

Proficiency Check Proforma

(To be printed either on an A3 sheet in the booklet form or on both sides on A4 sheets pasted together on the longer edge. Not to be used in single side print and loose/stapled sheets)

AERODROME CONTROL AND APPROACH CONTROL PROCEDURAL (Combined)

Airport:	Unit:	Date:	Period:																												
<table border="1" style="width: 100%;"> <tr> <th colspan="4">Details of Controller</th> <th colspan="4">Details of Examiner</th> </tr> <tr> <th rowspan="2">Name & Designation</th> <th rowspan="2">Licence No.</th> <th colspan="2">Validity</th> <th rowspan="2">Name & Designation</th> <th rowspan="2">Licence No.</th> <th colspan="2">Validity</th> </tr> <tr> <th>Licence</th> <th>Medical</th> <th>Licence</th> <th>Medical</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>				Details of Controller				Details of Examiner				Name & Designation	Licence No.	Validity		Name & Designation	Licence No.	Validity		Licence	Medical	Licence	Medical								
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Performance Area	S.N.	Performance Identifier	Grade					
			5	4	3	2	1	
SAFETY PERFORMANCE AREA	01	Impending conflicting traffic, and infringement of SUAs detected and resolved.						
	02	The applied separation is appropriate taking into account safety & efficiency.						
SKILL	Control Judgement	03	Traffic planned in an appropriate manner with least average delay taking into account SOPs, traffic situation, runway in use, taxi routing, destination aerodrome/route and performance characteristics.					
		04	Clearances for arriving and departing aircraft planned for expeditious descent and climb vis-à-vis conflicting traffic to maintain a safe and orderly traffic flow with least average delay.					
		05	Maintained surveillance visually or by use of any other available tools.					
	Phraseologies and communication skills	06	Made use of correct phraseologies					
		07	Instructions were concise and unambiguous and used correct rate of speech and radiotelephony technique					
		08	Used correct call signs, Read-backs monitored and errors corrected quickly					
	Coordination Procedures	09	Coordination with other ATC units/agencies performed effectively and in English					
		10	Initiated and accepted transfer of control/communication as per LOAs/SOPs					

Use of Automation tools and other resources	11	Promptly updated data on FDP / A-SMGCS/FPS/EFS or passed required information to concerned ATC Unit as per published procedure.					
	12	Acknowledged and Monitored all alerts/alarms on A-SMGCS/Automation system and/or by other agencies and took appropriate action.					
ATTRIBUTES/OBSERVABLE BEHAVIOUR (Maintaining attention, situational awareness and workload)	13	Maintained situational awareness at all times and Scanned the area of jurisdiction effectively.					
	14	Shifted attention between various aircraft and vehicles as required and prioritized activities according to situation.					
	15	Stayed calm, focused and handled workload efficiently.					
	16*	Handled unexpected situations effectively					
	17*	Selected runway in use and appropriate visual and non-visual aids & facilities.					
	18*	Took appropriate action upon significant changes in meteorological conditions/ essential information.					
	19	Responded to pilot's requests promptly					
	20*	Exhibited team member attributes and adapted to unusual situation occurring in other unit.					
	21*	Received and gave complete position relief briefing					
KNOWLEDGE	22	Application of Separation Standards					
	23	Equipment/Tools/displays available in the unit/working position, knowledge of Airspace/ Aerodrome Data/ IAL Procedures / Visual signals/ VFR & SVFR/ Aircraft Performance and characteristics					
	24	Source of information (Awareness /knowledge of relevant documents such as ICAO Docs, Aerodrome Manual, contingency/emergency plans and procedures, Docs Issued by DGCA/AAI, AIPs, NOTAMs etc.)					
	25	Unusual Occurrences and contingency procedures					

Result :

Marks obtained (M)	
Percentage = $\frac{M \times 100}{125}$	

(Minimum pass marks are 80%)

Demonstrated Proficiency

Did not demonstrate Proficiency

Remarks of the Assessor/ Chairman of the Board:

Signatures of Assessor/Board Members:

(SIGNATURE)

NAME:

DESIGNATION:

CHAIRMAN/ASSESSOR**

(SIGNATURE)

NAME:

DESIGNATION:

MEMBER-1#

(SIGNATURE)

NAME:

DESIGNATION:

MEMBER-2#

Signatures of Assessee:

(SIGNATURE)

NAME:

DESIGNATION:

(**): Select "Chairman" in case of board)

(#): Required only in case of the board, else strike-out)

Guidelines and Instructions for filling up the Proficiency Check Proforma

1. Proficiency checks are part of the process of assessing the competence of a rated air traffic controller to provide a safe, orderly and expeditious air traffic control service in the concerned ATC unit, by direct on-the-job observations and oral examinations.
2. The rated air traffic controller undergoing the proficiency check should be made aware, by formal and informal counselling, of the strengths and weaknesses observed during the process of the check.
3. **Grading method:**
 - i) A rated air traffic controller is assessed in following four Areas of Performance:
 - a) Safety Performance
 - b) Skill
 - c) Attributes (Maintaining attention, situational awareness and Workload) and
 - d) Knowledge
 - ii) Each performance identifier (PI) is serially numbered and is assessed according to the grades shown against them.
 - iii) Only one grade is to be ticked (✓) against one performance identifier (PI).
 - iv) Performance identifiers marked with asterisk (*) will be “Theoretically Assessed” if not practically observed during the assessment, and the same will be graded in respective Performance Identifier field.
 - v) Shaded columns under the “Grades” column are indicative of unacceptable/unsatisfactory performance in that Performance Identifier.
 - 5 Performance met requirements at a level appropriate to the privileges at all times.
 - 4 Performance met requirements at a level appropriate to the privileges most of the times
 - 3 Performance did not meet requirements at a level appropriate to the privileges sometimes and impacted efficiency.
 - 2 Performance did not meet requirements at a level appropriate to the privileges sometimes and could have impacted safety.
 - 1 Performance did not meet requirements at a level appropriate to the privileges most of the times and has impacted safety.
4. **Marking Scheme**
 - a) Grade 5, 4, 3, 2 & 1 will carry “5”, “4”, “3”, “2” & “1” marks respectively in the Performance Identifiers.
 - b) Marks obtained in all the Performance Identifiers shall be added at the end of assessment and percentage shall be calculated as shown in the table under section “Result”.
 - c) **Minimum marks to “Demonstrate Proficiency” shall be 80%.**
5. **Result:** The terms used for “Result” in the proficiency check form are defined as follows:
 - a) **Demonstrated Proficiency:** It indicates that the applicant has demonstrated, at a level appropriate to the privileges being granted, the skills, judgement and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.
 - b) **Did not demonstrate Proficiency:** It indicates that the applicant has not demonstrated, at a level appropriate to the privileges being granted, the skills, judgement and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.
7. **Grade less than 5 in the Performance Identifier 01 is an unacceptable performance and the rated air traffic controller will be treated as having failed (i.e. Did not demonstrate Proficiency) in the proficiency check.**