Aviation Civile de Madagascar	**FORMULAIRE DE COMPTE RENDU DES EPREUVES PRATIQUE PILOTE PROFESSIONNEL HELICOPTERE** SKILLS TEST OR COMPETENCY CHECK REPORT FOR COMMERCIAL PILOT LICENCE (HELICOPTER) **REF: FORM-ACM/ DSE/PEL-050**	**Edition :** 01 **Amendement : 00** **Date : 15/09/2020** **Page : 1/4**

Type of test:	Initial skills test		Competency check		Renewal	

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.

Tolerances:
• Height
- normal flight ± 100 feet
- simulated major emergency ± 150 feet
• Axis resistance on radio ± 10 °
• Cape
- normal flight ± 10 °
- simulated major emergency ± 15 °
• Speed
- takeoff and approach with several engines: ± 5 knots
- all other flight regimes: ± 10 knots
• Ground drift
- Hover in ground effect (IGE): ± 3 feet
- Landing no lateral or rearward movement

SECTION 1 - PRE-FLIGHT / POST-FLIGHT CHECKS AND PROCEDURES.

	Attempt	1st attempt				2nd attempt			
a.	Knowledge of the helicopter (e.g. equipment report, fuel, weight and balance, performance), flight plan preparation, documentation, NOTAMS, weather.	1	2	3	4	1	2	3	4
b.	Inspection / pre-flight action, location and functions of the elements	1	2	3	4	1	2	3	4
c.	Cockpit inspection, start-up procedure.	1	2	3	4	1	2	3	4
d.	Communication and navigation equipment checks, frequency selection and adjustment.	1	2	3	4	1	2	3	4
e.	Pre-take-off procedures, radiotelephony procedures, ATC link compliance.	1	2	3	4	1	2	3	4
f.	Parking, stopping and after-flight procedure.	1	2	3	4	1	2	3	4

SECTION 2 - HANDLING MANEUVERS, HANDLING ADVANCED AND REQUIRED AREAS

	Attempt	1st attempt				2nd attempt			
a	Takeoff and landing.	1	2	3	4	1	2	3	4
b	Rolling, translation.	1	2	3	4	1	2	3	4
c	Hover with headwind / crosswind.	1	2	3	4	1	2	3	4
d	Hover turns, 360 ° to the left and right (on-site turns).	1	2	3	4	1	2	3	4
e	Forward, lateral and rearward hover.	1	2	3	4	1	2	3	4
f	Hover engine simulation.	1	2	3	4	1	2	3	4
g	Slow and fast transitions.	1	2	3	4	1	2	3	4
h	Take-offs and landings on sloping terrain / on unsurfaced helipads.	1	2	3	4	1	2	3	4
i	Takeoffs (different profiles).	1	2	3	4	1	2	3	4
j	Crosswind takeoff, downwind (if feasible).	1	2	3	4	1	2	3	4
k	Takeoff at maximum takeoff weight (real or simulated).	1	2	3	4	1	2	3	4
l	Approaches (different profiles).	1	2	3	4	1	2	3	4
m	Takeoff and landing with limited power.	1	2	3	4	1	2	3	4
n	Autorotation (2 elements to be selected by the FE from - basic, passable distance, at low speed, and with 360 ° turns).	1	2	3	4	1	2	3	4
o	Landing in autorotation.	1	2	3	4	1	2	3	4
p	Forced landing exercise with engine recovery.	1	2	3	4	1	2	3	4
q	Power controls, reconnaissance technique, approach and departure technique	1	2	3	4	1	2	3	4

	SECTION 3 - NAVIGATION - ROUTE PROCEDURES								
	Attempt	1st attempt				2nd attempt			
a.	Navigation and orientation at different altitudes / heights, use of maps.	1	2	3	4	1	2	3	4
b.	Maintaining altitude / height, speed, heading, observing airspace, setting the altimeter.	1	2	3	4	1	2	3	4
c.	Flight tracking, logbook, fuel consumption, endurance, ETA, route error assessment and correct route recovery, instrument monitoring.	1	2	3	4	1	2	3	4
d.	Observation of weather conditions, preparation of a diversion plan.	1	2	3	4	1	2	3	4
e.	Axis maintenance, positioning (NDB and / or VOR), identification of installations.	1	2	3	4	1	2	3	4
f.	ATC liaison and compliance with regulations, etc.	1	2	3	4	1	2	3	4

	SECTION 4 - FLIGHT PROCEDURES AND MANEUVER BY SINGLE INSTRUMENT REFERENCE								
	Attempt	1st attempt				2nd attempt			
a.	Horizontal flight, heading control, altitude / height and speed.	1	2	3	4	1	2	3	4
b.	Turns in level one on defined headings, from 180 ° to 360 ° to the left and to the right.	1	2	3	4	1	2	3	4
c.	Ascent and descent, including rate 1 turns on specific headings	1	2	3	4	1	2	3	4
d.	Recovery of unusual plates	1	2	3	4	1	2	3	4
e.	Turn with 30 ° tilt, turning up to 90 ° to the left and to the right.	1	2	3	4	1	2	3	4

	SECTION 5 - UNUSUAL AND EMERGENCY PROCEDURES (SIMULATION WHEN APPROPRIATE)								
	Note 1: When the examination is presented on a multi-engine helicopter, a simulated engine failure exercise comprising 1 approach and 1 landing on a single engine will be included in the test. Note 2: The EF must select 4 items from the following:								
	Attempt	1st attempt				2nd attempt			
a.	Engine malfunction, including governor failure, carburetor / engine freezing, lubrication system, as applicable;	1	2	3	4	1	2	3	4
b.	Fuel system malfunction;					1	2	3	4
c.	Malfunction of the electrical circuit;	1	2	3	4	1	2	3	4
d.	Malfunction of the hydraulic circuit, including 1 approach and 1 landing without hydraulics, if applicable;	1	2	3	4	1	2	3	4
e.	Malfunction of the main rotor and / or the anti-torque system (FFS or discussion only);	1	2	3	4	1	2	3	4
f	Fire drills, including smoke control and evacuation, if applicable	1	2	3	4	1	2	3	4
g	Other unusual and emergency procedures as specified in the appropriate flight manual, in particular for multi-engine helicopters: • Engine failure simulated on takeoff: • Missed take-off at or before the TDP, or forced safety landing at or before the DPATO, shortly after the TDP or the DPATO. • Landing with simulated engine failure: • Landing or go-around following an engine failure before the LDP or DPBL, • Following an engine failure after the LDP or a forced safety landing after the DPBL.					1	2	3	4

Section	***Observations***

Details of examiner who carried out test			
License number, validity and rating		Examiner's certificate number&validity	
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**	