



APPLICATION FOR COMMERCIAL AIR TRANSPORT FLIGHT PROFICIENCY CHECK

INSTRUCTIONS

Print or type. Do not write in shaded areas, these are for CAAV use only. Submit original only to the CAAV or an CAAV Authorized Person. If additional space is required, use an attachment

A. APPLICATION IS HEREBY MADE FOR PILOT PROFICIENCY CHECK FOR COMMERCIAL AIR TRANSPORT IN:

- | | | |
|---|--|---|
| 1 <input type="checkbox"/> TURBOJET AIRCRAFT | 4 <input type="checkbox"/> FLIGHT ENGINEER | 7 <input type="checkbox"/> HELICOPTER IFR/VFR/DAY/NIGHT |
| 2 <input type="checkbox"/> TURBOPROP AIRCRAFT | 5 <input type="checkbox"/> 9 PAX OR 5700 kg: IFR/VFR/DAY/NIGHT | 8 <input type="checkbox"/> HELICOPTER TYPE - VFR DAY ONLY |
| 3 <input type="checkbox"/> RECIPROCATING OVER 5700 kg | 6 <input type="checkbox"/> 9 PAX OR 5700 kg: VFR DAY ONLY | 9 <input type="checkbox"/> OTHERS (Specify): |

B. RECORD OF AOC HOLDER PRE-CHECK NOTIFICATION TO FLIGHT SAFETY STANDARDS DEPARTMENT:

- | | | | |
|--------------------------------|-------------------------|------------------------------|---------------------------|
| 1. DATE & TIME OF NOTIFICATION | 2. FSSD PERSON NOTIFIED | 3. DATE/TIME CHECK SCHEDULED | 4. LOCATION & CHECK PILOT |
|--------------------------------|-------------------------|------------------------------|---------------------------|

C. AIR OPERATOR REQUEST:

1. *I certify that the airman listed in Section D below has completed all applicable training requirements for operations with this company under commercial air transport and request that he or she be checked for proficiency for the following aircraft, positions and flight operations:*

- | | | | |
|--------------------------------|-----------------------------------|---|--------------------------------------|
| 2. AIRCRAFT (MAKE, MODEL) | 3. ASSIGNED POSITION (PIC OR SIC) | 4. FLIGHT OPERATIONS: (DAY, NIGHT, VFR, IFR) | 5. PILOT BASE MONTH (FOR PROF CHECK) |
| 6. AIR OPERATOR BUSINESS NAME: | | 7. AOC CERTIFICATE#: | 8. TELEPHONE |
| 9. FAX | | 10. SIGNATURE OF COMPANY OFFICIAL (DIRECTOR OF OPERATIONS OR CHIEF PILOT) | |
| 11. DATE SIGNED | | 12. PRINTED NAME AND TITLE OF COMPANY OFFICIAL | |

D. AIRMAN PERSONAL INFORMATION:

- | | | | | | | |
|--|-----------|--|----------|----------------------------|--------------|--|
| 1. NAME (Family (Last), Middle, Given (First)) | | 2. PERMANENT ADDRESS (Street or PO Box Number) | | | | |
| 3. TELEPHONE AND FAX | | 4. COUNTRY | 5. CITY | 6. STATE/DISTRICT/PROVINCE | 7. MAIL CODE | |
| 8. DATE OF BIRTH | 9. HEIGHT | 10. WEIGHT | 11. HAIR | 12. EYES | 13. SEX | |
| 14. NATIONALITY (CITIZENSHIP) | | | | | | |

E. AIRMAN LICENSE INFORMATION AND FLIGHT HOURS:

- | | | | | | | | |
|--|---------------------------------------|--------------------------------------|---|--|---|--|--|
| 1. CAAV PEL NUMBER | | 2. STATE OF ISSUE | | 3. DATE ISSUED | | 4. RATING(S) | |
| 5. FLIGHT HRS
<small>6 MONTHS</small> | 6. PIC HRS
<small>6 MONTHS</small> | 7. DAY LGS
<small>90 DAYS</small> | 8. NIGHT HRS
<small>6 MONTHS</small> | 9. NIGHT LDGS
<small>90 DAY</small> | 10. INST HRS
<small>6 MONTHS</small> | 11. INST APPR
<small>6 MONTHS</small> | 12. HRS TYPE
<small>90 DAYS</small> |

F. MEDICAL CERTIFICATE INFORMATION:

- | | | | | | | | |
|-------------------------|--|-------------------|--|------------------|--|---------------------|--|
| 1. CLASS OF CERTIFICATE | | 2. STATE OF ISSUE | | 3. DATE OF ISSUE | | 4. MEDICAL EXAMINER | |
|-------------------------|--|-------------------|--|------------------|--|---------------------|--|

G. PILOT CERTIFICATION:

1. *I certify that the above personal and certificate information is true and correct. I further certify that I have completed all applicable initial and/or recurrent training requirements approved for the AOC holder and meet all VAR Part 7, 10 and 14 aeronautical experience requirements for the assigned aircraft, position and operations proposed.:*

- | | | | | | |
|-----------------|--|------------------------|--|---------------------------|--|
| 2. DATE SIGNED. | | 3. SIGNATURE OF AIRMAN | | 4. PRINTED NAME OF AIRMAN | |
|-----------------|--|------------------------|--|---------------------------|--|

H. PROFICIENCY CHECK RESULTS: -

- | | | | |
|---|---|--|---|
| 1. <input type="checkbox"/> Proficiency Check-Oral | (a) <input type="checkbox"/> Satisfactory | | (b) <input type="checkbox"/> Needs further training as indicated |
| 2. <input type="checkbox"/> Proficiency Check-Simulator | (a) <input type="checkbox"/> Satisfactory | | (b) <input type="checkbox"/> Needs further training as indicated |
| 3. <input type="checkbox"/> Proficiency Check - Aircraft | (a) <input type="checkbox"/> Satisfactory | (b) <input type="checkbox"/> IFR with SIC Authorized
(c) <input type="checkbox"/> IFR, Autopilot, No SIC
(d) <input type="checkbox"/> VFR only | (e) <input type="checkbox"/> Needs further training as indicated. |
| 4. <input type="checkbox"/> Re-Establish Landing Currency | (a) <input type="checkbox"/> Satisfactory | Aircraft Type & Variant: | (e) <input type="checkbox"/> Needs further training as indicated. |

I. CHECK CONDUCTED BY: (Insert credential, certificate or designation number) -

- | | | | | | | | |
|--------------------------------------|--|--|--|--|--|---|--|
| 1 <input type="checkbox"/> CAAV-FSSD | | 2 <input type="checkbox"/> APPROVED TRAINING ORGANIZ | | 3 <input type="checkbox"/> FLIGHT EXAMINER | | 4 <input type="checkbox"/> CHECK AIRMAN | |
| 5. DATE | | 6. TITLE | | 7. SIGNATURE | | | |

J. CAAV-FSSD CERTIFICATION:

- | | |
|---|---|
| 1 <input type="checkbox"/> ACCEPTABLE - NO FURTHER ACTION NECESSARY | 2 <input type="checkbox"/> RE-EXAMINATION REQUIRED. |
|---|---|

PILOT:		
AIRCRAFT:		
DATE:		
RESULTS:		
CHECK AIRMAN:		
ORAL (OR WRITTEN) EXAMINATION		
1	Memory Action Items	
2	Aircraft Limitations	
3	Aircraft Systems	
4	Operations Specifications & Ops Manual	
5	Operational Flight Planning	
6	Load Manifest and Performance Calculation	
7	Completion of the Aircraft Tech Log	
8	Applicable Regulations and Schedules	
FLIGHT PREPARATION		
9	Airplane exterior visual inspection	#
10	Use of checklists prior to starting engines	#
11	Taxiing	#
12	Preflight checks and checklists	#
TAKEOFFS		
13	Normal takeoffs	V
14	Short Field takeoffs	V
15	Instrument takeoff (transition during rotation or immediately after becoming airborne)	IR
16	Crosswind Takeoff (a/c if practical)	V
17	Takeoff at maximum takeoff mass (actual or simulated)	SIM
18	Takeoff with engine failure before 500' AGL (reciprocating less than 12,500 lbs)	V
19	Takeoff with engine failure between V1 and V2	
20	Rejected takeoff before reaching V1	V
FLIGHT MANUEVERS		
21	Steep Turns (45° bank-180° to 360° left and right)	V
22	Takeoff configuration approach to stall (early recognition and counter measures)	W1
23	Clean configuration approach to stall (recognition and counter measures)	W1
24	Landing configuration approach to stall (recognition and countermeasures)	W1
25	Special flight characteristic procedure	#
26	Normal operations of systems and controls	#
INSTRUMENT FLIGHT PROCEDURES		
27	Area departure and arrival routes	
28	ATC Procedures	
28	Holding Procedures	
29	ILS approach (200 DH) manually	
30	ILS approach (200 DH) autopilot coupled	
31	ILS approach (200 DH) manually with one engine inop	
32	ILS Category II approach (100 DH)	#
33	ILS Category III approach (appropriate DH)	#
34	Non-precision approach (Type:)	V
35	2 nd non-precision approach (Type:)	W
36	Circling Approach (low visibility pattern)	
MISSED APPROACH PROCEDURES		
37	Rejected landing at 50 feet AGL	V
38	From DH during ILS approach	IR
LANDINGS		
39	Normal VFR pattern and landing	V
40	Landing after ILS approach to DH	IR

41	Crosswind landing (in aircraft, if practical)	V	
42	Landing with engine inoperative	V	
43	Short Field approach and landing	V	
NORMAL AND ABNORMAL SYSTEMS OPERATIONS			
44	Engine (if necessary propeller)	#	
45	Pressurization and air conditioning	#	
46	Pitot/static system	#	
47	Fuel system	#	
48	Electrical system	#	
49	Hydraulic system	#	
50	Flight control and trim system	#	
51	Anti-Ice-icing system, glare shield heating	#	
52	Autopilot and flight director	#	
53	Stall warning, stall avoidance and stability augmentation devices	#	
54	GPWS, wx radar, radio altimeter, xponder	#	
55	Radios, navigation equipment, instruments, flight management system	#	
56	Landing gear and brake-system	#	
57	Slat and flap system	#	
58	Auxiliary power unit	#	
ABNORMAL AND EMERGENCY PROCEDURES			
59	Fire Drills (e.g. Engine, APU, cabin, cargo compartment, flight deck and electrical fires including evacuation)	#	
60	Smoke control and removal	#	
61	Engine failures, shutdown and restart	#	
62	Fuel dumping	#	
63	Wind shear at takeoff or landing	SIM; #	
64	Cabin pressure failure and emergency descent	#	
65	Landing with jammed horizontal stabilizer in any out of trim system	SIM; #	
66	Landing with two engines inoperative (3 and 4 engine a/c)	#	
67	Go-around with one engine inoperative at ILS-DH	#	
68	Approach and landing with flap slat malfunction	SIM; #	

Legend:

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;
- #** = PIC and SIC can be credited for simultaneous performance;
- IR** = Required on instrument check.
- SIM** = Maneuver should not be performed in aircraft.
- W** = Maneuver may be waived in accordance with FSI guidelines.

Result	<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	<input type="checkbox"/> Partial Passed
Failed item:	Descriptions:		
Details of the failed or partial passed test:			
Remarks:			
Date and place	Signature of Applicant	Signature of Examiner	

Completion Instructions:

1. The Skill Test Standard for ATPL/Type Rating is referred to AC 07-013.
2. Insert in rightmost column the evaluation of the applicant.
 - P = Proficient;**
 - NT = Needs Training.**
 - W = Waived;**
 - NA = Not Applicable to particular check conducted**
3. If N/A or Waivers (W): The justifications are needed under “remarks” of page 3.
4. The actual accomplishment of the required AREAS of OPERATION or TASK in those operations may be waived at the examiner’s discretion when the applicant holds another aeroplane category, class or type rating in which:
 - a) Those tasks were accomplished; and
 - b) There are no obvious skill differences for the accomplishment of those tasks between the class ratings.
5. An applicant shall pass all applicable AREAS of OPERATION. If, in the judgment of the examiner, the applicant does not meet the standards of performance of any TASK performed, the associated AREAS of OPERATION is failed and therefore, the skill test is failed.
6. Any maneuvers or procedure of the test may be repeated once by the applicant. The examiner or applicant may discontinue the skill test at any time when the failure of an AREA of OPERATION makes the applicant ineligible for the certificate or rating sought.
7. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those AREAS of OPERATION OR TASK not completed shall be tested in a further flight.
8. Failure in any AREA of OPERATION of the re-test, including those AREAS of OPERATION that have been passed on a previous attempt, will require the applicant to take the entire test again. All AREAS of OPERATION of the skill test shall be completed within 60 days. Further training may be required following any one failed skill test. Failure to achieve a pass in all AREAS of OPERATION of the test in two attempts will require further training as determined by the CAAV. There is no limit to the number of skill tests that may be attempted.
9. Typical areas of unsatisfactory performance and grounds for disqualification are:
 - a) Any action or lack of action by the applicant that requires corrective intervention by the examiner to maintain safe flight.
 - b) Failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.
 - c) Consistently exceeding tolerances stated in the skill test TASK Objectives.
 - d) Failure to take prompt corrective action when tolerances are exceeded.
10. An applicant shall be required to fly the aeroplane from a position where the pilot-in command functions can be performed and carry out the skill test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with Vietnam aviation regulations. The route to be flown for the navigation test shall be chosen by the examiner. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board.
11. An applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aeroplane which the test is being taken. During pre-flight preparation for the test 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 aeroplane used.
12. The examiner will take no part in the operation of the aeroplane except where intervention is necessary in the

interests of safety or to avoid unacceptable delay to other traffic.

Flight Test Tolerance

1. The final determination of an applicant's ability to hold a license or rating is based on a demonstration of the ability to perform the procedures and maneuvers to the degree of competency appropriate to the privileges granted and to:

- a) Recognize and manage threats and errors;
- b) Manually control the aircraft within its limitations at all times;
- c) Complete all maneuvers with smoothness and accuracy;
- d) Exercise good judgment and airmanship;
- e) Apply aeronautical knowledge; and
- f) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or maneuvers is assured.

2. The following limits are for general guidance. The DPE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

a) Height:

- (i) Normal flight ± 100 ft
- (ii) Steep turns: ± 100 ft
- (iii) Engine failure: ± 100 ft
- (iv) Holding: ± 100 ft
- (v) NPA: ± 100 ft
- (vi) Circling Approach: $-0, +100$ ft
- (vii) Missed Approach: ± 100 ft

b) Heading or tracking of radio aids:

- (i) Normal flight $\pm 10^\circ$
- (ii) Steep turn: $\pm 5^\circ$
- (iii) Engine failure: $\pm 10^\circ$
- (iv) Holding: $\pm 10^\circ$
- (v) NPA: $\pm 5^\circ$
- (vi) Circling Approach: $\pm 5^\circ$
- (vii) Missed Approach: $\pm 5^\circ$

c) Speed:

- (i) Straight and Level Flight: ± 10 knots
- (ii) Steep turn: ± 10 knots
- (iii) Engine failure: ± 10 knots
- (iv) Holding: ± 10 knots
- (v) NPA: ± 10 knots
- (vi) Circling Approach: ± 5 knots
- (vii) Missed Approach: $\pm 5^\circ$