



Aviation Civile de Madagascar

**FORMULAIRE DE COMPTE RENDU DES
EPREUVES PRATIQUE PILOTE
PROFESSIONNEL AVION**
SKILLS TEST OR COMPETENCY CHECK REPORT FOR
COMMERCIAL PILOT LICENCE (AEROPLANE)
REF: FORM-ACM/ DSE/PEL-049

Edition : 01
Amendement : 00
Date : 15/09/2020
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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 2nd 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:
 - i. pilot the aircraft within its limitations;
 - ii. perform all maneuvers with flexibility and precision;
 - iii. exercise good judgment in the conduct of the flight;
 - iv. apply aeronautical knowledge; and
 - v. keep permanent control of the aircraft, so that the success of a procedure or maneuver is never in doubt.



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Tolerances			
Single engine		Multi-engine	
Height - normal flight - with simulated engine failure	± 100 pieds ± 150 pieds	Height - normal flight - with simulated engine failure	± 100 pieds ± 150 pieds
Climb	± 10 kt	Climb	± 10 kt
Course / alignment on radio aids - normal flight - with simulated engine failure	± 10° ± 15°	Course / alignment on radio aids - normal flight - with simulated engine failure	± 10° ± 15°
Speed - takeoff and approach knots - all other flight regimes	±5kt ± 10kt	Speed - takeoff and approach knots - all other flight regimes	±5kt ± 10kt

Section 1 Pre-flight operations & departure.

Attempt	1 st attempt				2 nd attempt			
	1	2	3	4	1	2	3	4
a. Pre-flight, including: Flight planning, Documentation, Mass & balance determination, Weather brief, NOTAM	1	2	3	4	1	2	3	4
b. Aeroplane inspection & servicing	1	2	3	4	1	2	3	4
c. Taxiing & take-off	1	2	3	4	1	2	3	4
d. Performance considerations and trim	1	2	3	4	1	2	3	4
e. Aerodrome and traffic pattern operations	1	2	3	4	1	2	3	4
f. Departure procedure, altimeter setting, collision	1	2	3	4	1	2	3	4
g. avoidance (lookout)	1	2	3	4	1	2	3	4
h. ATC liaison - compliance, R/T procedures	1	2	3	4	1	2	3	4

Section 2 General airwork

Attempt	1 st attempt				2 nd attempt			
	1	2	3	4	1	2	3	4
a. Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout	1	2	3	4	1	2	3	4
b. Flight at critically low airspeed including recognition of and Recovery from incipient and full stalls	1	2	3	4	1	2	3	4
c. Turns, including Turns in landing configuration. Steep turns 45° bank	1	2	3	4	1	2	3	4
d. Flight at critically high airspeed including recognition of and Recovery from spiral dives	1	2	3	4	1	2	3	4
e. Flight by reference solely to instruments including: (i) Level flight, cruise configuration, control of heading, altitude and airspeed (ii) Climbing and descending turns with 10°-30° bank (iii) Recoveries from unusual attitudes (iv) Limited panel instruments	1	2	3	4	1	2	3	4
f. ATC liaison - compliance, R/T procedures	1	2	3	4	1	2	3	4

Section 3 En-route procedures

Attempt	1 st attempt				2 nd attempt			
	1	2	3	4	1	2	3	4
a. Control of the aeroplane by external visual reference, including Cruise configuration Range / Endurance considerations	1	2	3	4	1	2	3	4
b. Orientation, Map reading	1	2	3	4	1	2	3	4
c. Altitude, speed, heading control, lookout	1	2	3	4	1	2	3	4
d. Altimeter setting. ATC liaison - compliance, R/T procedures	1	2	3	4	1	2	3	4
e. Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking	1	2	3	4	1	2	3	4
f. Observation of weather conditions, assessment of trends, diversion planning	1	2	3	4	1	2	3	4
g. Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)	1	2	3	4	1	2	3	4



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Section 4 Approach and landing procedures.

Attempt	1 st attempt				2 nd attempt			
	1	2	3	4	1	2	3	4
a. Arrival procedures, altimeter setting, checks, lookout	1	2	3	4	1	2	3	4
b. ATC liaison - compliance, R/T procedures	1	2	3	4	1	2	3	4
c. Go-around action from low height	1	2	3	4	1	2	3	4
d. Normal landing, Crosswind landing (if suitable conditions)	1	2	3	4	1	2	3	4
e. Short field landing	1	2	3	4	1	2	3	4
f. Approach and landing with idle power (single engine aeroplane only)	1	2	3	4	1	2	3	4
g. Landing without use of flaps	1	2	3	4	1	2	3	4
h. Post flight actions	1	2	3	4	1	2	3	4

Section 5* Abnormal & emergency procedures

Attempt	1 st attempt				2 nd attempt			
	1	2	3	4	1	2	3	4
a. Simulated engine failure after take-off (at a safe altitude), fire drill	1	2	3	4	1	2	3	4
b. Equipment malfunctions including alternative landing gear extension, electrical and brake failure	1	2	3	4	1	2	3	4
c. Forced landing (simulated)	1	2	3	4	1	2	3	4
d. ATC liaison - compliance, R/T procedures	1	2	3	4	1	2	3	4
e. Oral questions	1	2	3	4	1	2	3	4

Section 6* Simulated asymmetric flight and relevant class/type items

Attempt	1 st attempt				2 nd attempt			
	1	2	3	4	1	2	3	4
a. Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)	1	2	3	4	1	2	3	4
b. Asymmetric approach and go-around	1	2	3	4	1	2	3	4
c. Asymmetric approach and full stop landing	1	2	3	4	1	2	3	4
d. Engine shut down and restart	1	2	3	4	1	2	3	4
e. ATC liaison - compliance, R/T procedures	1	2	3	4	1	2	3	4
f. As determined by the FE - any relevant items of the class/type rating skill test to include, if applicable: (i) Aeroplane systems including handling of autopilot (ii) Operation of pressurisation system (iii) Use of de-icing and anti-icing system	1	2	3	4	1	2	3	4
g. Oral questions	1	2	3	4	1	2	3	4

*** May be performed in a Flight Simulator or FNPT II if certified for this purpose**

