

Libyan Civil aviation authority Flight Safety Department PEL SECTION		APPLICATION FORM FOR OPERATOR PROFICIENCY CHECKS
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APPLICATION AND REPORT FORM FOR THE OPERATOR PROFICIENCY CHECKS (OPC)

Applicant Name :	License No. :	Date:
Address:	Tel:	Email:
Aircraft type:	FSTD Approval No:	Signature of the Applicant:

M=Mandatory * Actual or simulated IMC	P=Trained as PIC or COP and as PF and PNF for issue P# = the training shall be complemented by supervised aeroplane inspection	X=FS only (see instructions)
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SECTION 1 FLIGHT PREPARATION		OTD	FTD	FS	A	Examiner's initials when test completed	CHKD IN FS/A	PASS	FAIL
1.1	Performance calculation	P						<input type="checkbox"/>	<input type="checkbox"/>
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	[P#]			P			<input type="checkbox"/>	<input type="checkbox"/>
1.3	Cockpit inspection				-->			<input type="checkbox"/>	<input type="checkbox"/>
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P---->			-->		M	<input type="checkbox"/>	<input type="checkbox"/>
1.5	Taxiing in compliance with air traffic control or instructions of instructor			P-->	-->			<input type="checkbox"/>	<input type="checkbox"/>
1.6	Before take-off checks				-->		M	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 2 TAKE OFFS		OTD	FTD	FS	A	Examiner's initials when test completed	CHKD IN FS/A	PASS	FAIL
2.1	Normal take offs with different flap settings, including expedited take off			P---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			P---->	--->			<input type="checkbox"/>	<input type="checkbox"/>
2.3	Cross wind take-off (A, if practicable)			P---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
2.4	Take-off at maximum takeoff mass (actual or simulated maximum take-off mass)			P---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
2.5	Take-offs with simulated engine failure:			P---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
2.5.1*	- Shortly after reaching V2 (failure shall not be simulated until reaching a minimum height of 500ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2.)			P---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
2.5.2*	- between V1 and V2			P	x		M FS Only	<input type="checkbox"/>	<input type="checkbox"/>
2.6	Rejected take-off at a reasonable speed before reaching V1 .			P-->	-->x		M	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 3 FLIGHT MANEUVERES AND PROCEDURES		OTD	FTD	FS	A	Examiner's initials when test completed	CHKD IN FS/A	PASS	FAIL
3.1	Turns with and without Spoilers			P-->	---->			<input type="checkbox"/>	<input type="checkbox"/>

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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)			P-->	-->X An aircraft may not be used for this exercise			<input type="checkbox"/>	<input type="checkbox"/>
3.3	Normal operation of systems and controls engineer's pane	P->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4 Normal and abnormal operations of following systems: (A mandatory minimum of 3 items shall be selected from 3.4.0 to 3.4.14 inclusive)							M	<input type="checkbox"/>	<input type="checkbox"/>
3.4.0	Engine (if necessary propeller)	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
FLIGHT MANEUVERES AND PROCEDURES (CONT'D)		OTD	FTD	FS	A	Examiner's initials when test completed	CHKD IN FS/A	PASS	FAIL
3.4.1	Pressurisation and air-conditioning	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.2	Pitot/static system	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.3	Fuel system	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.4	Electrical system	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.5	Hydraulic system	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.6	3.4.6 Flight control and trim system	P-->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.7	Anti- and de-icing system, Glare shield heating	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.8	Autopilot/Flight director	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.10	Ground proximity warning system Weather radar, radio altimeter, transponder		P->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.11	Radios, navigation equipment, instruments, flight management system	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.12	Landing gear and brake	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.13	Slat and flap system	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.4.14	Auxiliary power unit	P---->	---->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
	Intentionally left blank								
3.6 Abnormal and emergency procedures: A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive.							M	<input type="checkbox"/>	<input type="checkbox"/>
3.6.1	Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.		P-->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.6.2	Smoke control and removal		P-->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.6.3	Engine failures, shut-down and restart at a safe height		P-->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.6.4	Fuel dumping (simulated)		P-->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.6.5	Windshear at Take off/Landing			P	x		FS only	<input type="checkbox"/>	<input type="checkbox"/>

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3.6.6	Simulated cabin pressure failure/Emergency descent			P-->	---->			<input type="checkbox"/>	<input type="checkbox"/>	
3.6.7	Incapacitation of flight crew Member			P-->	---->	---->		<input type="checkbox"/>	<input type="checkbox"/>	
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane Flight Manual			P-->	---->	---->		<input type="checkbox"/>	<input type="checkbox"/>	
3.6.9	ACAS event	P-->	---->	---->	x		FS only	<input type="checkbox"/>	<input type="checkbox"/>	
3.7	Steep turns with 45° bank, 180° to 360° left and right			P-->				<input type="checkbox"/>	<input type="checkbox"/>	
FLIGHT MANEUVERES AND PROCEDURES (CONT 'D)		OTD	FTD	FS	A	Examiner's initials when test completed	CHKD IN FS/A	PASS	FAIL	
3.8	Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in takeoff position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P-->				<input type="checkbox"/>	<input type="checkbox"/>	
3.8.1	Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	x			<input type="checkbox"/>	<input type="checkbox"/>	
3.9 Instrument flight procedures										
3.9.1*	Adherence to departure and arrival routes and ATC instructions			P->	---->	---->		M	<input type="checkbox"/>	<input type="checkbox"/>
3.9.2*	Holding procedures			P-->	---->	---->			<input type="checkbox"/>	<input type="checkbox"/>
3.9.3*	Precision approaches down to a decision height (DH) not less than 60 m (200 ft):								<input type="checkbox"/>	<input type="checkbox"/>
3.9.3.1*	- manually, without flight director			P-->	---->			M (skill test only)	<input type="checkbox"/>	<input type="checkbox"/>
3.9.3.2*	- manually, with flight director			P-->	---->				<input type="checkbox"/>	<input type="checkbox"/>
3.9.3.3*	- with autopilot			P-->	---->				<input type="checkbox"/>	<input type="checkbox"/>
3.9.3.4*	- manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure			P-->	---->			M	<input type="checkbox"/>	<input type="checkbox"/>
<i>In aeroplanes which are not certificated as transport category aeroplanes or as commuter category aeroplanes, the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding takeoff mass and density altitude, the instructor may simulate the engine failure in accordance with</i>										
3.9.4*	Non precision approach down to the MDH/A			P*->	---->			M	<input type="checkbox"/>	<input type="checkbox"/>
3.9.5*	Circling approach under following conditions: (a) * approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by (b) circling approach to another runway at least 90° off centreline from final approach used in item a), at the authorised minimum circling approach altitude; <i>Remark: if a) and b) are not possible due to ATC reasons a simulated low visibility pattern may be performed</i>			P*->	---->			M	<input type="checkbox"/>	<input type="checkbox"/>
Section 4 Missed Approach Procedures		OTD	FTD	FS	A	Examiner's initials when test completed	CHKD in FS/A	Pass	Fail	
4.1	Go-around with all engines operating* after an ILS approach on reaching decision height			P*->	---->				<input type="checkbox"/>	<input type="checkbox"/>
4.2	Other missed approach Procedures			P*->	---->				<input type="checkbox"/>	<input type="checkbox"/>

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4.3*	Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*->	----->			M	<input type="checkbox"/>	<input type="checkbox"/>
4.4	Rejected landing at 15 m (50 ft) above runway threshold and go-around			P*->	----->				<input type="checkbox"/>	<input type="checkbox"/>
SECTION 5 LANDINGS		OTD	FTD	FS	A	Examiner's initials when test completed	CHKD in FS/A	Pass	Fail	
5.1	Normal landings* also after an ILS approach with transition to visual flight on reaching DH.			P					<input type="checkbox"/>	<input type="checkbox"/>
5.2	Landing with simulated jammed horizontal stabilizer in any out-of-trim position.			P-->	An aircraft may not be used for this exercise				<input type="checkbox"/>	<input type="checkbox"/>
5.3	Cross wind landings (a/c, if practicable).			P-->	----->				<input type="checkbox"/>	<input type="checkbox"/>
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats.			P-->	----->				<input type="checkbox"/>	<input type="checkbox"/>
5.5	Landing with critical engine simulated inoperative.			P-->	----->			M	<input type="checkbox"/>	<input type="checkbox"/>
5.6	Landing with two engines inoperative – Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM. – Aeroplanes with four engines, two engines at one side.			P	x			M FS only (skill test only)	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 6 ADDITIONAL AUTHORIZATION CAT II/III		OTD	FTD	FS	A	Examiner's initials when test completed	CHKD in FS/A	Pass	Fail	
General remarks: Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.										
6.0 The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used..										
6.1*	Rejected take-off at minimum authorised RVR			P*->	----->X An Aircraft may not Be used for this exercise			M*		
6.2*	In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed			P-->	----->			M		
6.3*	Go-around after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure			P-->	----->			M*		
6.4	Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed			P-->	----->			M		
NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.										

Remarks

Item No.	Comments

Additional Information

Aircraft Training

Aircraft training completed date :	Aircraft Type :	No of Landings / airborne hrs
Signature of TRI:	Name :	License Number:

Result of the Test			
	If all sections are passed	-	Final result : Passed
	If 1-5 items are failed	-	Final result : Partial pass
	If 6 or more items are failed	-	Final result : Failed
Final Result :	<input type="checkbox"/> Passed	<input type="checkbox"/> Partial Pass	<input type="checkbox"/> Failed
Signature of the Examiner			

ATPL(A), Type rating multi pilot aeroplane and single pilot complex aeroplanes with high performance, Proficiency check multi pilot aeroplane and single pilot complex aeroplane with high performance, Instruction for completing form

Please tick the appropriate boxes for relevant test/check. If the PC is conducted for to revalidation of a valid rating, please tick "Revalidate". If the rating has lapsed the applicant must have undergone an approved refresher training. Please enter the complete information. "Licence endorsement" means the relevant type of aeroplane according to LYCAR Class and Type Rating Personal information of the applicant. Flight time total is the applicants total flight time on the relevant

1. The following symbols mean:
 - P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.
 - X = Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure.
 - P# = the training shall be complemented by supervised aeroplane inspection
2. The practical training shall be conducted at least at the training equipment level shown as (P), but may be conducted up to any higher equipment level shown by the arrow (---->). The following abbreviations are used to indicate the training equipment used:
 - A = Aeroplane
 - FS = Flight Simulator
 - FTD = Flight Training Device
 - OTD = Other Training Devices
3. The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
4. Where the letter 'M' appears in the skill test/proficiency check column this will indicate a mandatory exercise.
5. A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:
 - (a) the qualification of the flight simulator or FNPTII as set out in Part-ORA;
 - (b) the qualifications of the instructor and examiner;
 - (c) the amount of line-orientated simulator training provided on the course;
 - (d) the qualifications and previous line operating experience of the pilot under training; and
 - (e) the amount of supervised line flying experience provided after the issue of the new type rating.
 - (f) Details of the flight .Please enter the simulator approval number if the test is conducted in a simulator.
6. In the case of single-pilot high performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures 2.5, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot