



Aviation Civile de Madagascar

**FORMULAIRE DE COMPTE RENDU DES
EPREUVES PRATIQUE ATPL, HELICOPTERE**
SKILLS TEST OR COMPETENCY CHECK REPORT FOR
ATPL, AND PROFICIENCY CHECK HELICOPTER
REF: FORM-ACM/ DSE/PEL-048

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

Experiences		
DUAL	PIC	TOTAL

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

Test/check details 1st attempt										date :	
Aircraft variant	Class:				Type:			Reg:			
Detail of the flight	Departure:				Destination:			Block-on:		Block-off:	
Landings:	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.

1. The following symbols mean:

P = trained as PIC for issuing a type rating for SPH or trained as PIC or co-pilot and as PF and PNF for issuing type rating for MPH.

2. The practical training must be carried out at least at the level of the training equipment indicated by (P), or can be given on any other higher level of equipment represented by the arrow (->).

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

FFS = flight simulator;

FTD = flight training system;

H = helicopter.



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SECTION 3 - Normal and unusual operations of the following systems and procedures										
Attempt	1 st attempt					2 nd attempt				
3 Normal and unusual operations of the following systems and procedures:" M A mandatory minimum of 3 elements must be selected in this section"	M	1	2	3	4	1	2	3	4	
3.1 Motor		1	2	3	4	1	2	3	4	
3.2 Air conditioning systems (heating, ventilation)		1	2	3	4	1	2	3	4	
3.3 Anemo-barometric probe system		1	2	3	4	1	2	3	4	
3.4 Fuel system		1	2	3	4	1	2	3	4	
3.5 Electrical system		1	2	3	4	1	2	3	4	
3.6 Hydraulic circuit		1	2	3	4	1	2	3	4	
3.7 Flight control and compensation system		1	2	3	4	1	2	3	4	
3.8 Anti-icing and de-icing system		1	2	3	4	1	2	3	4	
3.9 Autopilot / flight director		1	2	3	4	1	2	3	4	
3.10 Stability enhancement devices		1	2	3	4	1	2	3	4	
3.11 Weather radar, radio altimeter, transponder		1	2	3	4	1	2	3	4	
3.12 Navigation system		1	2	3	4	1	2	3	4	
3.13 Landing gear system		1	2	3	4	1	2	3	4	
3.14 Auxiliary power unit		1	2	3	4	1	2	3	4	
3.15 Radios, navigation equipment, instruments, flight management system		1	2	3	4	1	2	3	4	
SECTION 4 - Unusual and emergency procedures		1	2	3	4	1	2	3	4	
Attempt	1 st attempt					2 nd attempt				
4 Unusual and emergency procedures : " M A mandatory minimum of 3 elements must be selected in this section"	M	1	2	3	4	1	2	3	4	
4.1 Fire drills (including evacuation if applicable)		1	2	3	4	1	2	3	4	
4.2 Smoke control and evacuation		1	2	3	4	1	2	3	4	
4.3 Engine failures, safe shutdown and restart		1	2	3	4	1	2	3	4	
4.4 Fuel drop (simulated)		1	2	3	4	1	2	3	4	
4.5 Failure of the anti-torque rotor control device (if applicable)		1	2	3	4	1	2	3	4	
4.5.1 Loss of the tail rotor (if applicable)		1	2	3	4	1	2	3	4	
4.6 Incapacity of a flight crew member - MPH only		1	2	3	4	1	2	3	4	
4.7 Transmission malfunction		1	2	3	4	1	2	3	4	
4.8 Other emergency procedures, as described in the appropriate flight manual		1	2	3	4	1	2	3	4	



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SECTION 5 - Instrument flight procedures (to be performed in IMC or simulated IMC)

Attempt	1 st attempt				2 nd attempt				
5.1 Instrument takeoff: transition to instrument flight is required as soon as possible after leaving the ground		1	2	3	4	1	2	3	4
5.1.1 Simulation of engine failure during departure	M*	1	2	3	4	1	2	3	4
5.2 Respect for departure and arrival routes and ATC instructions	M*	1	2	3	4	1	2	3	4
5.3 Waiting procedures		1	2	3	4	1	2	3	4
5.4 ILS approach up to CAT I decision height		1	2	3	4	1	2	3	4
5.4.1 Manually, without flight director	M*	1	2	3	4	1	2	3	4
5.4.2 Manual precision approach with or without flight director	M*	1	2	3	4	1	2	3	4
5.4.3 With coupled autopilot		1	2	3	4	1	2	3	4
5.4.4 Manually, with simulation of a stopped engine. (the engine failure must be simulated during the final approach before passing the outside marker (OM) to the point of touchdown or until the end of the missed approach procedure)		1	2	3	4	1	2	3	4
5.5 Non-precise approach up to the minimum descent altitude MDA / H	M*	1	2	3	4	1	2	3	4
5.6 Go-around with all engines running when DA / DH or MDA / MDH is reached		1	2	3	4	1	2	3	4
5.6.1 Other missed approach procedures		1	2	3	4	1	2	3	4
5.6.2 Go-around with simulated engine shutdown when DA / DH or MDA / MDH is reached	M*	1	2	3	4	1	2	3	4
5.7 IMC autorotation with go-around	M*	1	2	3	4	1	2	3	4
5.8 Recovery of unusual plates	M*	1	2	3	4	1	2	3	4

SECTION 6 - Use of optional equipment

Attempt	1 st attempt				2 nd attempt				
6 Use of optional equipment	M*	1	2	3	4				

SECTION 7 Multi-crew operation / Airmanship

Attempt	1 st attempt				2 nd 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
Airmanship	1 st attempt				2 nd attempt				
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

SECTION 8 ATPL only additional items to be assessed for ATPL exam

Attempt	1 st attempt				2 nd attempt				
8.1 Management of crew cooperation	M	1	2	3	4	2	3	4	
8.2 Maintaining a general survey of the aircraft	M	1	2	3	4	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	M	1	2	3	4	2	3	4	



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Section	Observations

Details of examiner who carried out test

License number, validity and rating		Examiner's certificate number&validity	
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I certify that all sections and aspects were carried out and assessed by me as indicated above,

SIGNATURE OF EXAMINER	NAME IN BLOCK LETTERS	DATE