



NIGERIAN CIVIL AVIATION AUTHORITY

AVIATION HOUSE

P. M. B. 21029, 21038, Ikeja, Lagos, Nigeria

CHECKLIST (CL) O-OPS 017B ATTACHED

MULTI PILOT/CREW PROFICIENCY CHECK

Introduction

Inspectors must ensure that the proficiency checks of the operator's flight crew personnel are carried out in accordance with the standards and frequency prescribed in the regulations. When personally conducting pilot and flight engineer proficiency checks, the inspector should possess the appropriate licence and be currently qualified in the specific type of aircraft to be used for the check. Alternatively, the inspector may choose to observe or monitor such checks conducted by an appropriately designated check pilot and check flight engineer. Where an approved check pilot or check engineer has been designated to conduct proficiency checks, the inspector should observe or monitor a sufficient number of checks conducted by such personnel each year in order to ensure positive quality control of check procedures.

Conduct of checks

The pilot proficiency check should be conducted in such a manner that the pilot as a minimum satisfactorily demonstrates knowledge, skill and judgement relative to:

- a) the aircraft, its systems and components;
- b) proper control of airspeed, configuration, direction, altitude and attitude in accordance with the procedures and limitations contained in the manufacturer's flight manual, the aircraft operating manual, the operations manual, checklists and other material applicable to the type of aircraft;
- c) compliance with en-route, descent, instrument approach, missed approach and related air traffic control procedures; and
- d) crew management and co-ordination.

The objective of the flight engineer proficiency check is to determine that the flight engineer is familiar with all essential current information and competent in operator procedures applicable to the type of aircraft used for the check. This check is similar to the flight check requirements for original certification as a flight engineer.

A proficiency/qualification checklist for pilots and flight engineers covering the essential items to be checked is attached. As a general rule, all applicable procedures on the checklist must be performed in a satisfactory manner in order for the pilot or flight engineer

to be deemed competent and qualified in the aircraft. Specific manoeuvres that may be accomplished in an approved flight simulator are also identified on this checklist.

With respect to the operator's pilots, the checks should be conducted by either an inspector currently qualified on the specific aircraft type used or a check pilot duly authorized by the DG. The following checks are prescribed:

- a) pilots undertaking initial aircraft type ratings;
- b) all pilots-in-command (normally conducted by an operator check pilot if one has been designated);
- c) designated operator check pilots — at least once per year;
- d) operator nominees for check pilot designation;
- e) pilots requiring retesting after failure on a previous check;
- f) pilots for upgrading;
- g) pilots converting to other aircraft type; and
- h) pilots involved in accidents or incidents where pilot proficiency or competency is in question.



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CL: O-OPS 017B MULTI-PILOT/CREW PROFICIENCY CHECK

Record ID:		Inspector		Type of Operation		Activity Number – Checklist	
Date Accomplished:		# Issues	Operator			Tracking #	
Flight #:	To:	From	AC Registration:		AC or Simulator	Type:	
PIC #:		Other Crew #		Check Pilot #:			

Instructions for Use:

1. An “**S**” entered in the S column indicates that the maneuver or procedure is not to be checked in an aircraft.
2. Prior to proficiency check, enter a “**X**” in the NA column for any line item maneuver not applicable to this particular check or not permitted, if an actual aircraft check.
3. An “**M**” in the W column indicates that the performance of this event must not be waived
4. Prior to proficiency check, enter a “**W**” in the W column for any line item maneuver or procedure that will not be performed during the proficiency check scenario.
5. If the waiver decision is made during the course of the check, the “W” will be entered at that time.
6. Check **YES** column if the observed performance met the testing standards.
7. Check **NO** column if the observed performance did not meet testing standards.
8. Enter any notes regarding a **NO** answer as a **MEMO**.
9. For later reference, precede any notes with the appropriate question number.

NO	FLIGHT PREPARATION	Yes	No	NA	W	S
1.	Performance calculation?					
2.	Airplane exterior visual inspection?					
3.	Use of checklists prior to starting engines?					
4.	Taxiing					
5.	Preflight checks and checklists					
	TAKEOFFS					
6.	Normal takeoffs, including expedited takeoff?					
7.	Instrument takeoff (transition during rotation or immediately after becoming airborne)					
8.	Crosswind Takeoff (a/c if practical)					
9.	Takeoff at maximum takeoff mass (actual or simulated)					
10.	Takeoff with simulated engine failure (at 500 AGL)					
11.	Takeoff with simulated engine failure shortly after reaching V2					
12.	Takeoff with simulated engine failure between V1 and V2					
13.	Takeoff with simulated engine failure as close as possible after V2					
14.	Rejected takeoff at a REASONABLE speed before reaching V1					
	FLIGHT MANUEVERS					
15.	Turns with and without spoilers					
16.	Tuck under and Mach buffets after reaching critical Mach number					
17.	Normal operations of systems and controls engineer’s panel NORMAL AND ABNORMAL SYSTEMS OPERATIONS (MINIMUM MANDATORY = 3 PROCEDURES SELECTED FROM LIST)					

18.	Engine (if necessary propeller)					
19.	Pressurization and air conditioning					
20.	Pitot/static system					
21.	Fuel system					
22.	Electrical system					
23.	Hydraulic system					
24.	Flight control and trim system					
25.	Anti- and de-icing system, glare shield heating					
26.	Autopilot and flight director					
27.	Stall warning, stall avoidance and stability augmentation devices					
28.	Ground proximity warning system, weather radar, radio altimeter, transponder					
29.	Radios, navigation equipment, instruments, flight management system					
30.	Landing gear and brake-system					
31.	Slat and flap system					
32.	Auxiliary power unit					
	ABNORMAL AND EMERGENCY PROCEDURES (MINIMUM MANDATORY = 3 PROCEDURES SELECTED FROM LIST)					
33.	Fire Drills (e.g. Engine, APU, cabin, cargo compartment, flight deck, win and electrical fires including evacuation)					
34.	Smoke control and removal					
35.	Engine failures, shutdown and restart (at safe altitude)					
36.	Fuel dumping (simulated)					
37.	Wind shear at takeoff or landing					
38.	Simulated cabin pressure failure and emergency descent					
39.	Incapacitation of flight crew member					
40.	Special emergency procedure required by AFM					
41.	Steep Turns (45 degree bank-180 to 360 degrees left and right)					
42.	Takeoff configuration stall (early recognition and counter measures)					
43.	Cruising flight configuration stall (recognition and counter measures)					
44.	Landing configuration stall (recognition and countermeasures)					
45.	Recovery from full stall or activation of stall warning device					
	INSTRUMENT FLIGHT PROCEDURES					
46.	Adherence to departure and arrival routes and ATC instructions					
47.	Holding Procedures					
48.	ILS approach (200 DH) manually without flight director					
49.	ILS approach (200 DH) manually with flight director					
50.	ILS approach (200 DH) automatically with autopilot					
51.	ILS approach (200 DH) manually with one engine inop (JAR/FAR 25 a/c)					
52.	NDB or VOC/LOC to MDA					
53.	Circling Approach to another runway at least 90degrees off centerline from final approach at circling approach altitude (or low visibility pattern)					
	MISSED APPROACH PROCEDURES					
54.	Go-around with all engines operating after ILS approach from DH?					
55.	Other missed approach procedures?					
56.	Go-around with one engine simulated inoperative at ILS-DH					
57.	Rejected landing at 15m (50 feet) above runway threshold and					

	go-around					
	LANDINGS					
58.	Normal landings					
59.	Normal landings after ILS approach with transition to visual flight on reaching DH					
60.	Landing with simulated jammed horizontal stabilizer in any out of trim system					
61.	Crosswind landing (a/c, if practical)					
62.	Traffic pattern and landing without extended or with partly extended flaps and slats					
63.	Landing with critical engine simulated inoperative					
64.	Landing with two engines inoperative (3 and 4 engine a/c)					
	SPECIAL REQUIREMENTS FOR CATEGORY II/III APPROACHES (Cat II/III operations shall be accomplished in accordance with Operational Rules)					
65.	Aborted takeoff at minimum authorized RVR					
66.	ILS to applicable DH using flight guidance system					
67.	Go-around on reaching DH					
68.	Landing with visual reference established at DH (auto landing if authorized)					

REMARKS & OBSERVATIONS

INSPECTOR SIGNATURE

Additional comments attached =>