LBA   Alternative Proficiency Check Form for Multi Pilot Aeroplanes

Applicant's Personal Particulars (Block Capitals)

Applicant`s Name, First Name:	Birthday:
Address:	Licence Type & Number:
Ratings held:	Issuing Authority / Date of Issue:

Assessment of Proficiency Check

Proficiency Check acc. to JAR-FCL (German) 1.245

□ *PIC	□ *Co-Pilot						
Section		1	2	3	4	5	6
Amount of failed items:							

Result of Proficiency Check	□ pass*	□ partial pass*	□ fail*

As a result of the proficiency check the following rating(s) has been revalidated (acc. licence entry):	valid until:

Revalidation of further rating(s):* □ Yes □ No	Rating / valid until:	Rating / valid until:

At least 10 route sectors within the last 12 months as a pilot of the relevant type of aeroplane (or one route sector accompanied by an examiner): *   □ Yes   □ No

Manual revalidation entry in section XII of licence:*   □ Yes   □ No

Remarks (concerning the above mentioned proficiency check):

Specifications of practical performance

Examiner's Name, First Name:	Authorisation No./ Licence No.:
	Examiner's Seat:* □ rear □ left □ right
Simulator:	JAR-STD ID (or FAA ID):
FSTD Operator:	

Aeroplane Type:	Registration:	Departure AD, Time:
Number of Approaches:	Number of Landings:	Destination AD, Time:
Aerodrome(s):	Aerodrome(s):	Flight Time:

Location:	Date:	Examiner's Signature:

*Cross applicable item

Further remarks according to **EU-OPS** (e.g. 1.965), if required:		
Name:	Function:	Location, Date:

This layout and contents of this form shall not be modified! Modifications will result in refusal of the proficiency check.

M: Mandatory Items   **FS**: Flight Simulator only   **E.I.**: Examiner's initials after successful completion

(*) Starred items shall be flown solely by reference to instruments.   **E.I.**

1	**Flight preparation**	E.I.
1.1	Performance calculation	
1.2	Aeroplane ext. visual inspection	
1.3	Cockpit inspection	
1.4	Use of checklist prior to starting engines, starting procedures, COM / NAV setup and check **M**	
1.5	Taxiing	
1.6	Before take-off checks **M**	
2	**Take-offs**	
2.1	Normal take-offs 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	Cross wind take-off (A/C, if practicable)	
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	
2.5	Take-offs with simulated engine failure	
2.5.1*	shortly after reaching V_2	
2.5.2*	between V_1 and V_2 **FS** **M**	
2.6	Rejected take-off at a reasonable speed before reaching V_1 **M**	
3	**Flight Manoeuvres and Procedures**	
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) **FS**	
3.3	Normal operation of systems and controls of engineer's panel	
3.4	Normal and abnormal operations of following systems (A mandatory **minimum of 3 abnormals** shall be selected from 3.4.0 to 3.4.14 inclusive)	
3.4.0	Engine (if necessary propeller)	
3.4.1	Pressurisation and air-conditio-ning	
3.4.2	Pitot/static system	
3.4.3	Fuel system	
3.4.4	Electrical system	
3.4.5	Hydraulic system	
3.4.6	Flight control and Trim-system	
3.4.7	Anti- and de-icing system, Glare shield heating	
3.4.8	Autopilot/Flight director	
3.4.9	Stall warning devices or stall avoidance devices, and stability augmen-tation devices	
3.4.10	Ground proximity warning system Weather radar, radio altimeter, transponder	
3.4.11	Radios, navigation equipment, instru-ments, flight management system	
3.4.12	Landing gear and brake system	
3.4.13	Slat and flap system	
3.4.14	Auxiliary power unit	
3.6	Abnormal and emergency procedures mandatory **minimum of 3 items** shall be selected from 3.6.1 to 3.6.9 inclusive	
3.6.1	Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	
3.6.2	Smoke control and removal	

3.6.3	Engine failures, shut-down and restart at a safe height	
3.6.4	Fuel dumping (simulated)	
3.6.5	Windshear at Take-off/ landing **FS**	
3.6.6	Simulated cabin pressure failure / Emergency descent	
3.6.7	Incapacitation of flight crew member.	
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane Flight Manual	
3.6.9	ACAS event **FS**	
3.7	Steep turns with 45° bank, 180° to 360° left and right	
3.8	Early recognition and counter measures on approaching stall in take-off, cruise and landing configuration	
3.8.1	Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration	
3.9	Instrument flight procedures	
3.9.1*	Adherence to departure and arrival routes and ATC instructions **M**	
3.9.2*	Holding procedures	
3.9.3*	Precision approaches down to a deci-sion height (DH) not less than 60 m (200 ft)	
3.9.3.2*	manually, with flight director	
3.9.3.3*	with autopilot	
3.9.3.4*	manually, with one engine simulated inoperative before passing the OM until touchdown or through the complete missed approach procedure **M**	
3.9.4*	non-precision approach down to the MDH/A **M**	
3.9.5	Circling approach	
4	**Missed Approach Procedure**	
4.1*	Go-around with all engines operating after an ILS approach on reaching decision height	
4.2	Other missed approach proce-dures	
4.3*	Manual Go-around (critical engine simulated inoperative) after reaching DH , MDH or MAPt **M**	
4.4	Rejected landing at 15 m (50 ft) above runway threshold and go-around	
5	**Landings**	
5.1*	Normal landings	
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position **FS**	
5.3	Cross wind landings (a/c, 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**	
6	**Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)** Note: CAT II/III operations shall be accomplished in accordance with operational rules.	
6.1	Rejected take-off at minimum authorised RVR **FS** **M**	
6.2	ILS Approaches **M**	
6.3	Go-around **M**	
6.4	Landing(s) **M**	