐ Fail *(see page 6)*	**Flight Time / Sim Time:**	
I confirm that the check has been carried out in full compliance with the provisions of CAD 1 – PEL.			
Examiner Name:		**DFE No:**	
Examiner Signature:		**Date: (dd/mm/yy)**	

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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.

D: CHECK ITEM		*Examiner to tick in the appropriate box and signature and date at the end of each section*			
Section 1. Pre-flight Preparation and Checks		**Mandatory Items**	**PASS**	**FAIL**	**N/A**
1.1	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather	**M**			
1.2	Pre-flight inspection/action, location of parts and purpose	**M**			
1.3	Cockpit inspection	**M**			
1.4	Starting procedures, radio and navigation equipment checks, selection and setting of navigation and communication frequencies	**M**			
1.5	Taxiing/ air taxiing in compliance with air traffic control instructions or with instructions of an instructor	**M**			
1.6	Pre-take-off procedure, ATC liaison-compliance, R/T procedure	**M**			
Examiner Signature & Date:					
Section 2. Flight Manoeuvres and Procedures					
2.1	Take-offs (various profiles)	**M**			
2.2	Sloping ground or crosswind take-off and landing				
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)				
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO (MEH only)	**M**			
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO (MEH only)	**M**			
2.4.2	Take-off with simulated engine failure shortly before reaching EFATO (SEH only)				
2.4.3	Take-off with simulated engine failure shortly after reaching EFATO (SHE only)				
2.5	Climbing and descending turns to specified headings	**M**			
2.5.1	Turns with 30 bank, 180 to 360 left and right, by sole reference to instruments	**M**			
2.6	Autorotative descent	**M**			
2.6.1	Autorotative landing (SEH only) or power recovery (MEH only)	**M**			
2.7	Landings (various profiles)	**M**			
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL (MEH only)	**M**			
2.7.2	Landing following simulated engine failure after LDP or DPBL (MEH only)	**M**			
2.8	ATC liaison – Compliance, R/T procedures				
Examiner Signature & Date:					
Section 3. Normal and Abnormal Operations (a **mandatory minimum of 3 items** shall be selected from this section for proficiency check)					
3.1	Engine				
3.2	Air conditioning (heating, ventilation)				
3.3	Pitot / Static system				
3.4	Fuel system				
3.5	Electrical system				
3.6	Hydraulic system				
3.7	Flight control and Trim system				
3.8	Anti-icing and de-icing system				
3.9	Autopilot / Flight director				

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3.10	Stability augmentation devices				
3.11	Weather radar, radio altimeter, transponder				
3.12	Area Navigation System				
		Mandatory Items	**PASS**	**FAIL**	**N/A**
3.13	Landing gear system				
3.14	Auxiliary power unit				
3.15	Radio, navigation equipment, instrument flight management system				
Examiner Signature & Date:					
Section 4. Abnormal and Emergency (a **mandatory minimum of 3 items** shall be selected from this section for proficiency check)					
4.1	Fire drills (including evacuation if applicable)				
4.2	Smoke control and removal				
4.3	Engine failures, shutdown and restart at a safe height				
4.4	Fuel dumping (simulated)				
4.5	Tail rotor control failure (if applicable)				
4.5.1	Tail rotor loss (if applicable)				
4.6	Incapacitation of crew member – MPH only				
4.7	Transmission malfunctions				
4.8	Other emergencies procedures as outlined in the appropriate Aircraft Flight Manual (AFM)				
Examiner Signature & Date:					
Section 5. Instrument Flight Procedures (to be performed in IMC or simulated IMC)					
5.1*	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne				
5.1.1*	Simulated engine failure during departure	**M**			
5.2*	Adherence to departure and arrival routes and ATC instruction	**M**			
5.3*	Holding procedures				
5.4*	3D operations to DH/A of 200 feet (60m) or to higher minima if required by the approach procedure				
5.4.1*	Manually, without flight director. Note: According to the AFM, RNP APCH procedures may require the use of autopilot or Flight Director. The procedure to be flown manually shall be chosen taken into account such limitation (example choose an ILS for 5.4.1 in case of such AFM limitation)	**M**			
5.4.2*	Manually, with Flight Director	**M**			
5.4.3*	With coupled autopilot				
5.4.4*	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 feet above aerodrome level until touchdown or until completion of the missed approach procedure	**M**			
5.5*	2D operations down to the minimum descent altitude MDA/H	**M**			
5.6*	Go-around with all engines operating on reaching DA/DH or MDA/MDH				
5.6.1	Other missed approach procedures				
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	**M**			
5.7	IMC autorotation with power recovery	**M**			
5.8	Recovery from unusual attitudes	**M**			
Examiner Signature & Date:					

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Section 6. Use of Optional Equipment		**FSTD**	**Aircraft**	**Mandatory Items**	**PASS**	**FAIL**	**N/A**
6	Use of optional equipment						
Examiner Signature & Date:							

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 on 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.

2. The starred item (*), in Section 5, shall be flown in actual simulated IMC only by applicants wishing to renew an IR, or extend the privileges of that rating to another type.

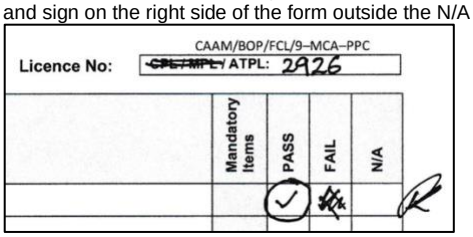
3. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to an IR or extend the privileges of that rating to another type. An FFS or FTD 2/3 may be used for this purpose.

4. Where letter 'M' appears in the check column, this will indicate mandatory exercise.

5. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will be apply to the course:
a. the qualification of the FSTD as set out in relevant requirement of CAD 1003 - FSTD;
b. the qualification of the instructor and examiner;
c. the amount of FSTD training provided on the course;
d. the qualifications and previous experience in similar types of the pilot under training; and
e. the amount of supervised flying experience provided after the issue of the new type rating.

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

7. 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)*



GENERAL REQUIRMENTS:
1. An applicant for a proficiency check shall have received instruction on the same type of helicopter to be used in the check.

2. An applicant shall pass all the relevant sections of the proficiency check. If any item in a section is failed, that section is failed. Failure in more than one section will be assessed as fail and will require the applicant to take the entire check again. An applicant failing only in one section shall be assessed as partial pass and will only repeat the failed section. However, failing only one section of the check may be assessed as a failed check at the discretion of the examiner. Failure in any section of the re-check, including those sections that have been passed on previous attempt, will be assessed as fail and will require the applicant to take the entire check again. All relevant sections of the proficiency check shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the check in two attempts will require further training.

3. Further training may be required following any failed proficiency check.

CONDUCT OF CHECK:
1. 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 further flight.

2. At the discretion of 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.

3. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the check as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.

4. An applicant shall indicate to the examiner the checks and duties carried out, including the identifications of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the proficiency check is being taken. During pre-flight preparation for the proficiency check, the applicant is required to determine power settings and speeds. 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.

5. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interest of safety or to avoid unacceptable delay to other traffic.

FLIGHT CHECK TOLERANCE:
1. The helicopter used for the proficiency check shall meet the requirements for training helicopters.

2. The area and route to be flown shall be chosen by the examiner and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The proficiency check may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.

3. The applicant shall demonstrate the ability to:
a) operate the helicopter within its limitations;
b) complete all manoeuvres with smoothness and accuracy;
c) exercise good judgement and airmanship;
d) apply aeronautical knowledge; and
e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt;

4. 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 helicopter used:

Altitude	
Normal Flight	± 100 ft
With simulated major emergency	± 100 ft
Hovering IGE	± 2 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
'Not below' minima (from FAF altitude down to MDA/H)	*- 0 ft*
Circling minima	*+ 100 ft / - 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	
Normal flight	± 5°
With simulated major emergency	± 10°
Limited or Partial panel	*± 15°*
Speed	
Take-off and approach	
Take-off and approach multi-engine	± 5 kt
All other flight regimes	± 10 kt
Limited or Partial Panel	*± 10 kt*
With simulated engine failure	+ 10 / - 5 kt
Ground drift	
TO hover IGE	± 3 ft
Landing	± 2 ft 0 ft rearward or lateral flight

Note 1.- Entries in italics are suggested tolerances.