澳門特別行政區
REGIÃO ADMINISTRATIVA ESPECIAL DE MACAU
民航局
AUTORIDADE DE AVIAÇÃO CIVIL
CIVIL AVIATION AUTHORITY

Skill Test or Proficiency Check for ATPL/CPL and Type/Instrument Ratings (Aeroplane)

Test Summary from Examiner

APPLICANT DETAILS	
Applicant's Name	Applicant's Flight Crew License No.(as applicable)
Employed by (Operator's Name)	

TEST DETAILS	
Aircraft Type Tested	Applicant's Function Assigned in Test ☐ Pilot-In-Command / ☐ Co-pilot
1) Skill Test for: ☐ Flight Crew License (☐ CPL(A) / ☐ ATPL(A)) ☐ Type Rating ☐ Instrument Rating ☐ Removal of Co-Pilot Restriction	2) Proficiency Check for: ☐ Type Rating (Latest C of T Exp: _____) ☐ Instrument Rating (Latest C of T Exp: _____) *Current License Expiry:*_____

Note: A test/check is normally completed in one flight/session. If due to unforeseen circumstances considered acceptable by the Examiner (e.g. adverse weather conditions, simulator malfunctions affecting the conduct of the test), the test/check may be terminated and continue in a second flight/session.

Pt 1	Conducted in ☐ Aircraft / ☐ Simulator	Registration No.	Start Time	Finish Time	Date of Test Completed
Pt 2	Conducted in ☐ Aircraft / ☐ Simulator	Registration No.	Start Time	Finish Time	Date of Test Completed

Test Result	Applicant's Declaration
☐ **PASS** ☐ **FAIL** (must state reason(s) on "Remarks" section)	*With this signature, I declare that I have been informed of the result of the Test.*

Remarks / Reason(s) of Failure (as applicable)

EXAMINER DETAILS	
Examiner's Name	Examiner's Authorization Number
Examiner's Signature and Date	

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Test Result ☐ Agree with no further comment ☐ Disagree (state reason in "Comment" section)	Comment
Test Result Reviewed by	Licensing Assessor's Signature and Date

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Applicant's Name:	*Examiner's Name:*	*Date Test Completed*

Comment *(refer to last page if further space for comment is needed)*

Test performed in: ☐ only in FFS / ☐ only in A/C / ☐ in FFS except item(s) stated otherwise / ☐ in A/C except item(s) stated otherwise

Manoeuvres/Procedures	Test/Check in FFS or A/C	Result (Circle applicable)	Repeated (✓ if yes)	Examiners Initial
SECTION 1 – Flight Preparation				
1.1 Performance calculation		PASS / FAIL		
1.2 Aeroplane exterior visual inspection; location of each item and purpose of inspection		PASS / FAIL		
1.3 Cockpit inspection		PASS / FAIL		
1.4 Use of checklist prior to starting engines starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	**M**	PASS / FAIL		
1.5 Taxiing in compliance with air traffic control or instructions of instructor		PASS / FAIL		
1.6 Pre-flight checks	**M**	PASS / FAIL		
SECTION 2 – Take-offs				
2.1 Normal take-offs with different flap settings, including expedited take-offs		PASS / FAIL		
2.2 * Instrument take-off, transition to instrument flight is required during rotation or immediately after becoming airborne		PASS / FAIL		
2.3 Cross wind take-off (Aircraft, if practicable)		PASS / FAIL		
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		PASS / FAIL		
2.5 Take-offs with simulated engine failure 2.5.1 * Where simulator not available shortly after reaching V_2 (see remarks)	**M** A/C only	PASS / FAIL		
Remarks: In aeroplanes which are not certificated as transport 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 examiner may simulate the engine failure shortly after reaching V_2				
Or 2.5.2* between V_1 and V_2	**M** FFS only	PASS / FAIL		
2.6 Rejected take-off at a reasonable speed before reaching V_1. (Not to be conducted in aircraft other than as a static touch drill procedure.)	**M**	PASS / FAIL		

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Applicant's Name:	*Examiner's Name:*	*Date Test Completed*

Manoeuvres/Procedures	Test/Check in FFS or A/C	Result (Circle applicable)	Repeated (✓ if yes)	Examiners initial
SECTION 3 – Flight Manoeuvres & Procedures				
3.1 Turns with and without spoilers		PASS / FAIL		
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)		PASS / FAIL		
3.3 Normal operation of systems and controls engineer's panel		PASS / FAIL		
3.4 Normal and abnormal operations of following systems	**M** A minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive			
3.4.0 Engine (if necessary propeller)		PASS / FAIL		
3.4.1 Pressurisation and air-conditioning		PASS / FAIL		
3.4.2 Pitot/static system		PASS / FAIL		
3.4.3 Fuel system		PASS / FAIL		
3.4.4 Electrical system		PASS / FAIL		
3.4.5 Hydraulic system		PASS / FAIL		
3.4.6 Flight control and Trim-System		PASS / FAIL		
3.4.7 Anti and de-icing system, Glare shield heating		PASS / FAIL		
3.4.8 Auto-pilot/Flight director	**M** Single pilot only	PASS / FAIL		
3.4.9 Stall warning devices, and stability augmentation devices		PASS / FAIL		
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder		PASS / FAIL		
3.4.11 Radios, navigation equipment, instruments, flight management system		PASS / FAIL		
3.4.12 Landing gear and brake system		PASS / FAIL		
3.4.13 Slat and flap system		PASS / FAIL		
3.4.14 Auxiliary power unit		PASS / FAIL		
3.6 Abnormal and emergency procedures	**M** A minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive			
3.6.1 Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation		PASS / FAIL		
3.6.2 Smoke control and removal		PASS / FAIL		
3.6.3 Engine failures, shut-down and restart at a safe height		PASS / FAIL		
3.6.4 Fuel dumping (simulated)		PASS / FAIL		
3.6.5 Windshear at take off/landing	FFS only	PASS / FAIL		
3.6.6 Simulated cabin pressure failure/emergency decent		PASS / FAIL		
3.6.7 Incapacitation of flight crew member (Multi-pilot operations only)		PASS / FAIL		
3.6.8 Other emergency procedures as outlined in the appropriate Flight manual		PASS / FAIL		
3.6.9 TCAS event	FFS only	PASS / FAIL		
3.7 Steep turns with 45° bank, 180° to 360° left and right		PASS / FAIL		
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position). In cruising flight configuration and in landing configuration (flaps in landing position, gear extended)		PASS / FAIL		
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration	FFS only	PASS / FAIL		

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Manoeuvres/Procedures	Test/Check in FFS or A/C	Result (Circle applicable)	Repeated (✓ if yes)	Examiners initial
3.9 Instrument flight procedures				
3.9.1 * Adherence to departure and arrival routes and ATC instructions		PASS / FAIL		
3.9.2 * Holding procedures		PASS / FAIL		
3.9.3 * Precision approaches down to a decision height (DH) not less than 60m (200ft)		PASS / FAIL		
3.9.3.1 * Manually, without flight director	**M** Skill test only	PASS / FAIL		
3.9.3.2 * Manually, with flight director		PASS / FAIL		
3.9.3.3 * With auto-pilot		PASS / FAIL		
3.9.3.4 * (Transport category aeroplanes and aeroplanes with equivalent performance only). Manually, with one engine simulated inoperative from prior to Final Approach Point to touch-down or completion of Missed Approach Procedure	**M**	PASS / FAIL		
Note: In aeroplanes which are not certificated as transport category aeroplanes, go-around from an approach with one engine simulated inoperative should be initiated at the higher or MDA/H or 500 ft ARTE (see also 4.3)				
3.9.4 * Non Precision approach down to MDH/A	**M**	PASS / FAIL		
3.9.5 Circling approach under the following conditions (a) * approaching to specified minimum circling altitude/height in simulated IMC Followed by: (b) Circling approach to another runway at least 90° off centerline from final approach used in item (a) Remark: If (a) and (b) are not possible due ATC, simulated low visibility pattern may be performed.		PASS / FAIL		
SECTION 4 – Missed Approach Procedures				
4.1 Go-around with all engines operating after an ILS approach on reaching decision height		PASS / FAIL		
4.2 Other missed approach		PASS / FAIL		
4.3 * Manually go-around with critical engine simulated inoperative after an instrument approach on reaching DH/A, MDH/A or MAP	**M**	PASS / FAIL		
4.4 Rejected landing at 15m (50 ft) above runway threshold and go-around		PASS / FAIL		
SECTION 5 – Landings				
5.1 Normal landing after an ILS approach with transition to visual flight on reaching DH		PASS / FAIL		
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position		PASS / FAIL		
5.3 Cross wind landings		PASS / FAIL		
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats		PASS / FAIL		
5.5 Landing with critical engine simulated inoperative	**M**	PASS / FAIL		
5.6 Landing with two engines simulated inoperative: (Not applicable to 2-engine Aircrafts. See Note below)	**M** FFS only (Skill test only)	PASS / FAIL		

Note: Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM. Aeroplanes with four engines: two engines at one side.

SECTION 6 – Additional Section from Operator	
This test has included additional test section(s) / items incorporated by the operator?	☐ YES / ☐ NO Note: If *"YES"*, please attached additional details

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Applicant's Name:	*Examiner's Name:*	*Date Test Completed*

Comment (Cont'd)

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General Guidance

1) Should an applicant choose not to continue with the test for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.

2) All performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the approved Operations/Flight Manual for the aircraft and should be agreed with the examiner.

3) Decision Heights/Altitudes and Minimum Descent Height/Altitudes and Missed Approach Point for each procedure should be determined by the applicant.

4) The following symbols mean:
M = Mandatory Item
FFS = Full Flight Simulator
A/C = Aircraft
C of T = Certificate of Test

5) 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.

6) Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise. Any of the remaining items may be tested at the examiner's discretion.

7) Manoeuvres and procedures shall include multi crew cooperation for multi-pilot aeroplane and for single pilot high performance complex aeroplanes in multi-pilot operations.

8) Manoeuvres and procedures shall be conducted in single pilot role for single pilot high performance complex aeroplane in single pilot operations

9) Examiners must address CRM on the skill test or proficiency check.

10) In the case of single-pilot high performance complex aeroplane, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought the following manoeuvres/procedures : 2.5 / 3.9.3.4 / 4.3 / 5.5 and at least one from section 3.4 have to be completed in addition as single pilot.

Pass/Fail Policy

1) An applicant shall pass all the relevant sections in order to pass the Skill Test/Proficiency check.

2) If an item has been failed, the examiner shall record the reason(s) for this assessment in the "Remark" section in the Test Summary page.

3) Failure to achieve a pass in all the relevant sections will require the applicant to take the entire Test/Check again. However, at the discretion of the Examiner, any unsatisfactory manoeuvre or procedure of the Test/Check may be repeated once by the applicant.

4) The Examiner may stop the Test/Check at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test. The Test/Check result will be concluded as FAIL.

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Instructions

1) INCOMPLETE FORM OR FORM WITH FILLING DEFICIENCIES WILL BE REJECTED FOR ANY APPLICATION PROCESS.

2) In case of skill tests performed for:
   - the initial issue of pilot license, ratings, or removal of restrictions on ratings;
   - renewal of lapsed pilot license or ratings

   the ORIGINAL COPY of the Form PEL/CLR/027 shall be forwarded to AACM. The Examiner / Operator shall keep a copy of the Skill Test form in accordance with the provisions in the Guidance for Authorized Examiner.

3) In case of proficiency check performed for the continued validity of the ratings endorsed in a pilot license, a PHOTOCOPY of the Form PEL/CLR/027 shall be forwarded to AACM within 15 calendar days from the date of test completed. The copy of the form may be sent by email to **flightstandards@aacm.gov.mo** or by fax + **(853) 2833 8089.**

4) All information must be filled in INK and BLOCK LETTERS. All dates must be filled in **dd/mm/yy** format.

5) Where the skill test/proficiency check is concluded by more than one examiner, each should present his/her name and examiner authorization number at least once on the form.

6) When a skill test/proficiency check is terminated for reasons considered adequate by the Examiner, only those items/sections not completed shall be tested in a further flight. In such case, the same Form shall be used.