

# 23 Instrument Proficiency Check

The aim of this proficiency check is for the applicant to demonstrate competency in the knowledge, skills and attitudes as required in Schedule 6 of the Part 61 MOS for the instrument proficiency check (IPC).

## 23.1 Examiner requirements

The following examiner requirements are applicable to the conduct of the IPC:

1. The examiner must conduct the IPC in accordance with clauses 1 to 3 of Schedule 6 of the Part 61 MOS.
2. The examiner must conduct the IPC within the operational scope and conditions described in clause 4 of Schedule 6 of the Part 61 MOS.
3. The examiner must ensure that the ground component of the proficiency check is successfully completed before conducting the pre-flight briefing and flight component of the proficiency check.
4. The examiner must not introduce simultaneous, multiple and unrelated simulated emergencies or abnormal events during the flight. Emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe must be limited to those described in the AFM.
5. After a simulated failure, the examiner must ensure the aircraft is reconfigured to a normal operating mode before another simulated failure may be introduced, except where the simulated failures are linked. The safety of the aircraft should never be in doubt when simulating emergencies or failures.
6. At the conclusion of the proficiency check when reporting the result in FTM, the examiner must enter the following details:
  - the route, including the departure location, major turning points and the destination
  - the specific kinds of instrument approach procedures flown, using the name on the instrument approach chart.
7. Where credits are available for proficiency check items, they are valid for 28 days only. After 28 days, the proficiency check must be conducted in full.

## 23.2 Plan

### 23.2.1 Testing methodology

The examiner should apply the proficiency check methodology described in FEH chapter 3, Adult education and competency-based assessment and FEH chapter 4, Assessment of human factors and non-technical skills.

The proficiency check should be designed such that all required components can be assessed in a logical sequence. Where one or more mandatory units or elements are unable to be assessed for any reason, the proficiency check cannot be completed.

The examiner must ensure the applicant is given adequate notice of the intended navigation task to allow for unhurried preparation and planning (simulating either a private or commercial operation as applicable to the licence the applicant holds). The applicant should be given the test route at least 24 hours before the start of the proficiency check.

It is recommended that the examiner plans an **airborne** time of approximately:

- 0.8 hour for the navigation task (this should not include time delays which may be experienced at a busy Class C or D airport)
- 0.5 hour for the general handling and test specific manoeuvres.

## Use of IFR procedures

Although the flight is conducted under the IFR, some simulated emergencies must be conducted by day and in VMC (refer to IPC scope and conditions below).

### 23.2.2 IPC scope and conditions

The IPC must be conducted under the IFR and in an aircraft or an FSTD approved for the purpose, in accordance with subregulation 61.880(6) of CASR.

The aircraft and FSTD used for the IPC must be of the appropriate category and be capable of being operated for the kind of operations relevant to the instrument endorsements the applicant holds and that are assessed in the IPC.

The activities and manoeuvres, listed in FEH 23.4.3 table 34, mirror the IPC test form and FTM items. They are a paraphrase of the Part 61 MOS Schedule 6 for the IPC.

These activities and manoeuvres, described in clause 3 of Schedule 6 of the Part 61 MOS and the IPC test form, must be assessed against a representative sample of the performance criteria applicable to the Element being assessed, taking into account the relevant competency standards prescribed in Schedule 2 of the MOS.

Non Precision Approach procedures flown to the MDA are not to be used when assessing an applicant for the 3D instrument approach. AIP ENR 1.5 states an NPA procedure used with advisory vertical guidance calculated and provided by on-board navigation equipment can be flown as a 3D instrument approach operation. Only RNP-LNAV/VNAV (Baro) and RNP-LPV (WAAS required) are approved kinds of 3D RNP procedures for IPCs in the Part 61 MOS. These APV (approach with vertical guidance) procedures require aircraft certification and flight to the DA.

IFR activities and manoeuvres are performed in accordance with published procedures.

IPC flight tolerances and ground reference tolerances are specified in Tables 2, 4 and 5 of Schedule 8 of the MOS. Sustained deviation outside the applicable flight tolerance is not permitted.

The IPC applicant should demonstrate that control of the aircraft or procedure is maintained at all times, that the successful and safe outcome of any manoeuvre is not in doubt and that any corrective action is taken promptly.

Where the aircraft is fitted with an autopilot system, the applicant must demonstrate competency in the system. If an auto-pilot is not available, the examiner must not 'act' as the auto-pilot.

The applicant must demonstrate proficiency to operate the aircraft for at least one instrument approach operation without the autopilot and flight director being used (manually manipulating the flight controls). Establishing manual flight must be accomplished prior to the Initial Approach Fix (IAF) or equivalent. If circling is required to complete the instrument approach manual flight must be continued to a point from where the landing can be achieved.

Where the aircraft is fitted with auto throttle capability then is acceptable for the auto throttle to remain on.

For aircraft where a significant degradation of equipment would be required to achieve a flight director off approach to be flown, the examiner has the option of allowing the flight director on for the approach.

For ME aircraft, a simulated engine failure after take-off must not be initiated at a height less than 400ft AGL. Where the IPC is conducted in an approved FSTD there is no limitation on when an engine failure may be initiated.

For ME aircraft, simulated engine failures after take-off, in the cruise or during instrument approach procedures must be conducted by day in VMC. Where the IPC is conducted in an approved FSTD there is no requirement for engine failures to be conducted by day in VMC.

In an aircraft, recoveries from unusual attitudes must be conducted by day in VMC. Where the IPC is conducted in an approved FSTD there is no requirement for unusual attitudes to be conducted by day in VMC.

For the above procedures, the concept is that IMC is simulated, and the examiner has a clear view of the horizon. Where the IPC is conducted in an approved FSTD this is not applicable.

The applicant for the IPC must demonstrate competency by performing at least 2 different kinds of instrument approach procedures, including at least one 2D instrument approach operation.

A 3D approach is not mandatory, however if the applicant holds the IAP 3D instrument endorsement and a 3D approach is not included in the check, limitations apply to exercising the privileges of that endorsement (refer to regulation 61.900 of CASR).

The Part 61 MOS Schedule 6 Appendix 1 Clause 3.6 requires a circling approach to be assessed. The intent is for the circling approach to be optional. However, if a circling approach is not included in the check, limitations apply to exercising the privileges of the instrument rating (refer to regulation 61.860 of CASR).

For all instrument approach operations, the approach procedures must be flown to the published and applicable MDA/H or DA/H, within the required tolerance. With the examiner's prior agreement, the minima may be adjusted higher for operational reasons.

Examiners should use only the authorised instrument approach procedures for the aerodromes being used. Overlay instrument approaches are not to be used for an IPC flight test, except where an aeroplane's navigation system has been approved for such approaches.

When the proficiency check is conducted in an approved FSTD, the examiner should not position the applicant over the top of a navigation aid or at the commencement of the approach procedure being assessed. The examiner should not speed up or in any other way change the real-time nature of the flight, except when a non-normal sequence has been completed and the simulator returned to its normal operating state. For example, after a landing, the 'aircraft' may be re-positioned to the start of the runway to facilitate another take-off without the requirement to taxi to the holding point or helipad once again.

### 23.2.3 IPC partially conducted by a foreign authorised person in an overseas simulator

For an Australian CASA Part 61 licence holder to undertake an IPC partially conducted by a foreign-authorised person, the following applies:

The process requires the applicant to contact an Australian flight examiner or CASA authorised person who in turn must notify CASA of the intent to conduct the ground component of an IPC partially conducted by a foreign authorised person using the CASA Flight Test Management system (FTM). The flight test number is to be included on [CASA Forms](#) 61-1512 and 61-4P.

The FTM proficiency check selection in the drop-down menu is 'IPC - partially conducted by a foreign authorised person'.

The IPC must be completed in full (ground & flight component) within 35 days of the nominated FTM notification date. The FTM further requires the examiner who conducted the ground component to report the pass/fail result within 14 days after the day of the check and record the successful completion of the IPC on the person's licence if the person has been assessed as competent by a person authorised to conduct a foreign IPC by a recognised State.

**Prior to attempting the flight component of the IPC**, an Australian flight examiner or CASA authorised person must:

1. Assess the licence holder against the knowledge standards mentioned in the Part 61 MOS for IPC's in accordance with the FEH.
2. Be satisfied the holder meets the knowledge standards.
3. Record the flight test number and result on CASA forms 61-4P and 61-1512.

The assessment of the applicant's knowledge should be conducted 'face-to-face' (in person, not electronically) by an Australian flight examiner.

If the knowledge assessment needs to be assessed by electronic means, the Australian examiner must notify the CASA Flight Testing Office by email, prior to the FTM notification, to explain the reason and to confirm the methodology. To ensure assessment integrity, the recommended process is:

- all other aspects of the IPC partially conducted by a foreign authorised person must be in accordance with the FEH, MOS and forms 61-4P and 61-1512.

- the examiner must ensure the identity of the applicant by requesting to see the applicant's current passport photo page, unless the applicant is personally known to the examiner.
- the examiner must also be satisfied that the applicant is in a suitable environment, is alone, is not being assisted by any other person, and has no access to any other form of electronic device.
- the applicant must always remain in the examiner's full view from initial contact through to completion of the ground component.

The Australian flight examiner conducting the IPC ground component is not required to be type rated on the aircraft type used in the flight component, however they must themselves hold a valid IPC.

On successful completion of the practical assessment of the IPC conducted overseas, an Australian flight examiner or CASA authorised person must comply with regulation 202.279 of CASR by endorsing the holder's licence document, and complete and submit all the required documentation.

CASA Forms 61-1512 and 61-4P are to be used by the Australian flight examiner to:

- record the flight test number
- review the flight component and be satisfied that all competencies have been successfully completed
- sign the form 61-1512 under either 'Aircraft' or 'FSTD' as applicable
- record the pass/fail result.

The examiner should send both forms to [applications@casa.gov.au](mailto:applications@casa.gov.au)

The simulator used for the IPC must be approved by the National Aviation Authority (NAA) of a Recognised Foreign State (RFS) as defined under regulation 61.010 of CASR. A copy of the Qualification Certificate for the simulator used in the IPC must be provided by attaching the relevant documentation to CASA Form 61-4P.

The Foreign Authorised Person must be approved by the NAA of a RFS to conduct IPCs – a copy of the foreign authorised person's certificate setting out their approval to conduct IPCs must be provided by attaching the relevant documentation to CASA Form 61-4P.

The IPC must comply in all respects to the Part 61 MOS Schedule 6 requirements for an IPC (refer CASA Form 61-1512).

It is recommended that the simulator used for the IPC should have a current Australian aerodrome and navigation aids database. The licence holder should confirm this with the overseas simulator training provider. If the overseas simulator does not have such capability pilots should be aware that ICAO PANS OPS and FAA TERPS instrument approach procedures have different requirements that apply for the instrument approach procedures used in the practical assessment.

## 23.3 Conduct (ground component)

### 23.3.1 Initial brief to applicant

In accordance with FEH chapter 3, Adult education and competency-based assessment; the examiner must begin the proficiency check with a brief to the applicant on the following items:

- proficiency check context, purpose and content
- assessment procedure
- function of the examiner
- standards against which competency will be assessed
- actions in the event of a failure assessment.

The applicant should be encouraged to ask for clarification should they become uncertain on any of the proficiency check elements.

### 23.3.2 Document review

The examiner must confirm the identity of the applicant for the IPC. To achieve this, the logbook, licence and medical certificate must be checked. Ideally, these documents should be presented to the examiner prior to the commencement of the proficiency check.

**Licence** – the applicant for the IPC must hold a PPL, CPL or ATPL of the same category as the aircraft in which the proficiency check is conducted and hold the IR.

**Aeronautical knowledge examinations** – N/A.

**Knowledge deficiency report (KDR)** – N/A.

**Flight training requirements** – N/A.

**Aeronautical experience** – N/A.

**English language proficiency** – N/A.

**Eligibility certification** – N/A.

**Medical certificate** – for proficiency checks conducted in an aircraft, the examiner must check that the applicant holds a medical certificate or a medical exemption allowing them to exercise the privileges of the licence and rating. (Refer to FEH 2.9 table 1 for a summary of medical requirements.)

**Security check and fit and proper person requirements** – N/A.

**If the proficiency check is a retest following a failed assessment, requiring remedial training** – the examiner must review the applicant's training records for evidence that appropriate remedial training has been successfully carried out with the applicant.

### 23.3.3 Assessment of knowledge requirements

Questions for the oral knowledge assessment must be in accordance with the knowledge requirements topics listed in clause 2 of Schedule 6 of the Part 61 MOS.

The examiner should use a developed set of scenario-based questions for the listed topics to achieve effective assessment of the applicant's working knowledge and reasoning ability. It should be a structured conversation to a logical conclusion, starting broad and funnelling down, rather than simple factual recall. (Refer to FEH 3.2.5 to 3.2.7 for appropriate questioning techniques and methods of enquiry.)

It is recommended the examiner allows 45 to 60 minutes for the knowledge requirements.

### 23.3.4 Assessment of flight planning

As part of the proficiency check, the applicant must complete or demonstrate knowledge of (if computer generated):

- flight plan
- fuel plan
- flight notification
- weight and balance calculation
- take-off and landing distance/performance calculation.

When reviewing the applicant's flight preparation documents, the examiner must be satisfied that the applicant is able to validate the data on which the planning decisions and calculations have been made (including, forecast weather, NOTAMs, aircraft data, chart validity).

The examiner must ensure, through considered questioning, that the preparation is solely the work of the applicant and meets the knowledge standards as applicable.

## 23.4 Conduct (flight component)

### 23.4.1 Assessment of the applicant's performance

When assessing the competency standards for the activities and manoeuvres in this chapter and on the flight test form, the examiner should consider both the technique used to execute the activity or manoeuvre and that tolerances are maintained within required parameters.

The relevant performance criteria for each element frequently use the terms: technique, smoothness, accuracy, judgement, procedures, knowledge, and flight management.

The following explanations are provided to assist the examiner in assessing the flight component:

- **Technique** – is the method by which a task is performed. There may be more than one acceptable technique and the examiner should be mindful of this in their assessment. Technique should, however, always involve the application of smooth, coordinated and accurate control inputs. Adjusting power, attitude and trim should be in a timely and coordinated fashion whilst following correct procedures
- **Smoothness** – is the ability to skilfully make the appropriate rate of adjustment to power and attitude during a manoeuvre. The applicant should demonstrate smooth flying in all sequences
- **Accuracy** – is the ability to control height, airspeed, heading, balance and trim within the required MOS flight tolerances. Sustained errors outside the MOS flight tolerances in any of these aspects should result in a fail assessment
- **Judgement** – is applicable to all tasks but is of importance with respect to the effect of environmental conditions such as cloud, visibility, wind and turbulence. It may be that on some occasions the flight conditions are such that even though the applicant's technique is sound, the aircraft may deviate outside specified tolerances for short periods. In such cases the assessment of technique, smoothness, accuracy and judgment should be the determining factors
- **Procedures** – the applicant should demonstrate awareness and practical application of nominated standard operating procedures and checklist discipline throughout the flight test. In many circumstances, the adherence to SOP's may be the reason a committed error has been corrected in a timely manner
- **Knowledge** – during the flight test the applicant's underpinning knowledge may be further tested. For example, during the management of an aircraft system failure, it may become apparent that there is a lack of knowledge of that system
- **Flight management** – the applicant should demonstrate satisfactory proficiency in aircraft and flight management systems, situational awareness, threat and error management and decision-making during the flight.

Assessment should be based on the technique used by the applicant and not just the ability to perform the task within specified numerical tolerances.

Applicants should not be given a second opportunity to demonstrate a manoeuvre unless, in the opinion of the examiner, the circumstances causing failure of the first attempt were outside the control of the applicant in the test environment or the applicant recognised the error and self-managed corrective actions. This should be considered when the examiner is observing an error or errors which may have the potential to become safety critical, providing the applicant is demonstrating non-technical skills and threat and error management appropriately before the examiner is required to intervene.

### 23.4.2 Pre-flight briefing

In accordance with FEH chapter 3, Adult education and competency-based assessment; the examiner must brief the applicant on:

- the scenario applied to the proficiency check environment (e.g. passenger carrying private or commercial operation/simulation of passengers)
- pilot in command, including traffic separation roles and responsibilities

- transfer of control
- flight tolerances and ground references
- simulating emergencies, methods and calls
- actual emergencies
- procedures for simulating IMC
- the expectations of the applicant during the simulation of instrument conditions, visual flight conditions and any simulated weather when advised 'visual' by the examiner
- the expectations when operating the aircraft at the minima (e.g. numerical tolerances)
- multiple flights and the assessment of competencies (if applicable).

The applicant should be encouraged to ask for clarification should they be uncertain about any of the briefed items.

### 23.4.3 Assessment of activities and manoeuvres

An examiner must comply with the requirements and take into account the recommendations described below when planning and conducting the **IPC**. Where there are no specific recommendations, 'NSR' is listed in the table against the unit or element.

**Table 34. Assessment of activities and manoeuvres - IPC**

Phase of flight	Requirements	Recommendations
Pre-flight	(a) Plan an IFR flight	For aircraft where CAO 20.7.1B applies, use of appropriate performance data must be demonstrated.
	(b) Perform pre-flight actions and procedures	NSR
Ground operations, take-off, departure and climb	(a) Complete all relevant checks and procedures	NSR
	(b) Plan, brief and conduct take-off and departure procedures	NSR.
	(c) Conduct instrument departure – published if available or ATC cleared if available	Simulated IMC must not be introduced before the take-off minima. A Class G overhead departure procedure may be flown if a SID or ATC departure is not available.
En route cruise	(a) Navigate aircraft en route using ground and satellite navigation systems	NSR
	(b) Perform navigation systems integrity checks	NSR
	(c) Identify and avoid hazardous weather conditions	Verbal scenarios may be introduced if hazardous conditions are not present.

Phase of flight	Requirements	Recommendations
Test specific activities and manoeuvres	(a) Perform full and limited panel instrument flying	<p>For the limited panel assessment, the primary attitude indicator/display and the primary heading indicator/display may be 'failed' simultaneously. If assessed, unreliable airspeed indications must be a separate exercise.</p> <p>For EFIS cockpits, the use of standby instruments is acceptable for limited panel assessments.</p> <p>In complex aircraft types with multiple primary instrument display redundancy capability, the intent of the Part 61 MOS (IFL unit of competency) is satisfied with a reduction of full primary instrument displays as a result of a system or systems failure. This MOS competency requires the applicant to demonstrate instrument flying using an altered instrument scan. This should be accomplished by the applicant demonstrating system/checklist knowledge (recovering instrumentation where applicable) to a level whereby satisfactory manoeuvring can be conducted, albeit on an altered instrument scan.</p> <p>Forcing the aircraft into a situation of multiple unrealistic failures, whereby the standby attitude indicator and magnetic compass are the only primary means of instrumentation, is not necessary.</p>
	(b) Full and limited panel instrument flying, recover from at least 2 unusual attitudes	<p>The unusual attitude recoveries must be conducted by day in VMC and the examiner should have visual reference at all times during the manoeuvre.</p> <p>At least one recovery full panel and at least one recovery limited panel must be assessed.</p>
	(c) Conduct instrument departure OEI – ME aircraft only	The departure must be a separate event to the one engine inoperative (OEI) missed approach.
	(d) Conduct instrument approach OEI – ME aircraft only	<p>The applicant should demonstrate proficiency in the management of the aircraft with OEI during an approach.</p> <p>The simulated engine failure should be introduced before the Final Approach Fix (FAF).</p>
	(e) Conduct missed approach OEI or visual circling OEI – ME aircraft only	The applicant should fly the published approach OEI, followed by either the published missed approach or visual circling whilst maintaining the specified flight path tolerances for OEI operations.
Descent and arrival	(a) Perform a descent or published arrival procedure to an aerodrome	The descent may be a normal descent to MSA/LSALT or a DGA.
	(b) Track to holding fix and conduct a holding pattern or sector 3 entry procedure	<p>Must be IAW published procedures.</p> <p>If a sector 3 entry into a holding pattern is conducted, an additional holding pattern is not required.</p> <p>If conducting an RNAV(GNSS) approach, the applicant must conduct RNAV(GNSS) published holding or sector 3 associated with the instrument approach procedure to be flown.</p> <p>Only one holding procedure is required for the proficiency check.</p>
	(c)(i) 2D, prepare for approach	NSR
	(c)(ii) 2D, conduct approach	NSR

Phase of flight	Requirements	Recommendations
	(d)(i) 3D, prepare for approach (d)(ii) 3D, conduct approach (e) Conduct missed approach	Refer to limitations if not conducted (61.900). Refer to limitations if not conducted (61.900). Holding is not required if conducted 2D and radar vectoring is available. Only one missed approach is required for the proficiency check. If the missed approach is conducted from a 3D approach, the applicant must be able to describe the MDA procedure for a 2D missed approach. If the missed approach is conducted from a 2D approach, the applicant must be able to describe the DA procedure for a 3D missed approach. This is best completed during the ground component.
Circuit, approach and landing	(a) Conduct visual circling with at least 90° heading change	Optional – see scope and conditions Refer to limitations if not conducted (61.860). The circling approach should be demonstrated as the continuation of the published aerodrome instrument approach from the specified minima. The instrument approach and circling manoeuvres should be flown onto the actual aerodrome named on the instrument approach plate. The circling approach should not be flown as a standalone low-level circuit and must commence from at least a 90° heading change to the runway. For simulators, the environmental settings should be set to not more than 1.5 times the visibility minima of the circling approach minima. The circling approach may not be demonstrated in a flight simulator unless it is specifically approved for visual operations.
	(b) Perform after-landing actions and procedures	NSR
Shut down and post-flight	(a) Park, shut down, secure aircraft and complete post-flight administration	NSR
General requirements	(a) Maintain effective lookout (b) Maintain situational awareness (c) Assess situations and make decisions (d) Set priorities and manage tasks (e) Maintain effective communications and interpersonal relationships (f) Recognise and manage threats (g) Recognise and manage errors (h) Recognise and manage undesired aircraft state (i) Use correct radio procedures	In most proficiency checks, the assessment of emergency and non-normal events will provide sufficient evidence of the NTS competencies. The examiner should provide, where possible, applicable operational environment scenarios to support these events.  The examiner should request a copy of company SOPs to ensure familiarity with standard briefs, work-cycles and procedural techniques.
		NSR

Phase of flight	Requirements	Recommendations
	(j) Manage relevant aircraft systems	NSR
	(k) Manage fuel system and monitor fuel plan and usage	NSR

### 23.4.4 Failure assessment

The failure to perform a manoeuvre or procedure may be broken into 2 levels depending on the safety implications during the proficiency check. Both levels result in a fail assessment.

#### Safety-critical items

The highest level, being safety critical, is where the control of the aircraft is such that the safe outcome of the manoeuvre or procedure is in doubt and the examiner has to take control (physically or by direction).

Examples of safety-critical failure items include, **but are not limited to**:

- failure to complete checklist items mandated by the AFM
- failure to correctly prepare the aircraft for flight
- failure to comply with ATC clearances and airspace requirements
- failure to operate the aircraft within the limitations of the AFM
- failure to maintain required flight visibility and cloud separation during a visual segment
- failure to maintain required terrain clearance
- failure to comply with minimum descent altitudes
- failure to maintain minimum traffic separation standards
- failure to comply with the hand-over/take-over technique (not applicable to single pilot authorisations)
- failure to safely and consistently apply the elements of NTS1 and NTS2.

If the error is safety critical and the examiner needs to take control or intervene, the proficiency check must be terminated immediately. Some credits may be given for test items already assessed that are not associated with or relevant to the safety-critical event.

#### Non safety-critical items

The second level is where the control of the aircraft is such that the safe outcome of the manoeuvre or procedure is certain, but the flight tolerances have been exceeded or the technique is unsatisfactory. Under these circumstances the proficiency check may be continued, and credits given for successfully completed test items.

The examiner has the discretion to enable the applicant to demonstrate NTS2 TEM to avoid the situation where the error becomes safety critical.

Credits are only valid for one retest.

## 23.5 Complete (post flight)

### 23.5.1 Debriefings

The examiner must debrief the applicant and, if applicable, the operator as soon as practicable after the conclusion of the flight component.

In the event of a fail assessment, in addition to the verbal debriefing, the examiner should ensure sufficient detail is entered into the applicant's training records to allow the operator to construct a remedial training program. CASR 61.385 implications should also be discussed with the applicant.

## 23.5.2 Proficiency check administration

At the conclusion of the proficiency check, the examiner must:

- enter in FTM, in accordance with the Examiner Requirements of 23.1 (6):
  - the route details
    - include the departure location, major turning points and the destination
    - formatting example: YMMB – AV – ESDIG – YBLT – IGNES – AV - YMMB
  - the specific kinds of instrument approach procedures flown
    - use the name on the instrument approach chart
    - formatting example: YBLT RNP RWY 36.
- within 14 days after the day of the check, complete the proficiency check report and provide a copy of the report to the applicant and operator
- within 14 days after the day of the check, complete the flight test management system notification requirements.

All items on the proficiency check form must be marked to indicate the assessment, with either **✓** (pass), **X** (fail), **N** (not tested) or **TR** (training records).

Licence entries made by the examiner must be in accordance with the Flight Crew Licensing Manual.