PAC-FCL Partea 3 - Anexa 90
AACR No. _____/ _____

APPLICATION FOR
ATPL, MPL, TYPE RATING, TRAINING, SKILL TEST AND PROFICIENCY CHECK
AEROPLANES (A)

Please complete the form in block capitals using blue ink.

Applicant's last name(s):	Aircraft:	SE-MP: A		H		SE-MP: A		H	
Applicant's first name(s):		SE-MP: A		H		SE-MP: A		H	

Signature of applicant:				SP		MP					
Operations:											
Type of licence held:	Checklist:		Training record:			Type rating:					
Licence number:	Skill test:				Class rating:			IR:			
State of licence issue:		Proficiency check:			ATPL:		MPL:				

1	**Theoretical training for the issue of a type or class rating performed during period**	
From:	To:	At:
Mark obtained:	% (Pass mark 75%):	Type and number of licence:
Signature of HT:	Name(s) in capital letters:	

2	**FSTD**				
FSTD (aircraft type):	Three or more axes: Yes		Ready for service and used:		
	No				
FSTD manufacturer:	Motion or system:		Visual aid: Yes		No
FSTD operator:		FSTD ID code:			
Total training time at the controls:		Instrument approaches at aerodromes to a decision altitude or height of:			
Location, date and time:		Type and number of licence:			
Type rating instructor Class rating instructor ..... instructor					
Signature of instructor:		Name(s) in capital letters:			

3	**Flight training: in the aircraft**			in the FSTD (for ZFTT)	
Type of aircraft:		Registration:		Flight time at the controls:	
Take-offs:		Landings:		Training aerodromes or sites (take-offs, approaches and landings):	
Take-off time:		Landing time:			
Location and date:		Type and number of licence held:			
Type rating instructor		Class rating instructor			
Signature of instructor:		Name(s) in capital letters:			

4	**Skill test**		**Proficiency check**	
Skill test and proficiency check details:				
Aerodrome or site:		Total flight time:		
Take-off time:		Landing time:		
Pass	Partial pass	Fail	Reason(s) why, if failed:	
Location and date:		SIM or aircraft registration:		
Examiner's certificate number (if applicable):		Type and number of licence:		
Signature of examiner:		Name(s) in capital letters:		

A. CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK

1. Unless otherwise determined in the operational suitability data established in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 (OSD), the syllabus of flight instruction, the skill test and the proficiency check shall comply with this Appendix. The syllabus, skill test and proficiency check may be reduced to give credit for previous experience on similar aircraft types, as determined in the OSD.

2. Except in the case of skill tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part-21 for the specific aircraft, credit may be given for skill test items common to other types or variants where the pilot is qualified.

B. CONDUCT OF THE TEST/CHECK

3. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used, as established in *Annex 1*.

4. During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.

5. Should applicants 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.

6. 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.

7. Applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed. Under single-pilot conditions, the test shall be performed as if there was no other crew member present

8. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the check-list for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.

9. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

C. SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR MULTI-PILOT AIRCRAFT TYPE RATINGS, FOR SINGLE-PILOT AEROPLANE TYPE RATINGS, WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND ATPL

10. The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.

11. The applicant shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PM. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.

12. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PM:

(a) managing crew cooperation;

(b) maintaining a general survey of the aircraft operation by appropriate supervision; and

(c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

13. The test or check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.

14. When the type rating course has included less than 2 hours flight training on the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training on the aircraft.

The approved flight training shall be performed by a qualified instructor under the responsibility of:

(a) an ATO; or

(b) an organisation holding an AOC issued in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012 and specifically approved for such training; or

(c) the instructor, in cases where no aircraft flight training for SP aircraft at an ATO or AOC holder is approved, and the aircraft flight training was approved by the applicants' competent authority.

A certificate of completion of the type rating course including the flight training in the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicants' licence.

15. For the UPSET recovery training, 'stall event' means either an approach-to-stall or a stall. An FFS can be used by the ATO to either train recovery from a stall or demonstrate the type-specific characteristics of a stall, or both, provided that:

(a) the FFS has been qualified in accordance with the special evaluation requirements in CS-FSTD(A); and

(b) the ATO has successfully demonstrated to the competent authority that any negative transfer of training is mitigated.

D. SPECIFIC REQUIREMENTS FOR THE AEROPLANE CATEGORY

1. In the case of single-pilot aeroplanes, with the exception of single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in any item of a section will cause applicants to fail the entire section. If they fail only one section, they shall repeat only that section. Failure in more than one section will require applicants to repeat the entire test or check. Failure in any section in the case of a retest or recheck, including those sections that have been passed on a previous attempt, will require applicants to repeat the entire test or check again. For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.

2. In the case of multi-pilot and single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing 5 or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If applicants only fail or do not take Section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, applicants shall pass the Section 6 on the appropriate type of aircraft.

E. FLIGHT TEST TOLERANCE

3. Applicants 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 coordination and incapacitation procedures, if applicable; and
(g) communicate effectively with the other crew members, if applicable.

4. The following limits shall apply, corrected to 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/altitude	+ 50 feet/-0 feet
Tracking	
on radio aids	± 5°
for “angular” deviations	half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) “linear” lateral deviations	cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1 000 feet above aerodrome level.
Heading	
all engines operating	± 5°
with simulated engine failure	± 10°
Speed	
all engines operating	± 5
knots with simulated engine failure	+10 knots/-5 knots

F. CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

5. Single-pilot aeroplanes, except for high performance complex aeroplanes
(a) The following symbols mean:
P = Trained as PIC or co-pilot and as PF and PM
OTD = Other training devices may be used for this exercise
X = An FFS shall be used for this exercise; otherwise, an aeroplane shall be used if appropriate for the manoeuvre or procedure
P# = The training shall be complemented by supervised aeroplane inspection
(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (---->).
The following abbreviations are used to indicate the training equipment used:
A = aeroplane
FFS = full-flight simulator
FSTD = flight simulation training device
(c) The starred (*) items of Section 3B and, for multi-engine, Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR 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, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.
(d) 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.
(e) Where the letter ‘M’ appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.
(f) An FSTD shall be used for practical training for type or ME class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:
(i) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);
(ii) the qualifications of the instructors;

(iii) the amount of FSTD training provided on the course; and
(iv) the qualifications and previous experience on similar types of the pilots under training.

(g) If privileges for multi-pilot operation are sought for the first time, pilots holding privileges for single-pilot operations shall:
(1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an ATO; and
(2) pass a proficiency check in multi-pilot operations.

(h) If privileges for single-pilot operations are sought for the first time, pilots holding privileges for multi-pilot operations shall be trained at an ATO and checked for the following additional manoeuvres and procedures in single-pilot operations:
(1) for SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B;and
(2) for ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.

(i) Pilots holding privileges for both single-pilot and multi-pilot operations in accordance with points (g) and (h) may revalidate privileges for both types of operations by completing a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(1) or (h)(2), as applicable, in single-pilot operations.

(j) If a skill test or a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point (h).

k) The training, testing and checking shall follow the table mentioned below.
(1) Training at an ATO, testing and checking requirements for single-pilot privileges
(2) Training at an ATO, testing and checking requirements for multi-pilot privileges
(3) Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course)
(4) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course)
(5) Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges

(l) To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	FSTD	A	Instructor's initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
SECTION 1					
1 Flight preparation 1.1 Performance calculation	OTD P				
1.2 Aeroplane ext. visual inspection; location of each item and purpose of inspection	OTD P#	P			
1.3 Cockpit inspection	P--->	--->			
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--->	--->		M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor	P--->	--->			
1.6 Before take-off checks	P--->	--->		M	
SECTION 2					
2 Take-offs 2.1 Normal take offs with different flap settings, including expedited take off	P--->	--->			
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P--->	--->			
2.3 Cross wind take-off	P--->	--->			
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P--->	--->			
2.5 Take-offs with simulated engine failure 2.5.1* shortly after reaching V2	P--->	--->			
In aeroplanes which are not certificated as transport category or commuter 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 instructor may simulate the engine failure shortly after reaching V2					
2.5.2* between V1 and V2	P	X		M FFS only	
2.6* Rejected take-off at a reasonable speed before reaching V1.	P--->	---> X		M	
SECTION 3					
3 Flight Manoeuvres and Procedures 3.1 Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P--->	--->			
3.1.1 At different speeds (including slow flight) and altitudes within the FSTD training envelope	P--->	--->X			
3.1.2 Steep turns using 45° bank, 180° to 360° left and right	P--->	--->X			
3.1.3 Turns with and without spoilers	P--->	--->X			
3.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P--->	--->X			
3.2 Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P--->	---->X An aeroplane shall not be used for this exercise		FFS only	
3.3 Normal operation of systems and controls engineer's panel	OTD P--->	---->			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	FSTD	A	Instructor's initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
3.4 Normal and abnormal operations of following systems:				M	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)	OTD P--->	--->			
3.4.1 Pressurisation and air-conditioning	OTD P--->	--->			
3.4.2 Pitot/static system	OTD P--->	--->			
3.4.3 Fuel system	OTD P--->	--->			
3.4.4 Electrical system	OTD P--->	--->			
3.4.5 Hydraulic system	OTD P--->	--->			
3.4.6 Flight control and Trim-system	OTD P--->	--->			
3.4.7 Anti-icing/de-icing system, Glare shield heating	OTD P--->	--->			
3.4.8 Autopilot/Flight director	OTD P--->	--->		M (singles pilot only)	
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P--->	--->			
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder	OTD P--->	--->			
3.4.11 Radios, navigation equipment, instruments, flight management system	OTD P--->	--->			
3.4.12 Landing gear and brake	OTD P--->	--->			
3.4.13 Slat and flap system	OTD P--->	--->			
3.4.14 Auxiliary power unit	OTD P--->	--->			
3.5 Intentionally left blank					
3.6 Abnormal and emergency procedures:				M	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--->	--->			
3.6.2 Smoke control and removal	P--->	--->			
3.6.3 Engine failures, shutdown and restart at a safe height	P--->	--->			
3.6.4 Fuel dumping (simulated)	P---->	--->			
3.6.5 Wind shear at take-off/landing	P	X		FFS Only	
3.6.6 Simulated cabin pressure failure/emergency descent	P--->	--->			
3.6.7 Incapacitation of flight crew member	P--->	--->			
3.6.8 Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual	P--->	--->			
3.6.9 TCAS event	OTP P--->	An aeroplane shall not be used		FFS only	
3.7 Upset recovery training	P	X			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	FSTD	A	Instructor's initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
3.7.1 Recovery from stall events in: - take-off configuration; - clean configuration at low altitude; - clean configuration near maximum operating altitude; and - landing configuration	FFS qualified for the training task only	X An aero-plane shall not be used for this exercise			
3.7.2 The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles	FFS qualified for the training task only	An aero-plane shall not be used for this exercise		FFS only	
3.8 Instrument flight procedures					
3.8.1* Adherence to departure and arrival routes and ATC instructions	P--->	--->		M	
3.8.2* Holding procedures	P--->	--->			
3.8.3* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure					
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in case of such AFM limitation).'					
3.8.3.1*Manually, without flight director	P--->	--->		M (skill test only)	
3.8.3.2*Manually, with flight director	P--->	--->			
3.8.3.3*With autopilot	P--->	--->			
3.8.3.4* Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 feet above aerodrome level until touchdown or through the complete missed approach procedure 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 3.8.4. 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 feet above runway threshold elevation. 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 in accordance with 3.8.3.4.	P--->	--->		M	
3.8.4* 2D operations down to the MDH/A	P*--->	--->		M	
3.8.5 Circling approach under following conditions: (a)* approach to the authorised 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 possible due to ATC reasons, a simulated low visibility pattern may be performed.	P*--->	--->			
3.8.6 Visual approaches	P--->	--->			
SECTION 4 - MISSED APPROACH PROCEDURES					
4 Missed approach procedures 4.1* Go-around with all engines operating* during a 3D operation on reaching decision height	P*--->	--->			
4.2* Go-around with all engines operating* from various stages during an instrument approach					
4.3* Other missed approach procedures	P*--->	--->			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/Procedures	FSTD	A	Instructor's initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
4.4* Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*--->	--->		M	
4.5 Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (baulked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P--->	--->			
SECTION 5 - LANDINGS					
5 - Landings 5.1* Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P				
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position.	P--->	An aeroplane shall not be used for this exercise		FFS only	
5.3 Cross wind landings (a/c, if practicable).	P--->	--->			
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats.	P--->	--->			
5.5 Landing with critical engine simulated inoperative.	P--->	--->		M	
5.6 Landing with two engines inoperative – 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.	P	X		M FFS Only (for 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).*					
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)					
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.					
6.1* Rejected take-off at minimum authorised RVR	P*--->	--->X An aeroplane shell not be used for this exercise		M*	
6.2* **CAT II/III 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--->	--->		M	
6.3* **Go-around** after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (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	P--->	--->		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--->	--->		M	

NOTE: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.

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.
I certify that do not have more than one license per category of aircraft issued under PART FCL and all my PART FCL licenses are issued by the same state

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:			
Examiner position	L/H☐	R/H☐	Rear ☐