

Autoritatea Aeronautică Civilă Română



Operator de date cu caracter personal înregistrat la ANSPDCP cu nr. 20425

Anexa 44. CPN-T-IR(A)-EN

AACR Nr. _____ / _____

IR(A) SKILL TEST & PROFICIENCY CHECK

Applicant name & surname					
Licence type and No.:		Applicant signature			
1	<i>Details of flight</i>				
<i>Class/type aeroplane</i>		<i>Departure aerodrome</i>			
<i>Registration</i>		<i>Destination aerodrome:</i>			
<i>Block time off:</i>		<i>Block time on:</i>			
<i>Total block time:</i>		<i>Take-off time:</i>		<i>Landing time:</i>	
<i>Location and date:</i>		<i>Type and number of examiner's licence:</i>			
<i>Signature of examiner:</i>		<i>Name of examiner, in capitals:</i>			

Guidance

- The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. **The duration of the flight shall be at least 1 hour.**
- Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
- At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
- An applicant shall fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.
- Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
- The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height

Generally	±100 feet
Starting a go-around at decision height	+50 feet/-0 feet
Minimum descent height/MAP/altitude	+50 feet/-0 feet

Tracking

on radio aids	±5°
Precision approach:	half scale deflection, azimuth and 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

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: _____

P	Pass	R	Pass after repeat	F	Fail	N/A	Not applicable	/	Not performed
1	2					3	4	5	
	MANEVRE / PROCEDURI					FS / FNPT	A	Semnătura examinatorului dacă exercițiul a fost efectuat	
SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE									
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance								
b	Use of Air Traffic Services document, weather document								
c	Preparation of ATC flight plan, IFR flight plan/log								
d	Pre-flight inspection								
e	Weather Minima								
f	Taxiing								
g	Pre-take off briefing. Take off								
h	Transition to instrument flight								
i	Instrument departure procedures, altimeter setting								
j	ATC liaison - compliance, R/T procedures								
SECTION 2 GENERAL HANDLING									
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim								
b	Climbing and descending turns with sustained Rate 1 turn								
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns								
d*	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration								
e	Limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes.								
SECTION 3 EN-ROUTE IFR PROCEDURES									
a	Tracking, including interception, e.g. NDB, VOR, RNAV								
b	Use of radio aids								
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique								
d	Altimeter settings								
e	Timing and revision of ETAs (En-route hold – if required)								
f	Monitoring of flight progress, flight log, fuel usage, systems management								
g	Ice protection procedures, simulated if necessary								
h	ATC liaison and compliance, R/T procedures								
SECTION 4 PRECISION APPROACH PROCEDURES									
a	Setting and checking of navigational aids, identification of facilities								
b	Arrival procedures, altimeter checks								
c	Approach and landing briefing, including descent/approach/landing checks								
d+	Holding procedure								
e	Compliance with published approach procedure								
f	Approach timing								
g	Altitude, speed heading control, (stabilised approach)								
h+	Go-around action								
i+	Missed approach procedure / landing								
j	ATC liaison – compliance, R/T procedures								
SECTION 5 NON-PRECISION APPROACH PROCEDURES									
a	Setting and checking of navigational aids, identification of facilities								
b	Arrival procedures, altimeter settings								
c	Approach and landing briefing, including descent/approach/landing checks								
d+	Holding procedure								
e	Compliance with published approach procedure								
f	Approach timing								
g	Altitude, speed, heading control, (stabilised approach)								
h+	Go-around action								
i+	Missed approach procedure/landing								
j	ATC liaison – compliance, R/T procedures								
SECTION 6 (if applicable) Simulated asymmetric flight									
a	Simulated engine failure after take-off or on go-around								
b	Asymmetric approach and procedural go-around								
c	Asymmetric approach and landing, missed approach procedure								
d	ATC liaison: compliance, R/T procedures								

* May be performed in a Flight Simulator or FNPT II

+ May be performed in either Section 4 or Section 5