

## SECTION 8. PROFICIENCY AND COMPETENCY CHECK INSPECTIONS (PTRS CODE 1632)

**253. GENERAL.** Part 121 and certain Part 135 operators are required to establish a check airman program for conducting the proficiency and competency checks required by the Federal Aviation Regulations (FAR's). Principal operations inspectors (POI's) have the surveillance responsibility for an operator's check airman program. This function can be accomplished directly for small operators and indirectly through coordination with APM's and/or geographic units for large, complex operators. POI's or their representatives are authorized to observe these checks at any time as a check airman surveillance job function and if aircraft qualified to administer proficiency and competency checks. This section contains information, direction, and guidance to be used by POI's and inspectors when observing or conducting a proficiency or competency check inspection.

**255. OBJECTIVES OF PROFICIENCY AND COMPETENCY CHECK INSPECTIONS.** The surveillance of an operator's proficiency and competency checks provides the FAA with information about the effectiveness of the operator's training and qualification programs. The objectives of a POI or an inspector conducting a proficiency or competency check inspection are as follows:

- To evaluate individual airmen performing their duties and responsibilities
- To evaluate individual check airmen performing their duties and responsibilities
- To assess the effectiveness of the operator's training program
- To identify operational procedures, manuals, or checklists which are deficient
- To assess the effectiveness of the operator's simulators and equipment
- To evaluate the effectiveness of the operator's trend analysis, standardization, and quality control program

### **257. PROFICIENCY AND COMPETENCY CHECK INSPECTION PROCEDURES AND GUIDANCE.**

Before conducting a proficiency and competency check inspection, inspectors must become thoroughly familiar with the operator's manuals. Inspectors may also be required to qualify in the operation of the aircraft, simulators, or training devices. While conducting proficiency and competency checks, inspectors and check airmen should also use the direction and guidance in chapters 1 through 3 of volume 5 of this handbook that pertain to the conduct of certification checks. Inspectors should use the following guidance when conducting proficiency and competency check inspections:

*A. Areas of Familiarization.* Inspectors must be familiar with the following areas before conducting proficiency and competency check inspections:

- Inspector, safety pilot, and crew qualification for simulators, flight training devices, and aircraft
- Acceptable methods for presenting the maneuvers and events of the check in simulators, flight training devices, and aircraft
- Acceptable standards of performance for proficiency and competency checks

*B. Inspection Areas.* Inspectors should use the following guidance pertaining to specific inspection areas during a proficiency or competency inspection:

(1) *Airman Competency.* This inspection area applies to the knowledge, ability, and proficiency of the airman receiving the check. An airman must perform specific events in an aircraft, an aircraft simulator, a flight training device, or a combination thereof, during a proficiency or competency check. Through observation of the check ride, the inspector can determine if the airman has an acceptable level of aircraft systems knowledge and is competent in the performance of normal, abnormal, and emergency flight procedures. In addition, the inspector can observe whether the airman complies with company policy, possesses current

manuals, and possesses appropriate certificates and ratings.

(2) *Check Airman Competency.* The POI or a qualified representative must periodically observe company check airmen conducting proficiency or competency checks. These observations enable the POI to evaluate both the individual check airman performing check airman duties and the company's entire check airman program. This inspection area applies to the manner in which a check airman conducts the check, the accuracy and completeness of the check airman's observations, and the validity of the outcome. Inspectors should evaluate the following areas when determining a check airman's competency:

(a) *Responsibilities.* The check airman is responsible for: ensuring that all required flight test events are completed in a realistic flight scenario; providing adequate preflight and postflight briefings for the airman being checked; and objectively evaluating the airman's performance. An evaluation of the check airman's ability to actually perform the flight events of the proficiency or competency check is not normally part of a check airman inspection. POI's and APM's must place emphasis on the competence of each check airman as an evaluator.

(b) *Qualification.* A check airman must maintain basic qualification in the duty position in accordance with Part 121 or Part 135, as applicable. Should a question concerning the check airman's basic qualifications arise, a separate inspection under Section 609 of the Federal Aviation Act must be conducted to evaluate the airman's basic skills.

**NOTE: Whenever a question concerning a check airman's competency arises, the matter must be brought to the attention of the POI or APM. The most direct means (telephone) should be used to apprise the POI or APM of the problem. Once the supervising FAA inspector has been notified, the observing inspector shall use the PTRS system to document the problem. If required, a check airman inspection shall be scheduled as soon as possible.**

(c) *Tracking.* Through the PTRS system, POI's and APM's must track and manage check airman inspec-

tions. Before designation, each check airman must be observed performing those duties which will be authorized after designation. After approval, and when resources permit, each check airman shall be observed annually. When resources do not permit annual observations, observations shall be conducted as frequently as possible. Priority should be placed on observing those check airmen who have not been observed for the longest period of time. POI's and APM's should work closely with the geographic units at the district offices to ensure the VIS contains current information. It is the POI's and/or APM's responsibility to ensure that the check airman's VIS file is current.

(d) *Evaluation of the Operator's Training Program.* The analysis of proficiency or competency check inspection results is an excellent means for a POI to ensure the continued effectiveness of an operator's training program. The PTRS system provides a standardized way for POI's to collect and retrieve inspection results. When deficient areas are identified through the PTRS system, the areas should be rectified by changes in the operator's training program. For example, if inspection comments repeatedly indicate deficiencies in the area of nonprecision approaches, the POI should require the operator to emphasize that event in the operator's flight training curriculum segments.

(e) *Manuals, Procedures, and Checklists.* Inspectors can use the data from proficiency or competency checks, combined with data from other inspections (such as cockpit, en route, and ramp inspections), to identify deficiencies in manuals, procedures, or checklists previously approved or accepted by the FAA. Checklist procedures, MEL/CDL procedures, and specific flight maneuvers and procedures are operational areas that may require change to ensure compliance with the FAR's or safe operating practices.

(f) *Equipment.* This inspection area refers to the condition of the aircraft, simulators, or training devices used during the check. When evaluating the equipment, inspectors should determine the following:

- Whether the required inspections have been conducted
- Whether the observed discrepancies were recorded on maintenance logs

- Whether the equipment is in an adequate state of repair
- Whether the equipment operates properly

**NOTE: Equipment malfunctions that have an affect on the outcome of the check should be recorded in the comment section on the same PTRS. The inspection of simulators and/or training devices, however, is a separate surveillance activity (activity code 1630) from a check airman observation. If a comment on the equipment is required as the result of a check airman surveillance, inspectors should not generate another PTRS entry.**

(g) *Effectiveness of an Operator's Trend Analysis, Standardization, and Quality Control Program.* Operators should collect, record, and analyze the results from proficiency and competency checks to detect and correct deficiencies in training programs, procedures, and checklists. POI's shall encourage operators with more than 10 crewmembers in any duty position to establish trend analysis. POI's shall evaluate the effectiveness of these programs. Inspectors conducting a series of proficiency and competency checks will, over time, observe changes being made by the operator. Through the PTRS system, the POI has a direct measure of the effectiveness of these changes and the operator's quality control program.

**259. INSPECTOR RESPONSIBILITIES DURING CHECK AIRMAN OBSERVATIONS.** When a proficiency check or competency check is conducted by a company check airman and observed by an inspector, the inspector should evaluate both the airman being checked and the competency of the check airman administering the check. The check airman is responsible for completing all required checking events, for providing suitable briefings before and after the session, and for fairly and objectively evaluating the airman being checked. After the check is completed, the inspector is responsible for debriefing the check airman and the airman being checked (should the check airman's debriefing be inadequate).

A. The inspector's primary responsibility is to observe and evaluate the overall conduct of the check. The inspector must refrain from: asking questions of the

airman being checked, attempting to control the type or sequence of checking events, and from interfering in any way with the manner in which the check airman conducts the check.

B. It is the check airman's responsibility to conduct a complete and proper check. The inspector's responsibility is to evaluate the performance of both the airman being checked and the check airman and to properly record the inspection results. Should the check airman's performance be unsatisfactory, the inspector shall inform the POI using the most expeditious means available. Should the check airman fail to complete all required items on a check (which has been satisfactory to that point), the inspector shall bring this fact to the attention of the check airman and ensure that all events are completed.

**261. DEFICIENCIES.** While certain training benefits are gained during proficiency or competency checks, the purpose of a check is to have the airman's state of proficiency evaluated and to ensure that the last training conducted was sufficient to ensure the airman's proficiency throughout the interim period. If the check airman conducting the check observes minor deficiencies (and believes that minor instruction may correct the situation) the check airman may suspend the check temporarily, conduct remedial training, and then resume the check.

A. *Repeating Events.* FAR 121.441(e) and FAR 135.301(b) authorize check airmen to give additional training to an airman who fails to satisfactorily complete an event on a check. The additional training must be given prior to repeating the event. Problems have occurred in instances where check airmen have merely repeated events until the airman performed those events within tolerances. This practice is not acceptable and is an abuse of training to proficiency. In one case, FAA inspectors discovered that an operator's check airman routinely continued checks for several sessions without a record being made of the airman's unsatisfactory performance. As a result, important data about the effectiveness of the training program and the need for additional training was lost. When a proficiency or competency check is interrupted to conduct training, that check must still be completed within the timeframe the operator originally scheduled for the check. If training is so extensive that the check cannot be completed in the allotted

timeframe, the check airman must consider the check to be unsatisfactory and place the airman in requalification training.

B. *Unsatisfactory Performance.* Inspectors shall not conduct airman training during proficiency or competency checks. If an event is unsuccessful, the inspector should complete as much of the remaining flight events as possible or terminate the check. The check must be recorded as unsatisfactory.

C. *Recording Remedial Training Time on the PTRS.* Inspectors shall record the time required to complete checks in the activity time field on the PTRS Data Sheet. The amount and type of remedial training conducted while the check was suspended should be recorded in section IV on the PTRS report form.

**263. RECORDING PROFICIENCY AND COMPETENCY CHECK SURVEILLANCE ON THE PTRS SYSTEM.** The intent of this section is to eliminate any manual tracking of the check airman surveillance by field offices and to provide offices with the capacity for analyzing an operator's check airman program. The inspector must enter the data into the computer and may either retain or discard the PTRS Data Sheet as desired. The following italicized titles correspond to the data fields on the PTRS Data Sheet as applicable to check airmen. This information parallels the information found in the PTRS Procedures Manual. Inspectors should record the check airman surveillance using the guidance that follows:

A. *SECTION I. Activity Elements.*

(1) *Inspector Name Code.* A valid inspector name code must be entered on each sheet before the data is entered into the computer.

(2) *Record ID.* The "P" or "R" Record ID number should be entered. If the surveillance was not a programmed activity, an ID number can be obtained when making the data entry.

(3) *Activity Number.* The "1632" activity code should be entered.

(4) *"FAR."* Either 121 or 135 should be entered, as applicable.

(5) *"NPG."* This element only has to be filled in if it is applicable.

(6) *"Status (COP)."* Inspectors shall enter "C" in this field.

(7) *"Call-up Date."* This element only has to be filled in if appropriate. It is usually left blank.

(8) *"Start Date."* This element only has to be filled in if appropriate. It is usually left blank.

(9) *"Results (ACEFISTX)."* An "S" shall be entered in this field if the test phase has been completed, regardless of whether the applicant has been successful or not. If the test phase has been terminated with a failure, the test phase is complete and an "S" or "I" shall be entered in this field. When a test phase is terminated before completion and the applicant's performance is satisfactory up to the point of termination, a "T" shall be entered in the results field. In this case, the inspector should enter a short explanation in the "Comment Text" field in Section IV such as: "Flight test terminated due to malfunction of simulator visual system."

(10) *"Pass/Fail (P/F)."* Inspectors must always make an entry in this field. The inspector shall enter an "F" in this field when the test phase is unsatisfactory, or a "P" in all other cases, whether or not the phase is complete.

(11) *"Completion Date."* The date of the event must always be entered in this field.

(12) *"Designator."* The airline or operator code must be entered in this field.

(13) *"Airman Cert #."* The check airman's core certificate number (not the applicant's name) without any prefix or suffix should be entered in this field.

(14) *"Airman Name/Other."* The check airman's name should be entered when the observation is of a check airman, otherwise, the entry should be of the airman

receiving the check. Inspectors should refer to the instructions for "Section II - Personnel" for related information and guidance.

(15) "*Aircraft Reg #: N.*" The inspector should enter the aircraft N-number, if applicable. Inspectors should leave this field blank for simulator, oral, and other test phases.

(16) "*Make-Model-Series.*" Inspectors should make an appropriate entry for all test phases in this field.

(17) "*LOC/Departure Point.*" The inspector shall enter the three-character or four-character location identifier for all activities. If the location has no identifier, the nearest appropriate airport should be entered in the field.

(18) "*Arrival Point.*" This field is optional. It should be used when applicable, but it may be left blank.

(19) "*Flight #.*" This field is optional. Inspectors should use it when applicable, but it may be left blank.

(20) "*Investigation #.*" This field would normally not be used for a check airman observation. If the surveillance finding requires an investigation for enforcement, a code of "E" should be entered in the results field. Inspectors must then enter EIR numbers in this field for tracking purposes.

(21) "*Activity Time.*" This is the actual time required to complete the check, including any repeated events or training. "

**NOTE: The remaining fields in Section I are provided for regional and/or district office use, special programs, and future requirements. In the absence of any guidance, these fields should be left blank.**

B. *SECTION II - Personnel (Unlimited).*

(1) "*Personnel Name.*" The airman receiving the check shall be entered under "personnel name", using the format of: last name, first name, middle initial.

(2) "*Position.*" The terms PIC, SIC, or F/E shall be entered in this field, as appropriate.

(3) "*Base.*" This an optional entry used for identifying the closest airport to where the person identified in the "personnel name field" is stationed or works.

(4) "*Remarks.*" The applicant's certificate number shall be entered in this field.

C. *SECTION III - Equipment (Unlimited).* Entries in the fields in this section are optional.

D. *SECTION IV - Comment Section (Unlimited).* Inspectors are encouraged to make entries in this field. A topic such as the reasons and circumstances surrounding the failure of an applicant should be commented upon. Comments should not be limited to this type of topic. Inspectors should leave a blank line between each separate comment.

**264. - 274. RESERVED.**

FIGURE 6.2.8.1.

PART 121 PILOT PROFICIENCY CHECK JOB AID

DATE:	AIRMAN NAME:	CHECK AIRMAN NAME:	N #:	MAKE/MOD/SER
DESIGNATOR:	CERTIFICATE #:	PTRS: 1632 FAA-OBSERVED PTRS: 1538 FAA-CONDUCTED	RESULTS: P or F	DUTY POS:
[] -REQUIRED EVENT    [w] -WAIVERABLE EVENT    #-SPECIFIED CONDITION    *-ITEM TO OBSERVE				
AIRMAN BEING CHECKED		[] TAKEOFF (XWIND) 725 # Conditions * Runway tracking -- * Heading Control After Rotation --		* Procedures -- [] ADDITIONAL MISSED APPROACH 733 # PIC Only -- # May be Engine Out
KNOWLEDGE 101				
ABILITY/PROFICIENCY 103				
QUAL/CURRENCY 105				
CERT/RATINGS 109				
BRIEFINGS 111				
MANUAL CURRENCY 203				
USE OF CHECKLIST 605				
[] NORMAL PROC. -- [] ABNORMAL PROC. -- [] EMERGENCY PROC. -- [] SYSTEM KNOWLEDGE -- [] CREW MANAGEMENT --		[w] TAKEOFF (REJ) 725 * Procedures -- * Max Braking/Rev -- * Brake Energy Procedures -- * Emerg/Evac --	[w] CIRCLING APP 733 # If Approved for Operator -- # Lndg Rwy Must be at Least 90 Deg From App Course -- # Max 30 Deg Bank --	
PROFICIENCY CHECK		[] TAKEOFF (V1CUT) -- # >V1<V2 -- * Procedures -- * Speed Control -- * Heading Control -- * Clean Up -- * Airstart --		[w] STEEP TURNS -- # Min 45 Deg Bank -- # Min 180 Deg Turn --
EQUIPMENT EXAM (Oral or Written) --				
PREFLIGHT 721				
[w] Preflight Inspection (Ext) -- [] Prestart Checks -- [] Radio Checks -- [] Nav/Comm Setup -- [] Flight Control Checks --		[w] AREA DEPARTURE 727 * Procedures -- [] NAVAID Tracking -- * Speed/Hdg Cntrl --	[w] APP TO STALLS -- # T/O, Clean, Lndg Configurations (3) -- # Two May be Waived -- # One Must be Done at Bank Angle of 15 Deg to 30 Deg --	
[] Starting Procedures -- * Abnormal Starts --		[w] HOLDING -- [] Procedures -- * Wind Correction --	[] LANDING (NORMAL) 735 * Procedures --	
[] TAXIING 725 * Procedures --		[] ILS (NORMAL) 733 * Procedures -- * Loc/GS Tracking -- * Callouts -- * Speed Control -- * Actions at DH --	[] LANDING-FROM ILS 735 [] LANDING (XWIND) 735 # Conditions Permitting 735 * Xwind Technique --	
[] TAKEOFF-Normal 725 * Smooth Power Application -- * Centerline Tracking -- * Callouts -- * Adherence to T/O Speeds -- * Use of Flight Director --		[] ILS (ENG-OUT) 733 # Manually Controlled -- # Engine Failure Before FAF -- * Procedures 733	[] LANDING-ENG-OUT 735 # On 3-Eng A/C, 2 Eng's Sim Failed -- # On All Other A/C 50 % Failure on One Side --	
[] TAKEOFF (INSTMT) 725 # At or Before 100 Feet HAA -- * Heading Control --		[] MAP (FROM ILS) -- # Complete Procedure -- * Procedures 733	[] LANDING (REJ) -- # 50' Over Rwy Thld --	
		CHECK AIRMAN		
		[] BRIEFINGS [] CONDUCT [] COACHING [] EVALUATION		

FIGURE 6.2.8.2.

PART 121 F/E PROFICIENCY CHECK JOB AID

DATE:	AIRMAN NAME:	CHECK AIRMAN NAME:	N #:	MAKE/MOD/SER	
DESIGNATOR:	CERTIFICATE #:	PTRS: 1632 FAA-OBSERVED PTRS: 1538 FAA-CONDUCTED	RESULTS: P or F	DUTY POS:	
[] -REQUIRED EVENT    [W] -WAIVERABLE EVENT    #-SPECIFIED CONDITION    *-ITEM TO OBSERVE					
AIRMAN BEING CHECKED		* Emerg/Evac	--	[ ] APPROACHES	733
KNOWLEDGE	101	[ ] T/O (ENG.FAIL.)	725	* Review of SIAP and Approach Monitoring	--
ABILITY/PROFICIENCY	103	* Fuel Mgmt/Dump	--	* Fuel Mgmt	--
QUAL/CURRENCY	105	* Elect/Pneumatic Systems Mgmt.	--	* Checklist Completion	--
CERT/RATINGS	109	* Other Systems	--	[ ] APPROACHES (MALF)	733
PERS. EQUIPMENT	111	* Airstart Proced	--	* Engine Out	--
MANUAL CURRENCY	203	* Landing Data	--	* Electrical Malfunctions	--
USE OF CHECKLIST	605	* Completion of Checklists	--	* Aircraft Fires	--
[ ] NORMAL PROC.	--	* Crew Coord.	--	* Hydraulic Malfunctions	--
[ ] ABNORMAL PROC.	--	[ ] CLIMB	727	* Flight Control Malfunctions	--
[ ] EMERGENCY PROC.	--	* Power Settings	--	* Flap/Slat Malfunctions	--
[ ] SYSTEM KNOWLEDGE	--	* Fuel Management	--	* Landing Gear Malfunctions	--
[ ] CREW MANAGEMENT	--	* Air Condx and Pressurization	--	* Nav/Comm Malfunctions	--
PROFICIENCY CHECK		* Maximum/Optimum Altitude for Wt	--	* Other System Malfunctions	--
[ ] EQUIPMENT EXAM (Oral or Written)	--	[ ] CRUISE	729	[ ] LANDING (NORMAL)	735
[ ] PREFLIGHT	721	* Powerplant Shutdown and Airstart	--	* Procedures	--
* Logbook Proced.	--	* Electrical Malfunctions	--	* Completion of Checklist	--
* Safety Checks	--	* Hydraulic Malfunctions	--	* Restraints Fastened	--
* Cabin/Interior	--	* Pneumatic Malfunctions	--	* Rvrs Monitoring	--
* Ext. Walkaround	--	* Air Condx/Press Malfunctions	--	[ ] LANDING (W/MALF)	735
* MEL/CDL Proced.	--	* Nav/Comm Malfunctions	--	* Procedures	--
* O2 Preflight	--	* Flight Control Malfunctions	--	* Completion of Checklist	--
[ ] PERFORMANCE DATA	--	* Engine Failure/Drift Down	--	* Crew Coordination	--
* T/O Lndg Data	--	* Hi Alt. Perf.	--	[ ] LANDING (REJ)	735
* Airport Analysis	--	[ ] DESCENT	731	* Procedures	--
* Wt & Balance	--	* Fuel Management Procedures	--	CHECK AIRMAN	
[ ] PREDEPARTURE	723	* Pressurization Procedures	--	[ ] BRIEFINGS	
* Procedures	--	* Area Awareness	--	[ ] CONDUCT	
* Panel Setup	--	* Checklist Completion	--	[ ] COACHING	
* Starting Proced. and Limitations	--			[ ] EVALUATION	
* Comm/ACARS	--				
[ ] TAXI/TAKEOFF	725				
* Procedures	--				
* Powerplant Cntrl and Limitations	--				
* System Monitoring	--				
* Checklist Completion	--				
[ ] TAKEOFF (REJ)	725				
* Brake Energy	--				

**FIGURE 6.2.8.3.**

**PART 135 PILOT COMPETENCY/INSTRUMENT PROFICIENCY CHECK JOB AID**

DATE:		AIRMAN NAME:		CHECK AIRMAN NAME:		N #:		MAKE/MOD/SER	
DESIGNATOR:		CERTIFICATE #:		PTRS: 1632 FAA-OBSERVED PTRS: 1538 FAA-CONDUCTED		RESULTS: P or F		DUTY POS:	
[] -REQUIRED EVENT    [W] -WAIVERABLE EVENT    #-SPECIFIED CONDITION    *-ITEM TO OBSERVE									
AIRMAN BEING CHECKED			[ ] TAKEOFF (XWIND) 725		* Procedures		--		
KNOWLEDGE	101	# Conditions Permitting	--	[ ] ENGINE-OUT MAP MULTIENGINE A/C	733				
ABILITY/PROFICIENCY	103	* Runway tracking	--	# Full MAP Procedure	--				
QUAL/CURRENCY	105	* Heading Control After Rotation	--	IC [w] CIRCLING APP	733				
CERT/RATINGS	109	[w] TAKEOFF (REJ) 725	--	# If Approved for Operator	--				
BRIEFINGS	111	* Max Braking	--	# Lndg Rwy Must be at Least 90 Deg From App Course	--				
MANUAL CURRENCY	203	* Brake Energy Procedures	--	# Max 30 Deg Bank	--				
USE OF CHECKLIST	605	* Emerg/Evac	--	IC [w] STEEP TURNS	--				
[ ] NORMAL PROC.	--	[ ] TAKEOFF (MULTI)	--	# 45 Deg Bank Min	--				
[ ] ABNORMAL PROC.	--	# Eng Fail >VMC	--	[w] APP TO STALLS	--				
[ ] EMERGENCY PROC.	--	* Speed Control	--	# T/O, Clean, Lndg Configurations (3)	--				
[ ] SYSTEM KNOWLEDGE	--	* Heading Control	--	# Two May be Waived	--				
[ ] CREW MANAGEMENT	--	* Clean Up	--	# One Must be Done at Bank Angle of 15 Deg to 30 Deg	--				
COMPETENCY CHECK				[ ] LANDING (NORMAL)	735				
EQUIPMENT EXAM (Oral or Written)	--	* Airstart	--	* Procedures	--				
PREFLIGHT	721	IC [w] AREA DEPARTURE	727	[ ] LANDING-FROM ILS	735				
[w] Preflight Inspection (Ext)	--	* Procedures	--	[ ] LANDING (XWIND)	735				
[ ] Prestart Checks	--	[ ] NAVAID Tracking	--	# Conditions Permitting	735				
[ ] Radio Checks	--	* Speed/Hdg Cntrl	--	* XWind Technique	--				
[ ] Nav/Comm Setup	--	IC [w] HOLDING	--	[ ] LANDING-SEA A/C	735				
[ ] Flight Control Checks	--	[ ] Procedures	--	# Glassy Water	--				
[ ] Starting Procedures	--	* Wind Correction	--	# Rough Water	--				
* Abnormal Starts	--	IC [ ] ILS (NORMAL)	733	[ ] LANDING-ENG OUT MULTIENGINE A/C	735				
[ ] TAXIING/SAILING	725	* Loc/GS Tracking	--	# Complete Procedure	--				
* Procedures	--	* Callouts	--	* Procedures	733				
[ ] TAKEOFF-Normal	725	* Speed Control	--	[ ] LANDING (REJ)	--				
* Smooth Power Application	--	* Actions at DH	--	# 50'Over Rwy Thld	--				
* Centerline Tracking	--	IC [ ] ILS (ENG-OUT)	733	CHECK AIRMAN					
* Callouts	--	# Manually Flown	--	[ ] BRIEFINGS					
* Adherence to T/O Speeds	--	# Engine Failure Before FAF	--	[ ] CONDUCT					
* Use of Flight Director	--	* Procedures	733	[ ] COACHING					
IC [ ] TAKEOFF (INSTMT)	725	IC [ ] MAP (FROM ILS)	--	[ ] EVALUATION					
# At or Before 100 Feet AGL	--	* Procedures	733						
		IC [ ] NONPRECISION APPROACH (1ST)	733						
		IC [ ] NONPRECISION APP (2nd) -PIC	733						

IC - Events that are conducted on IFR Proficiency Check

FIGURE 6.2.8.4.

**PART 135 HELICOPTER PILOT COMPETENCY/INSTRUMENT PROFICIENCY CHECK JOB AID**

DATE:		AIRMAN NAME:		CHECK AIRMAN NAME:		N #:		MAKE/MOD/SER			
DESIGNATOR:		CERTIFICATE #:		PTRS: 1632 FAA-OBSERVED PTRS: 1538 FAA-CONDUCTED			RESULTS: P or F		DUTY POS:		
<input type="checkbox"/> -REQUIRED EVENT <input type="checkbox"/> [w]-WAIVERABLE EVENT    #-SPECIFIED CONDITION    *-ITEM TO OBSERVE											
AIRMAN BEING CHECKED											
KNOWLEDGE			101		<input type="checkbox"/> TAKEOFF (XWIND)		725		* Procedures	--	
ABILITY/PROFICIENCY			103		# Conditions				<input type="checkbox"/> ENGINE-OUT MAP	733	
QUAL/CURRENCY			105		Permitting		--		MULTIENGINE A/C		--
CERT/RATINGS			109		* Runway tracking		--		# Full MAP		--
BRIEFINGS			111		* Heading Control		--		Procedure		--
MANUAL CURRENCY			203		[w] TAKEOFF (REJ)		725		IC [w] CIRCLING APPR	733	
USE OF CHECKLIST			605		# Rapid				# If Approved for		--
<input type="checkbox"/> NORMAL PROC.			--		Deceleration		--		# Lndg Rwy Must be		--
<input type="checkbox"/> ABNORMAL PROC.			--		Procedures		--		at Least 90 Deg		--
<input type="checkbox"/> EMERGENCY PROC.			--		* Emerg/Evac		--		From App Course		--
<input type="checkbox"/> SYSTEM KNOWLEDGE			--		<input type="checkbox"/> TAKEOFF/ENG OUT		725		# Max 30 Deg Bank		--
<input type="checkbox"/> CREW MANAGEMENT			--		# Eng Fail <CDP		--		IC [w] STEEP TURNS	--	
<input type="checkbox"/> CREW MANAGEMENT			--		# Eng Fail >CDP		--		# 45 Deg Bank Min		--
COMPETENCY CHECK					* Procedures		--		<input type="checkbox"/> AUTOROTATIONS	733	
EQUIPMENT EXAM					* Touchdown		--		# Autorotative		--
(Oral or Written)			--		* Emer. Checklist		--		Glide	--	
PREFLIGHT			721		IC [w] AREA DEPARTURE		727		# Power Recovery	--	
[w] Preflight					* Procedures		--		# Hovering	--	
Inspection (Ext)			--		<input type="checkbox"/> NAVAID TRACKING		--		# Autorotations	--	
<input type="checkbox"/> Prestart Checks			--		* Speed/Hdg Cntrl		--		# Settling w/Power	--	
<input type="checkbox"/> Radio Checks			--		IC [w] HOLDING		--		<input type="checkbox"/> LANDING (NORMAL)	735	
<input type="checkbox"/> Nav/Comm Setup			--		<input type="checkbox"/> Procedures		--		* Procedures		--
<input type="checkbox"/> Flight Control			--		* Wind Correction		--		IC [ ] LANDING-FROM ILS	735	
<input type="checkbox"/> Checks			--		IC [ ] ILS (NORMAL)		733		<input type="checkbox"/> LANDING (XWIND)	735	
<input type="checkbox"/> Starting					* Procedures		--		# Conditions		735
* Abnormal Starts			--		* Loc/GS Tracking		--		Permitting		735
* Rotor Engagement			--		* Callouts		--		* Xwind Technique		--
<input type="checkbox"/> TAXIING/SAILING			725		* Speed Control		--		<input type="checkbox"/> LANDING-SEA A/C	735	
<input type="checkbox"/> GROUND HOVER			725		* Actions at DH		--		# Glassy Water		--
<input type="checkbox"/> TAKEOFF-Normal			725		IC [ ] ILS (ENG OUT)		733		# Rough Water		--
* Smooth Power			--		# Manually Flown		--		<input type="checkbox"/> LANDING-ENG OUT	735	
* Obstacle			--		# Engine Failure		--		MULTIENGINE A/C		--
* Clearance			--		Before FAF		--		<input type="checkbox"/> LANDING (REJ)		--
* Running (Hi Alt)			--		* Procedures		733		# 50'Over Rwy Thld		--
<input type="checkbox"/> TAKEOFF-CAT "A"			725		IC [ ] MAP (FROM ILS)				CHECK AIRMAN		
* Procedures			--		# Complete		--		<input type="checkbox"/> BRIEFINGS		
* Use of Flight			--		Procedure		--		<input type="checkbox"/> CONDUCT		
Director			--		* Procedures		733		<input type="checkbox"/> COACHING		
IC [ ] TAKEOFF (INSTMT)			725		IC [ ] NONPRECISION		733		<input type="checkbox"/> EVALUATION		
# At or Before			--		APPROACH (1ST)		733				
100 Feet AGL			--		IC [ ] NONPRECISION		733				
					APPR (2nd) -PIC		733				

IC - Events that are conducted on IFR Proficiency Check

[PAGES 6-238 THROUGH 6-248 RESERVED]

