Autoritatea Aeronautică Civilă Română

Anexa 49. CPN-T-CR&TR/SE&ME-SPA
AACR Nr. _____/ _____

CLASS/TYPE RATING/TRAINING/SKILL TEST AND PROFICIENCY CHECK ON SINGLE-ENGINE AND MULTI-ENGINE SINGLE-PILOT AEROPLANES

Please complete the form in block capitals using blue ink.

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

A	**Practical training data**				
From:	To:	Location:	A/c :	PF:	
SIM / FNPT II		PF:	STD level	CAT I	
Name Head of Training		Head of Training Signature			

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

Guidance:

1 The following abbreviations are used to indicate the training equipment used:

A	=	Aeroplane
FS	=	Flight Simulator
FTD	=	Flight Training Device
P	=	Trained as Pilot-in-command
X	=	Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure2

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

3 When a proficiency check on a single-pilot aeroplane is performed in a multi-pilot operation in accordance with JAR-OPS, the type/class rating will be restricted to muli-pilot.

4 The starred (*) items of section 3B and, for mulit engine Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, the type/class rating will be restricted to VFR only.

5 Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if section 3B is completed.

6 A flight simulator or FNPT II shall be used for practical training for type or multi-engine class ratings if the simulator or FNPT II forms part of an approved type or class rating course. The following considerations will apply to the approval of the course:

(a) the qualification of the flight simulator or FNPT II as set out in JAR–STD;
(b) the qualifications of the instructors and examiner;
(c) the amount of flight simulator or FNPT II training provided on the course; and
(d) the qualifications and previous experience of the pilot under training

7 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

8 The applicant shall pass all sections of the skill test/proficiency check. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test/check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test/re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test/check again

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

	PRACTICAL TRAINING				Type/class rating Skill test/ Proficiency check		
Manoeuvres/Procedures	**FTD**	**FS**	**A**	Instructor's initials when training completed	1st attempt FS / A	2nd attempt FS / A 1 / 2	Examiner initials /
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
SECTION 1 - DEPARTURE							
1.1 Pre-flight including: Documentation Mass and Balance Weather briefing							
M1.2 Pre-start checks External/internal;			P				
M 1.3 Engine starting: Normal Malfunctions	P	P	P				
M1.4 Taxiing		P	P				
M1.5 Pre-departure checks: Engine run-up (if applicable)	P	P	P				
1.6 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		P	P				
M 1.7 Climbing: Vx/Vy Turns onto headings Level off		P					
1.8 ATC liaison – Compliance, R/T procedure							
SECTION 2 - AIRWORK (VFR)							
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V_{MCA} when applicable)		P	P				
M2.2* Steep turns (360° left and right at 45° bank).		P	P				
M2.3* Stalls and recovery: (i) clean stall (ii) approach to stall in descending turn with bank with approach configuration and power (iii) approach to stall in landing configuration and power (iv) approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)		P	P				
M 2.4 Handling using autopilot and flight director (may be conducted in Section 3) if applicable		P	P				
2.5 ATC liaison – Compliance, R/T procedure							

SECTION 3A - EN ROUTE PROCEDURES VFR *(see Appendix 3 to JAR-FCL 1.240 note 3 and 4)*							
3.A.1 Flight plan, dead reckoning and map reading							
3.A.2 Maintenance of altitude, heading and speed							
3.A.3 Orientation, timing and revision of ETAs							
3.A.4 Use of radio navigation aids (if applicable)							
3.A.5. Flight management (flight log, routine checks including fuel, systems and icing)							
3.A.6 ATC liaison – Compliance, R/T procedure							
SECTION 3B - INSTRUMENT FLIGHT							
M*3.B.1 Departure IFR		P	P				
M*3.B.2 En route IFR		P	P				
M*3.B.3 Holding procedures		P	P				
M*3.B.4 ILS to DH/A of 200′ (60 m) or to procedure minima (autopilot may be used to glideslope intercept)		P	P				
M*3.B.5 Non-precision approach to MDH/A and MAP		P	P				
M*3.B.6 Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns Recoveries from unusual attitudes	P	P	P				
*3.B.7 Failure of localiser or glideslope	P	P	P				
*3.B.8 ATC liaison – Compliance, R/T procedure							
SECTION 4 - ARRIVAL AND LANDINGS							
M 4.1 Aerodrome arrival procedure		P	P				
M 4.2 Normal landing		P	P				
M 4.3 Flapless landing		P	P				
4.4 Crosswind landing (if suitable conditions)		P	P				
4.5 Approach and landing with idle power from up to 2000′ above the runway (single engine aeroplane only)		P	P				
M 4.6 Go-around from minimum height		P	P				
4.7 Night go-around and landing (if applicable)	P	P	P				
4.8 ATC liaison – Compliance, R/T procedure							
SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES *(This Section may be combined with Sections 1 through 4)*							
M 5.1 Rejected take-off at a reasonable speed		P	P				
M 5.2 Simulated engine failure after take-off (single engine aeroplanes only)			P				
M 5.3 Simulated forced landing without power (single engine aeroplanes only)			P				
5.4 Simulated emergencies:	P						

i. Fire or smoke in flight ii. Systems malfunctions as appropriate							
5.5 Engine shutdown and restart (ME skill test only)	P	P	P				
5.6 ATC liaison – Compliance, R/T procedure							
SECTION 6 - SIMULATED ASYMMETRIC FLIGHT *(This Section may be combined with Sections 1 through 5)*							
M*6.1 Simulated engine failure during take-off (at a safe altitude unless carried out in FS or FNPT II)	P	P	X				
M*6.2 Asymmetric approach and go-around	P	P	P				
M*6.3 Asymmetric approach and full stop landing	P	P	P				
6.4 ATC liaison – Compliance, R/T procedure.							
Final Result							
Examiner/Instructor signature							

FLIGHT TEST TOLERANCE

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;

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.*