



PAKISTAN CIVIL AVIATION AUTHORITY
CHECK REPORT – FLIGHT / SIMULATOR
(SINGLE ENGINE AIRCRAFT – INITIAL / RENEWAL)

CAAF-001-FSAS-1.0

Flight Standards Directorate

Applicant's Name	Lic. No.	A/C Type	Date	Company / Base
Check Airman		Other Crew & Lic. No.		PCAA Inspector's Name

	GRADE		GRADE		GRADE
A. General Flying Check		2) Cockpit checklist		11) Gaining / Loosing Time	
1) Oral test		3) Instruments check (taxi)		12) Accuracy of ETA's	
a) Personal Documents		4) ATC clearance		13) Enroute Emergencies	
b) Aircraft Procedures		5) Maintaining direction (Take/off)		a)	
c) Weigh & Balance		6) Departure procedure		b)	
2) Pre-flight checklist		7) Interception of tracks/radials		c)	
3) Cockpit procedures		8) Straight & level		14) Diversion	
4) Starting procedures		9) Climb / descending turns		15) Navigational Log Keeping	
5) Taxing		10) Co-ordination exercises		16) ATC Procedures	
6) Engine run up		11) Change of Air speed		17) Out Station Landing	
7) Take-off (normal)		12) Constant speed climb & descents		18) Simulated Forced Landing	
8) Take-off (short Field)		13) En-route procedures		19) Post Flight Actions	
9) Area departure		14) Rate climb & descents		E. Night Flying Check	
10) Climb / climbing turns		15) Medium turns		1) Oral test	
11) Straight and level		16) Rate turns		2) Taxing	
12) Medium turns		17) Steep turns		3) Take off	
13) Steep turns (45° or more)		18) Timed turns		4) Departure procedures	
14) Stall & recovery (clean)		19) Turns on S/by compass		5) Climb	
15) Stall & recovery (Ldg. configuration)		20) Partial panel		6) Straight & level	
16) Imminent stalls		21) Unusual attitudes		7) Medium turns	
17) Manoeuvring at critically low speeds		22) DME are holding		8) Co-ordination	
19) Co-ordination exercised		23) Holding pattern entry		9) Descent	
20) Decent / descending turns		24) Arrival procedures (Star)		10) In-flight orientation	
21) Circuit pattern		25) VOR / DME letdown		11) Circuit pattern	
22) Landing (Normal)		26) NDB let down		12) Landing (Normal)	
23) Landing (No. flap)		27) NDB approach		13) Landing (No Flap)	
24) Landing (x-wind)		28) Radar approach		14) Landing (X-wind)	
25) Landing (Glide)		29) ILS approach		15) Landing (Glider)	
26) Short field Landing		30) Missed approach procedures		16) Landing (No light only)	
27) Emergencies (Ground)		31) Adherence to met minima's		17) Landing (Taxi light only)	
28) Emergencies (Air)		32) Radio communications		18) Go-around procedure	
29) Air start procedures		33) Circling approaches		19) Emergencies (Ground)	
30) Forced Landing (with power)		34) Landing		20) Emergencies (Air)	
31) Forced Landing (No power)		35) Post flight actions		21) Post flight actions	
32) Over shoot procedures		36) Any additional exercise		F. Other	
33) R/T. communication		D. Cross Country Check		1) Crew Co-ordination	
35) Post flight actions		1) Oral Test		2) Flight Deck Management	
B. Multi Engine (if applicable)		2) Position Fixing		3) Procedural Execution & Adherence	
1) Engine failure after take-off		3) Flight Planning		4) Decision Making / Problem Resolving	
2) One engine failure during flight		4) Preparation of Flight Plan		5) Airmanship	
3) Landing with one engine inoperative		5) Map Reading		6) Situational Awareness	
4) Switch off & start up during flight		6) D.R. Navigation		7) Aircraft Technical Knowledge	
5) Other emergencies		7) Pilot Navigation		8) Jeppesen Knowledge	
C. Instrument Rating Check		8) Heading Control			
1) Oral		9) Altitude Control			
		10) Estimation of Coursed and Distances			

Grading:
 S : Satisfactory
 SB : Satisfactory with Briefing
 U : Un-Satisfactory
 N/O : Not Observed

Instructions (for check pilot):
 a) The Examiner is to ensure:
 i) The Candidate meets the eligibility requirements specified in the PCAA Regulations and Instructions issued from time to time.
 ii) Check the personal documents of the candidates, before the check commences. The documents to be checked are, but not limited to:-
 > SPL/PPL/CPL/ATPL of all the flight crew members – current and valid.
 > PCAA Medical of all the flight crew members – current and valid.
 > Training File of the candidate, PCAA approved syllabus (Training Session) completed, with a notation "Recommended for Check" (for initial issue only).
 iii) In case any of the above documents are incomplete / not valid, the subject check should be rescheduled.



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AIRCRAFT TYPE		REGN NO:		FLT. NO.		
S.No.	SECTOR	BLKS OFF	TAKE OFF	LANDING	BLKS ON	BLK TIME
1.						
2.						
3.						

REMARKS BY DCP/INSTRUCTOR:

Note-1: Continuation may be done on extra sheet – if required. “SB” and/or “U” must be explained.

REMARKS BY CAA INSPECTOR (If Applicable)

CERTIFICATION & RECOMMENDATION:

Certified that above candidate’s performance is

Satisfactory
Unsatisfactory

and

Recommend
Not Recommend

the following:

ISSUE
RENEWAL

PPL

CPL

IR

ATPL

SIGNATURE OF APPLICANT

SIGNATURE
(CFI/DCP/INSTRUCTOR)

N A M E

TYPE & LIC. NO.

SIGNATURE
CAA INSPECTOR
(If Applicable)

N A M E

TYPE & LIC. NO.