



**CIVIL AVIATION AUTHORITY, PAKISTAN**  
**CHECK REPORT – FLIGHT / SIMULATOR**  
**(FOR MULTI-ENGINE HELICOPTERS)**

CAAF-026-RGLC-1.0  
01<sup>st</sup> January, 2017

Ref. No     

<b>NAME of APPLICANT</b>		<b>For TYPE RATING</b>	<b>For DCP</b>	<b>LPC/OPC</b>	
<b>As CAPTAIN</b>	<b>As CO-PILOT</b>	<b>STAFF No.</b>	<b>LIC TYPE / NO.</b>	<b>A/C TYPE</b>	<b>COMPANY</b>
<b>PNF/PM during Check</b>		<b>LIC NO.</b>	<b>OTHER CREW</b>	<b>LIC NO.</b>	<b>DATE</b>

**Note: Strike out whichever is not applicable. Use blue ink or blue ballpoint pen for filling the Form.**

<p><b>1. BEFORE TAKE-OFF</b></p> <p>a) Pre-flight Checks – Cockpit / External Check</p> <p>b) Normal Engine Starting</p> <p>c) Engine Start Malfunction(s) - <b>M</b></p> <p>d) Pickup / Put down/ Taxying / Air Taxi</p> <p>e) Pre Take Off Procedure / Checks</p> <p align="center"><u>VISUAL FLIGHT PROCEDURE</u></p> <p><b>2. TAKE OFFs</b></p> <p>a) Take Off Various Profiles (Normal / Running)</p> <p>b) Slope Ground Take Off (simulator only)</p> <p>c) Maximum Performance Take Off (Vx) - <b>M</b></p> <p>d) Engine failure before / After TDP - <b>M</b></p> <p><b>3. AIR WORK</b></p> <p>a) Climbing / Descending Turns Specified Heading</p> <p>b) Steep turns with 30° bank (360°/180°). <b>M</b></p> <p>c) Power recovery from Autorotative Descend <b>M</b></p> <p>d) Recovery From Unusual Attitude</p> <p><b>4. LANDINGS</b></p> <p>a) Landing Various Profiles(Normal / Running)</p> <p>b) Slope Ground Landing (Simulator only)</p> <p>c) Go Around/ landing OEI Before/After LDP: <b>M</b></p> <p>d) Confined Area / pinnacle Landing – <b>M</b></p> <p align="center"><u>INSTRUMENT FLIGHT PROCEDURE</u></p> <p><b>5. TAKE OFFs</b></p> <p>a) Instrument Take Off Just After Airborne</p> <p>b) Area Departure procedure / SID</p> <p>c) Adherence To Departure/ ATC Instructions - <b>M</b></p> <p>d) Engine failure before / After TDP -<b>M</b></p> <p><b>6. AIR WORK</b></p> <p>a) Tracking Radial /Course or Interceptions</p> <p>b) Holding Procedure</p> <p>c) Procedure Turns</p> <p>d) Climbing / Descending Turns Specified Heading</p> <p>e) Power Recovery from Autorotative decent - <b>M</b></p> <p>f) Recovery From Unusual Attitude - <b>M</b></p> <p><b>7. APPROACH AND LANDINGS (Hand flown)**</b></p> <p>a) Area Arrival Procedure / STAR</p> <p>b) ILS Approach / Landing</p> <p>c) ILS Manually Without Flight Director</p> <p>d) ILS Manually OEI -<b>M</b></p> <p>e) Non Precision Approach / Landing</p> <p>f) Go Around / Landing with OEI Before Reaching DA /MDA</p> <p>g) Go Around/ Landing With OEI On Reaching DA/ MDA- <b>M</b></p>	GRADE		<p><b>8. NORMAL/ABNORMAL OPERATION (VFR / IFR)</b>  (A Mandatory 3 items selected From This Section)</p> <p>a) Engine</p> <p>b) Fuel System</p> <p>b) Pilot/Static System</p> <p>d) Electrical System</p> <p>e) Hydraulic System</p> <p>f) Flight Controls And Trim System</p> <p>g) Auto Pilot /Flight Director</p> <p>h) Stability Augmentation Devices</p> <p>i) Weather Radar /Radio Altimeter/Transponder</p> <p>j) Landing Gear system</p> <p>k) Radio / Navigation Equipment</p> <p>l) Instrument Flight Management System / GPS</p> <p>m) TCAS / GPWS Activation (If Applicable)</p> <p>n) Engine shutdown Normal / Emergency</p> <p><b>9. EMERGENCIES (VFR / IFR)</b></p> <p>a) Fire Drill / Evacuation (If Applicable)</p> <p>b) Smoke Control And Removal</p> <p>c) Engine Failures, Shut Down , Restart Safe Height</p> <p>d) Tail Rotor Control Failure - <b>M</b></p> <p>e) Tail Rotor Loss (Only Simulator)- <b>M</b></p> <p>f) Incapacitation of crew member -<b>M</b></p> <p>g) Transmission Failure</p> <p>h) Other Emergencies As Operation Manual</p> <p>i) Hover / Flight Autorotation ( Only Simulator)</p> <p><b>10. USE OF OPTIONAL EQUIPMENT</b></p> <p>a)</p> <p>b)</p> <p><b>11. AT CHECK CAPTAIN'S DISCRETION</b></p> <p>a)</p> <p>b)</p> <p>c)</p> <p>d)</p> <p><b>12. PILOT ASSESSMENT - M</b></p> <p>a) Crew Co-ordination</p> <p>b) Flight Deck Management</p> <p>c) Procedural Execution &amp; Adherence</p> <p>d) Decision Making / Problem Resolving</p> <p>e) Airmanship</p> <p>f) Situational Awareness</p> <p>g) Aircraft Technical Knowledge</p> <p>h) Jeppesen Knowledge (IFR ONLY)</p>	GRADE	
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**Grading:**

<b>S</b> : Satisfactory	<b>Note-2</b> : More than five (05) SBs shall render PPC as "Unsatisfactory"
<b>SB</b> : Satisfactory with Briefing	<b>**</b> : At least One Approach before intercept of Final Course
<b>U</b> : Un-Satisfactory	<b>M</b> : Mandatory for PPC VFR / IR
<b>Note-1</b> : For further explanation, refer to DCP Manual.	

