OPC Details					
Candidate				**Examiner**	
Name				Name	
Commander	☐	First Officer	☐	SFE/TRE N°	
License N°				License N°	
Signature				Signature	
Note: By signing this form, the Examiner certifies that he/she is familiar with the contents of Operations Manual Part B and that he/she has conducted an OPC in accordance with Operations Manual Part D.					

Date		A/C Type	
Location		A/C / SIM Reg	
Route		Total time	
☐ Operator Conversion Course	☐ Recurrent checking	☐ Command course	
PASS	☐	**FAIL**	☐
Note: In case of FAIL, the examiner shall indicate the reason and inform the training manager immediately.			

Operator proficiency check mandatory exercises (AMC1 ORO.FC.230(b)(1))			
Item	**Grading**		**Remarks**
	1st	**Repeat**	
Rejected Take-off (touch drill only in aircraft)			
Take-off with engine failure between V_1 and V_2 (take-off safety speed) or, if carried out in an aeroplane, at a safe speed above V_2			
3D approach to minima with one engine inoperative (OEI)			
2D approach to minima			
Missed approach on instruments from minima with one engine inoperative (OEI)			
Landing with one engine inoperative (OEI)			

PBN operations			
Item	**Grading**		**Remarks**
	1st	**Repeat**	
RNP SID or STAR			☐ LNAV ☐ LNAV/VNAV ☐ LPV
RNP APCH (LNAV, LNAV/VNAV, LPV)			

Either pilot's seat qualification exercises (ORO.FC.235)			
Item	**Grading**		**Remarks**
	1st	**Repeat**	
Take-off with engine failure between V_1 and V_2 (take-off safety speed) or, if carried out in an aeroplane, at a safe speed above V_2			
One engine inoperative approach (OEI) to minima			
One engine inoperative (OEI) go-around or balked landing from minima			
One engine inoperative (OEI) landing			

Low visibility Take-off (Sim 125mRVR, Aircraft 150mRVR minimum) (AMC1 SPA.LVO.120(b)(d))			
Item	**Grading**		**Remarks**
	1st	**Repeat**	
Take-off at minimum approved RVR.			
Take-off at minimum approved RVR with an engine failure between V_1 and V_2 (optional)			
Rejected Take-off at minimum approved RVR			

Extra procedures (Including Special Emphasis procedures)			
Item	**Grading**		**Remarks**
	1st	**Repeat**	
Company sterile cockpit procedures			
All engines go-around			
Use of EFB system			
Difference level checking C / D / E*			
Extra item:			
Extra item:			

COMPETENCY BASED ASSESSMENT		
Item	**Grading**	**Remarks**
Application of Knowledge		
Application of procedures and compliance with regulations		
Communication		
Aircraft Flight Path Management, Automation		
Aircraft Flight Path Management, manual control		
Leadership and teamwork		
Problem Solving and Decision Making		
Situation awareness and management of information		
Workload Management		

General remarks or feedback

Completion guidance
Grading shall be performed using the Proficiency Assessment Marker (PAM) system as described in OM part D section 3.2. Grading shall be given from 1 (unacceptable) to 5 (commendable). The table below "Help for pilot assessment" can also be a good assistance. If the first attempt results in a PAM grade of 1 or 2, the exercise may be repeated. Both the first and the repeat attempt must have the Grading column completed with the corresponding PAM score. To determine whether the OPC is a pass or fail, after any repeat attempt, a maximum of one item may have a PAM score of 1, and a maximum of two items may have a PAM score of 2. All sections of all pages must be fully completed. If not applicable use "/" or "N/A". All operations and exercises shall be performed in accordance with the Company Operations Manuals. Either pilot's seat qualification, PBN operations and Difference checking procedures are mandatory if requested by Training Department. At least 1 of the 3D or 2D approaches shall be RNP APCH operation. (*) Difference level checking shall be completed when difference checking is required (i.e. difference level C, D and E) as per Operator difference requirement tables (refer to the applicable annex of the OM Part D for detailed procedures). Refer to section 2.1.3.5 of the OM Part D for the general procedures. The wrong level shall be crossed out. The endorsement and variant shall be noted in remarks section. Refer to section 2.6.5.6 of the OM Part D for the applicable special emphasis procedures.

Help for pilot assessment					
Grade	Fail		Pass		
	Unacceptable	Marginal	Adequate	Expected	Commendable
	1	2	3	4	5
Performance	Performance does not meet requirements	Performance requires improvement	Performance is adequate but could be improved	A solid performance that easily meets all requirements	A commendable performance that exceeds all requirements
Safety	Unsafe outcome or considerable concerns over Trainee's ability to maintain safe operation	Safety margins reduced	The safety margin is maintained	The safety margin is comfortably maintained	The safety margin is increased
Errors	Consequential errors frequently occur. Not detected or no attempt made to mitigate the consequences. Outcome affected	Consequential errors slowly detected or ineffectively managed. Outcome just achieved	Errors occur and are slowly detected but response is appropriate	Minor errors occasionally occur and are quickly detected and efficiently corrected	Inconsequential errors rarely occur and are rapidly detected and skilfully corrected