Autoritatea Aeronautică Civilă Română

Anexa 42. CPN-T-ATPL&MPL/MPA/TR
AACR Nr. _____/ _____

SKILL TEST/PROFICIENCY CHECKAND TRAINING COMPLETION FOR ATPL&MPL / MPA TYPE RATING

Please complete the form in block capitals using blue ink.

Applicant		
Name:	Surname:	Operator:
ID	Licence No	Rating validity:
A/C Tip / Reg.:	Test location:	Date of test:
FSTD ID:	PF time:	Signature:

A	**Practical training data**										
From:		To:		Location:		A/c type:		PF:			
SIM / FNPT II		PF:		FSTD level:		Cat. ILS		CAT I		CAT.II		CAT III A	
Name Head of Training				Head of Training Signature							

ZFTT					
SIMULATOR A/c		Name TRI/TRE		Signature	
SIM	ID		A/c:		Registration:
Landings No.:	PF:		Landings No.:		PF:
Date & location			Date & location		

B	**Details regarding flight check**											
PIC		COPI		a/c		SIM		IR CAT.				
Route		Block off		Block on		Block time		Landings No.:				
Skill test(*ATPL,type rating*)				**Proficiency check** (revalidation, *renewal of type ratings & IR)*								

Guidance:

1 The following abbreviations are used to indicate the training equipment used:
- **A** = Aeroplane
- **FS** = Flight Simulator
- **FTD** = Flight Training Device
- **OTD** = Other Training Devices
- **PF** = Pilot Flying
- **PNF** = Pilot Not Flying
- **P** = Trained as PIC or Copi and as PF and PNF for the issue of a type rating as applicable.
- **X** =FS only if available, otherwise an a/c shall be usedif appropriate for the manoeuvre or procedure

2 Where the letter '**M**' appears in the skill test/proficiency check column this will indicate the mandatory exercise

3 An applicant for ATPL or MPA type rating shall act as PF during all section of test check, except item 2.6 and abnormal and emergency procedures items 3.4.0 to 3.4.14, and items 3.6.0 to 3.6.9, which may be conducted as PF or PNF in accordance with MCC.

4 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.

5 A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:
- (a) the qualification of the flight simulator or FNPTII as set out in JAR–STD;
- (b) the qualifications of the instructor and examiner;
- (c) the amount of line-orientated simulator training provided on the course;
- (d) the qualifications and previous line operating experience of the pilot under training; and
- (e) the amount of supervised line flying experience provided after the issue of the new type rating

6 Limitări – orientativ:The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the type of aeroplane used.

Height	Generally	±100 feet	
	Start go-around at decision height	+ 50 feet/-0 feet	
	Minimum descent height/ altitude	+ 50 feet/-0 feet	
Tracking		on radio aids	± 5°
		Precision approach half scale deflection, azimuth / glide path	
Heading		all engines operating	± 5°
		with simulated engine failure	± 10°
Speed		all engines operating	± 5 knots
		with simulated engine failure	+10 knots/ -5 knots

7 The applicant shall pass all sections of the skill test/proficiency check. Failure of more than five items will require the applicant to take the entire test/check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again.

8 In case the applicant fails only or does not take Section 6, the type rating will be issued without Cat II or III privileges. Section 6 is not part of the ATPL/MPL skill test.

P pass	**R** Pass after repeat	**F** fail	**N/A** Not applicable	**/** Not performed

	PRACTICAL TRAINING							**ATPL/ MPL**	
								Type Rating	
								Skill test	
								Proficiency check	
Manoeuvres/Procedures (including Multi-Crew Cooperation**)**	**OTD**	**FTD**	**FS**	**A**	Instructor's initials when training completed	1st attemptin FS / A	2nd attempt inFS / A	Examiner's initials when test completed	

1	2	3	4	5	6	7	8	9
SECTION 1 - FLIGHT PREPARATION								
1.1 Performance calculation	P							
1.2 Aeroplane ext. visual inspect.; location of each item and purpose of inspection	P			P				
1.3 Cockpit inspection		P						
M 1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	P	P	P				
1.5 Taxiing in compliance with air traffic control or instructions of instructor				P	P			
M 1.6 Before take-off checks		P	P	P	P			
SECTION 2 - **TAKE-OFFS**								
2.1 Normal take offs with different flap settings, including expedited take off			P	P				
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P		P	P				
2.3 Cross wind take-off (A, if practicable)	P		P	P				
2.4 Take-off at maximum takeoff mass (actual or simulated maximum take-off mass)	P		P	P				
2.5Take-offs with simulated engine failure 2.5.1* shortly after reaching V2,or * *(In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the engine failure shall not be simulated until reaching a minimum height of 500ft 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.)*			P	P				
M 2.5.2* between V1 and V2			P	X		FS only		
M 2.6* Rejected take-off at a reasonable speed before reaching V1.			P	X				
SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES								
3.1 Turns with and without spoilers			P	P				

1	2	3	4	5	6	7	8	9
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)			P	X				
3.3 Normal operation of systems and controls engineer's panel	P	P	P	P				
M 3.4 Normal and abnormal operations of following systems::	P	P	P	P				A Mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive.
3.4.0 Engine (if necessary propeller)	P	P	P	P				
3.4.1 Pressurisation and airconditioning	P	P	P	P				
3.4.2 Pitot/static system	P	P	P	P				
3.4.3 Fuel system	P	P	P	P				
3.4.4 Electrical system	P	P	P	P				
3.4.5 Hydraulic system	P	P	P	P				
3.4.6 Flight control and Trim system	P	P	P	P				
3.4.7 Anti- and de-icing system, Glare shield heating	P	P	P	P				
3.4.8 Autopilot/Flight director	P	P	P	P				
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P	P	P	P				
3.4.10 Ground proximity warning system Weather radar, radio altimeter, transponder		P	P	P				
3.4.11 Radios, navigation equipment, instruments, flight management system	P	P	P	P				
3.4.12 Landing gear and brake	P	P	P	P				
3.4.13 Slat and flap system	P	P	P	P				
3.4.14 APU	P	P	P	P				
M 3.6 Abnormal and emergency procedures:								A Mandatory 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.		P	P	P				
3.6.2 Smoke control and removal		P	P	P				
3.6.3 Engine failures, shut-down and restart at a safe height		P	P	P				
3.6.4 Fuel dumping (simulated)		P	P	P				
3.6.5 Windshear at Take off/landing			P	X		**FS only**		
3.6.6 Simulated cabin pressure failure/Emergency descent			P	P				
3.6.7 Incapacitation of flight crew member		P	P	P				
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual		P	P	P				
3.6.9 ACAS event	P	P	P	X		**FS only**		
3.7 Steep turns with 45° bank, 180° to 360° left and right.		P	P	P				
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in			P	P				

1	2	3	4	5	6	7	8	9
take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)								
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	X				
3.9 Instrument flight procedures **M 3.9.1*** Adherence to departure and arrival routes and ATC instructions		P	P	P				
3.9.2* Holding procedures		P	P	P				
3.9.3* Precision approaches down to a a decision height (DH) not less than 60 m (200 ft)								
M 3.9.3.1* manually, without flight director			P	P		**Skill test only**		
3.9.3.2* manually, with flight director			P	P				
M 3.9.3.3* with autopilot			P	P				
M3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure			P	P				
In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding takeoff mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.								
M 3.9.4 NDB or VOC/LOC-approach down to the MDH/A			P	P				
3.9.5 Circling approach under following conditions: (a) * approach to the authorized 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 final approach used in item a), at the authorised minimum circling approach altitude; **Remark**: *if a) and b) are not possibledue to ATC reasons a simulated lowvisibility pattern may be performed*			P	P				
SECTION 4 - MISSED APPROACH PROCEDURES								

1	2	3	4	5	6	7	8	9
4 4.1* Go-around with all engines operating* after an ILS approach on reaching decision height.			P	P				
4.2* Other missed approach procedures			P	P				
M 4.3* Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P	P				
4.4 Rejected landing at 15 m (50 ft) above runway threshold and goaround			P	P				
SECTION 5 - LANDINGS								
5 5.1* Normal landings also after an ILS approach with transition to visual flight on reaching DH.			P					
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position.			P	X				
5.3 Cross wind landings (a/c, if practicable).			P	P				
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats.			P	P				
M 5.5 Landing with critical engine simulated inoperative.			P	P				
M 5.6 Landing with two engines inoperative – Aeroplanes with three engines: the centre engine and one outboard engine as far as prcticable according to data of the AFM. – Aeroplanes with four engines, two engines at one side.			P	X		**FS** **skill test only**		
General remarks:*Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations. (Refer to Subpart E, JAR–FCL 1.180)*								
SECTION 6 ADDITIONAL AUTHORISATION ON A TYPE RATING FOR INSTRUMENT APPROACHES DOWN TO A DECISION HEIGHT OF LESS THAN 60 M (200 FT) (CAT II/III)								
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. **M**6.1* Rejected take-off at minimum authorised RVR			P	X				
M 6.2* **ILS 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.			P	P				
M 6.3* Go-around after approaches as indicated in 6.2 on reaching DH. The training also shall include a goaround due to			P	P				

1	2	3	4	5	6	7	8	9
(simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure								
M 6.4* Landing(s) / Monitoring with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed			P	P				
Final result								
Instructor signature								

The applicant shall demonstrate the ability to:

(a) operate the aeroplane within its limitations;
(b) complete all manoeuvres with smoothness and accuracy;
(c) exercise good judgement and airmanship;
(d) apply aeronautical knowledge;
(e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
(f) understand and apply crew co-ordination and incapacitation procedures, if applicable; and
(g) communicate effectively with the other crew members, if applicable.

I hereby confirm receiving the relevant information from the applicant regarding his/her experience and instruction, and found the applicant being eligible, in accordance with FCL.1030 (b)(3)(i), for the conduct of the requested skill test or proficiency check.

ADDITIONAL DECLARATION FOR NON-ROMANIAN EXAMINERS:

- in accordance with FCL.1030(b)(3)(iv) -

I hereby declare that I, ……..……, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version …… of the **Examiner Differences Document** published by EASA.

Signature of examiner:		Date:			
Name of examiner, in capitals:					
RESULT	PASS		FAIL		
EXAMINER Licence No.		EXAMINER Certificate/Auth. No.			
Examiner position	L/H☐	R/H☐	Rear	☐	

Note: *Practical training will be confirmed by the specific documents contained in operator OM Part D.*