

**DEPARTMENT OF CIVIL AVIATION, MYANMAR**  
**PROFICIENCY CHECK**  
 (NOTAM NO. 2/63)

I being a person duly authorized in writing by the Director of Civil Aviation to conduct Proficiency Checks hereby certify on the date shown, I flew in a \_\_\_\_\_ flying machine with \_\_\_\_\_ at the controls and he carried out satisfactorily and unassisted under the conditions stated, the man oeuvres and drill specified in the paragraph or paragraphs against which my signature appears.

**Section I. MULTI-ENGINE FLYING MACHINES**

A. By day at maximum landing weight; all man oeuvres used in normal flight including take-off and landing. Date of Flight _____ Reg. No .of aircraft _____ Approved Examiner’s Signature _____ Licence No. _____		
B. By day at maximum landing weight; with one engine inoperative all man oeuvres used in normal flight including a landing. Date of Flight _____ Reg. No of aircraft _____ Approved Examiner’s Signature _____ Licence No. _____		
C. By day at maximum landing weight; emergency man oeuvres, including:-		
(i) Simulated engine failure after tale-off	(ii) Approach to stall and recovery in both level and banked attitudes	(iii) Overshoot with one engine inoperative.
Date of Flight _____	Date of Flight _____	Date of Flight _____
Reg.No.of aircraft _____	Reg. No. of aircraft _____	Reg. No. of aircraft _____
Approved Examiner’s Licence No. _____	Approved Examiner’s Licence No. _____	Approved Examiner’s Licence No. _____
Signature _____	Signature _____	Signature _____

**Section II. SINGLE ENGINE FLYING MACHINES**

A.. All man oeuvres used in normal flight including take-off, overshoot and landing. Date of flight _____ Reg. No. of aircraft _____ Examiner’s Signature _____ Licence No. _____	
B. Emergency man oeuvres including--(i) simulated forced landings. (ii) Recovery from stalls entered from level and banked attitudes.	
Date of Flight _____	Reg. No. of aircraft _____
Examiner’s Signature _____	Licence No. _____

**Section III. USE OF SAFETY EQUIPMENT AND EMERGENCY PROCEDURES**

I being a person duly authorized in writing by the Director of Civil Aviation to conduct Proficiency Checks in the context of this paragraph hereby certify that on the date shown I examined \_\_\_\_\_ and he/she satisfactorily completed unassisted the necessary tests on Safety Equipment and Emergency Procedures on-

\_\_\_\_\_ (aircraft type)  
\_\_\_\_\_ (aircraft type)  
\_\_\_\_\_ (aircraft type)

Date \_\_\_\_\_

Examiner's Signature \_\_\_\_\_

Authority \_\_\_\_\_

- Notes:--
1. Maximum Landing Weight means a Weight greater than 90% of the maximum landing weight shown weight shown in the Certificate of Airworthiness or Flight Manual.
  2. One engine inoperative means with the propeller feathered or with it winding and the engine control adjusted to given the same effects as if the propeller was feathered. Where non-feathering propellers are fitted this exercise must be completed with the throttle "CLOSED".
  3. Unassisted means without verbal prompting or physical assistances.
  4. Where proficiency tests include Instrument Rating Tests the tests must be completed with an approved Instrument Flying Screen or approved means to the satisfaction of the Director of Civil Aviation.
  5. Log Books where necessary must also be endorsed by the Examiner.