



Aviation Civile de Madagascar

**FORMULAIRE DE COMPTE RENDU DES  
EPREUVES PRATIQUE ATPL, MPL AVION**  
SKILLS TEST OR COMPETENCY CHECK REPORT FOR  
ATPL, MPL, AND PROFICIENCY CHECK AEROPLANES (A)  
**REF: FORM-ACM/ DSE/PEL-047**

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<b>Type of test:</b>	Initial skills test		Competency check		Renewal	
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<b>Details of Candidate</b>			
Surname		First name	
Licence Number		Phone number	

<b>Experiences</b>		
DUAL	PIC	TOTAL

<b>Test/check details 1<sup>st</sup> attempt</b>										<b>date :</b>	
Aircraft variant	Class:				Type:			Reg:			
Detail of the flight	Departure:				Destination:			Block-on:		Block-off:	
<b>Landings:</b>	Briefing time		Flight time		FSTD time		De-brief time		Outcome	*S	*U
Remarks											

<b>Test/check details 2<sup>nd</sup> attempt</b>										<b>date :</b>	
Aircraft variant	Class:				Type:			Reg:			
Detail of the flight	Departure:				Destination:			Block-on:		Block-off:	
<b>Landings:</b>	Briefing time		Flight time		FSTD time		De-brief time		Outcome	*S	*U
Remarks											

**\*S= Satisfactorily U= Unsatisfactorily**

**Note to the examiner and candidate**

1. The candidate must demonstrate his ability to:
  - a) operate the aircraft within its operating limits;
  - b) perform all maneuvers with flexibility and precision;
  - c) exercise good judgment and a sense of air;
  - d) apply his aeronautical knowledge; and
  - e) maintain control of the aircraft at all times so that the success of a procedure or maneuver is always ensured;
  - f) understand and observe the procedures relating to the coordination and incapacity of the crew, if applicable and
  - g) communicate effectively with other crew members, if applicable.

The following abbreviations are used to indicate the training equipment used:

A = Aeroplane

FFS = Full Flight Simulator FTD = Flight Training Device OTD = Other Training Devices

(c) The starred items (\*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

(d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

(e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:

(i) the qualification of the FFS or FNPT II;



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- (ii) the qualifications of the instructors;
  - (iii) the amount of FFS or FNPT II training provided on the course; and
  - (iv) the qualifications and previous experience on similar types of the pilot under training.
  - (f) (\*) Cf RAM 3200 AMC 2 et 3 AU RAM 3206 part (c), (e) When the letter "M" appears in the practical exam or skills check column, it indicates that the exercise is mandatory or that there is a choice when more than one exercise appears.
2. The following limits will apply, possibly corrected, to take into account turbulent conditions and flight qualities, as well as the performance of the aircraft used:



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<b>Tolerances</b>	
<b>Multi-engine only</b>	
Height Generally Start go-around feet at the height of decision Minimum descent height / altitude	± 100 feet + 50 feet / - 0 + 50 feet / - 0 feet
• Axis holding On radio Precision approach half-scale deviation, azimuth and descent alignment	± 5 °
• Cape All operational motors With simulated engine failure	± 5 ° ± 10 °
• Speed All operational engines With simulated engine failure	± 5 knots + 10 knots / - 5 knots

<b>SECTION 1 Flight preparation</b>										
Attempt	1 <sup>st</sup> attempt					2 <sup>nd</sup> attempt				
1.1 Performance calculation	other	1	2	3	4	1	2	3	4	
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	Skill test only	1	2	3	4	1	2	3	4	
1.3 Cockpit inspection		1	2	3	4	1	2	3	4	
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and settings of navigation and communication frequencies	M	1	2	3	4	1	2	3	4	
1.5 Taxiing in compliance with air traffic control or instructions of instructor		1	2	3	4	1	2	3	4	
1.6 Before take-off checks	M	1	2	3	4	1	2	3	4	
1.7. Ascent: Vx / Vy, Turns on leveling course		1	2	3	4	1	2	3	4	
1.8. ATC link - compliance, radiotelephony procedures		1	2	3	4	1	2	3	4	

<b>SECTION 2 Take-off</b>										
Attempt	1 <sup>st</sup> attempt					2 <sup>nd</sup> attempt				
2.1 Normal take-offs with different flap settings, included expedited take-offs	Other	1	2	3	4	1	2	3	4	
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne		1	2	3	4	1	2	3	4	
2.3 Crosswind take-ou		1	2	3	4	1	2	3	4	
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		1	2	3	4	1	2	3	4	
2.5 Take-offs with simulated engine failure 2.5.1* Shortly after reaching V2 (in aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)		1	2	3	4	1	2	3	4	
2.5.2* Between V1 and V2	M FFS only	1	2	3	4	1	2	3	4	
2.6 Rejected take-ou at a reasonable speed before reaching V1	M	1	2	3	4	1	2	3	4	



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<b>SECTION 3 Flight manoeuvres and procedures</b>										
Attempt	1 <sup>st</sup> attempt					2 <sup>nd</sup> attempt				
3.1 Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)		1	2	3	4	1	2	3	4	
3.1.1 At different speeds (including slow flight) and altitudes within the FSTD training envelope		1	2	3	4	1	2	3	4	
3.1.2 Steep turns using 45° bank, 180° to 360° left and right		1	2	3	4	1	2	3	4	
3.1.3 Turns with and without spoilers		1	2	3	4	1	2	3	4	
3.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach		1	2	3	4	1	2	3	4	
3.2 Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	FFS only	1	2	3	4	1	2	3	4	
3.3 Normal operation of systems and controls engineer's panel (if applicable)		1	2	3	4	1	2	3	4	
3.4 Normal and abnormal M A mandatory minimum of 3 abnormal items operations of following systems shall be selected from 3.4.0 to 3.4.14 inclusive		1	2	3	4	1	2	3	4	
3.4.0 Engine (if necessary propeller)		1	2	3	4	1	2	3	4	
3.4.1 Pressurisation and air-conditioning		1	2	3	4	1	2	3	4	
3.4.2 Pilot/static system		1	2	3	4	1	2	3	4	
3.4.3 Fuel system		1	2	3	4	1	2	3	4	
3.4.4 Electrical system		1	2	3	4	1	2	3	4	
3.4.5 Hydraulic system		1	2	3	4	1	2	3	4	
3.4.6 Flight control and Trim-system		1	2	3	4	1	2	3	4	
3.4.7 Anti-icing/de-icing system, Glare shield heating		1	2	3	4	1	2	3	4	
3.4.8 Autopilot/Flight director	M (single pilot only)	1	2	3	4	1	2	3	4	
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices		1	2	3	4	1	2	3	4	
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder		1	2	3	4	1	2	3	4	
3.4.11 Radios, navigation equipment, instruments, flight management system		1	2	3	4	1	2	3	4	
3.4.12 Landing gear and brake		1	2	3	4	1	2	3	4	
3.4.13 Slat and flap system		1	2	3	4	1	2	3	4	
3.4.14 Auxiliary power unit (APU)		1	2	3	4	1	2	3	4	
3.6 Abnormal and emergency procedures M A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive		1	2	3	4	1	2	3	4	
3.6.1 Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation		1	2	3	4	1	2	3	4	
3.6.2 Smoke control and removal		1	2	3	4	1	2	3	4	
3.6.3 Engine failures, shut-down and restart at a safe height		1	2	3	4	1	2	3	4	
3.6.4 Fuel dumping (simulated)		1	2	3	4	1	2	3	4	
3.6.5 Windshear at take-off/landing	FFS only	1	2	3	4	1	2	3	4	
3.6.6 Simulated cabin pressure failure/ emergency descent		1	2	3	4	1	2	3	4	
3.6.7 Incapacitation of flight crew member		1	2	3	4	1	2	3	4	
3.6.8 Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual (AFM)		1	2	3	4	1	2	3	4	
3.6.9 TCAS event	FFS only	1	2	3	4	1	2	3	4	
<b>3.7 Upset recovery training</b>		1	2	3	4	1	2	3	4	
3.7.1 Recovery from stall events in : - take-off configuration ; - clean configuration at low altitude ; - clean configuration near maximum operating altitude ; - landing configuration.		1	2	3	4	1	2	3	4	
3.7.2 The following upset exercises : -recovery from nose-high at various bank angles; -recovery from nose-low at various bank angles.	FFS only	1	2	3	4	1	2	3	4	



3.8 Instrument flight procedures		1	2	3	4	1	2	3	4
3.8.1* Adherence to departure and arrival routes and ATC instructions	M	1	2	3	4	1	2	3	4
3.8.2* Holding procedures		1	2	3	4	1	2	3	4
3.8.3* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure		1	2	3	4	1	2	3	4
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in case of such AFM limitation).		1	2	3	4	1	2	3	4
3.8.3.1* Manually, without flight director	M (skill test only)	1	2	3	4	1	2	3	4
3.8.3.2* Manually, with flight director		1	2	3	4	1	2	3	4
3.8.3.3* With autopilot		1	2	3	4	1	2	3	4
3.8.3.4* Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting : i) before passing 1 000ft above aerodrome level; and ii) after passing the outer marker (OM) within a distance of not more than 4NM Engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.8.4. The go-around shall be initiated when reaching the published OCH/A; however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.8.3.4.	M	1	2	3	4	1	2	3	4
3.8.4* 2D operations down to the MDH/A	M	1	2	3	4	1	2	3	4
3.8.5 Circling approach under the following conditions : (a) *approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions ; followed by : (b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.		1	2	3	4	1	2	3	4
3.8.6 Visual approaches		1	2	3	4	1	2	3	4
<b>SECTION 4 Missed Approach Procedures</b>		1	2	3	4	1	2	3	4
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height		1	2	3	4	1	2	3	4
4.2 Go-around with all engines operative* from various stages during an instrument approach		1	2	3	4	1	2	3	4
4.3 Other missed approach procedures		1	2	3	4	1	2	3	4
4.4* Manual go-around with the critical engines simulated inoperative after an instrument approach on reaching DH, MDH or MAPT	M	1	2	3	4	1	2	3	4
4.5 Rejected landing with all engines operating : - from various heights below DH/MDH ; - after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.		1	2	3	4	1	2	3	4



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<b>SECTION 5 Landings</b>		1	2	3	4	1	2	3	4
5.1 Normal landings* with visual reference established when reaching DA/H following an instrument approach operation		1	2	3	4	1	2	3	4
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position	FFS only	1	2	3	4	1	2	3	4
5.3 Crosswind landings (aircraft, if practicable)		1	2	3	4	1	2	3	4
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats		1	2	3	4	1	2	3	4
5.5 Landing with critical engine simulated inoperative	M	1	2	3	4	1	2	3	4
5.6 Landing with two engines inoperative : - aeroplanes with three engines : the centre engine and one outboard engine as far as practicable according to data of the AFM ; and - aeroplanes with four engines : two engines at one side	M FFS only (skill test only)	1	2	3	4	1	2	3	4
General remarks : Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations.		1	2	3	4	1	2	3	4

**SECTION 6**

Attempt	1 <sup>st</sup> attempt				2 <sup>nd</sup> attempt				
<b>Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III)</b> The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures, all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.		1	2	3	4	1	2	3	4
6.1* Rejected take-off at minimum authorised runway visual range (RVR)	M*	1	2	3	4	1	2	3	4
6.2* CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call-out procedures, mutual surveillance, information exchange and support) shall be observed.	M	1	2	3	4	1	2	3	4
6.3* Go-around : after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.	M*	1	2	3	4	1	2	3	4
6.4* Landing(s) : with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	M	1	2	3	4	1	2	3	4

**SECTION 7 Multi-crew operation / Airmanship**

Attempt	1 <sup>st</sup> attempt				2 <sup>nd</sup> attempt				
7.1 Crew coordination/cooperation		1	2	3	4	1	2	3	4
7.2 PF/PM allocation of tasks		1	2	3	4	1	2	3	4
7.3 Effective crew communication		1	2	3	4	1	2	3	4
7.4 Adherence to SOPs and standard callouts		1	2	3	4	1	2	3	4
7.5 Management of workload and resources		1	2	3	4	1	2	3	4
<b>Airmanship</b>		1	2	3	4	1	2	3	4
7.6 Situational awareness and safety consciousness		1	2	3	4	1	2	3	4
7.7 Use of checklist(s)		1	2	3	4	1	2	3	4
7.8 Event/risk management processes and aeronautical decision making		1	2	3	4	1	2	3	4
7.9 Flying skills, accuracy and smoothness		1	2	3	4	1	2	3	4
7.10 RT procedures and proficiency, ATC liaison / compliance		1	2	3	4	1	2	3	4
7.11 Compliance with regulations		1	2	3	4	1	2	3	4
7.12 Flight management (fuel, engine considerations, etc.)		1	2	3	4	1	2	3	4



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<b>SECTION 8 ATPL only additional items to be assessed for atpl exam</b>		1	2	3	4	1	2	3	4
8.1 Management of crew cooperation		1	2	3	4	1	2	3	4
8.2 Maintaining a general survey of the aircraft		1	2	3	4	1	2	3	4
8.3 Setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies		1	2	3	4	1	2	3	4

