

PAC-FCL Partea 3 - Anexa 95

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:	Air 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 (<i>type/class rating</i>)				Proficiency check (<i>revalidation, renewal of type/class ratings & IR</i>)			

GUIDANCE:

1. Applicants for a skill test shall have received instruction in the same class or type of aircraft to be used in the test. The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in:

- (a) an available and accessible FFS, or
- (b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible; or
- (c) the aircraft if no FSTD is available or accessible.

If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

2. Failure to achieve a pass in all sections of the test in two attempts will require further training.

3. There is no limit to the number of skill tests that may be attempted.

CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK

4. 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.

5. 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.

CONDUCT OF THE TEST/CHECK

6. 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 this Part.

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

8. 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.

9. 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 re-test.

10. Applicants 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.

11. 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.

12. 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.**

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

13. 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.

14. 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 PNF. 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.

15. 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 PNF:

- (a) management of 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.

16. The test/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.

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

18. 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.

B. Specific requirements for the aeroplane category

PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of for single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or 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 or check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take 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, the applicant shall pass all sections of the skill test or proficiency check. Failure of more than 5 items will require the applicant to take the entire test or check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test or re-check including those items that have been passed at a previous attempt will require the applicant to take the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does 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, the applicant shall pass the section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

3. 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 always assured;
- (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 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/MAPt/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 of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft 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

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

1. 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= Flight simulators shall be used for this exercise, if available, 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

FTD = Flight Training Device (including FNPT II for ME class rating) / 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 the mandatory exercise or a choice where more than one exercise appears.

(f) An FFS/FSTD or an FNPT II shall be used for practical training for type or multi-engine 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 FFS or FNPT II as set out in the relevant requirements of Part-ARA and Part-ORA; □

(ii) the qualifications of the instructors;

(iii) the amount of FFS/FSTD or FNPT II training provided on the course; and

(iv) the qualifications and previous experience on similar types of the pilot 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

<input type="checkbox"/> P Pass	<input type="checkbox"/> R Pass after repeat	<input type="checkbox"/> F Fail	<input type="checkbox"/> N/A Not applicable	<input type="checkbox"/> / Not performed				
TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE AEROPLANES				PRACTICAL TRAINING		CLASS OR TYPE RATING SKILL TEST/PROF. CHECK		
Manoeuvres/Procedures				FSTD		Instructor's initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
				OTD	FTD			
SECTION 1								
1. Departure				P				
1.1 Preflight including: – documentation; – mass and balance; – weather briefing; and – NOTAM.								
1.2 Pre-start checks				P#			P	M
1.2.1 External								
1.2.2 Internal								
1.3 Engine starting: normal malfunctions				P-->	P-->	P-->	--->	M
1.4 Taxiing				P--->	P--->	P--->	--->	M
1.5 Pre-departure checks: engine run-up (if applicable)				P--->	P--->	P--->	--->	M
1.6 Take-off procedure: – normal with flight manual flap settings; and – crosswind (if conditions are available).				P--->	P--->	P--->	--->	M
1.7 Climbing: – Vx/Vy – turns onto headings; and – level off.				P--->	P--->	P--->	--->	M
1.8 ATC liaison – compliance, R/T procedures				P--->	P--->	P--->		M
SECTION 2								
2. Airwork (visual meteorological conditions (VMC))				P--->	P--->	P--->	--->	
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{vmca} when applicable)								
2.2* Steep turns (360° left and right at 45° bank)				P--->	P--->	P--->	--->	M
2.3 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; and (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only)				P--->	P--->	P--->	--->	M
2.4 Handling using autopilot and flight director (may be conducted in Section 3), if applicable				P--->	P--->	P--->	--->	M
2.5 ATC liaison – Compliance, R/T procedures				P--->	P--->	P--->	--->	M
SECTION 3A								
3A En route procedures VFR (see B.5 (c) and (d))				P--->	P--->	P--->	--->	

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				Instructor's initials when training completed	CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
	OTD	FSTD	FFS	A		Tested or checked in FSTD or A	Examiner initials when test completed
Manoeuvres/Procedures							
3A.1 Flight plan, dead reckoning and map reading							
3A.2 Maintenance of altitude, heading and speed	P--->	P--->	P--->	--->			
3A.3 Orientation, timing and revision of ETAs	P--->	P--->	P--->	--->			
3A.4 Use of radio navigation aids (if applicable)	P--->	P--->	P--->	--->			
3A.5 Flight management (flight log, routine checks including fuel, systems and icing)	P--->	P--->	P--->	--->			
3A.6 ATC liaison – compliance, R/T procedure	P--->	P--->	P--->	--->			
SECTION 3B							
3B Instrument flight	P--->	P--->	P--->	--->		M	
3B.1* Departure IFR							
3B.2* En route IFR	P--->	P--->	P--->	--->		M	
3B.3* Holding procedures	P--->	P--->	P--->	--->		M	
3B.4* 3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P--->	P--->	P--->	--->		M	
3B.5* 2D operations to minimum descent height/altitude (MDH/A)	P--->	P--->	P--->	--->		M	
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: – rate 1 turns; and – recoveries from unusual attitudes.	P--->	P--->	P--->	--->		M	
3B.7* Failure of localiser or glideslope	P--->	P--->	P--->	--->			
3B.8* ATC liaison – compliance, R/T procedures	P--->	P--->	P--->	--->		M	
SECTION 4							
4. Arrival and landings	P--->	P--->	P--->	--->		M	
4.1 Aerodrome arrival procedure							
4.2 Normal landing	P--->	P--->	P--->	--->		M	
4.3 Flapless landing	P--->	P--->	P--->	--->		M	
4.4 Crosswind landing (if suitable conditions)	P--->	P--->	P--->	--->			
4.5 Approach and landing with idle power from up to 2 000 ft above the runway (single-engine aeroplanes only)	P--->	P--->	P--->	--->			
4.6 Go-around from minimum height	P--->	P--->	P--->	--->		M	
4.7 Night go-around and landing (if applicable)	P--->	P--->	P--->	--->			
4.8 ATC liaison – compliance, R/T procedures	P--->	P--->	P--->	--->		M	
SECTION 5							
5 - Abnormal and emergency procedures (This section may be combined with Sections 1 through 4.)			P				
5.1 Rejected take-off at a reasonable speed	P--->	P--->	P--->	--->		M	

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE AEROPLANES	PRACTICAL TRAINING				Instructor's initials when training completed	CLASS OR TYPE RATING SKILL TEST/PROF. CHECK	
	OTD	FSTD	FFS	A		Tested or checked in FSTD or A	Examiner initials when test completed
Manoeuvres/Procedures							
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		M	
5.4 Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate	P--->	P--->	P--->	--->			
5.5 ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P--->	P--->	P--->	--->			
5.6 ATC liaison – compliance, R/T procedure							
SECTION 6							
6. Simulated asymmetric flight (This section may be combined with Sections 1 through 5.)	P--->	P--->	P--->	--->		M	
6.1* Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)							
6.2* Asymmetric approach and go-around	P--->	P--->	P--->	--->		M	
6.3* Asymmetric approach and full-stop landing	P--->	P--->	P--->	--->		M	
6.4 ATC liaison – compliance, R/T procedure			P--->	--->		M	
SECTION 7							
7. UPRT	P--->	P--->	P--->	--->		M	
7.1.1 Manual flight with and without flight directors (no autopilot, no autothrust /autothrottle, and at different control laws, where applicable)							
7.1.1.1 At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P--->	P--->	P--->	--->		M	
7.1.1.2 Steep turns using 45° bank, 180° to 360° left and right	P--->	P--->	P--->	--->		M	
7.1.1.3 Turns with and without spoilers	P--->	P--->	P--->	--->		M	
7.1.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P--->	P--->	P--->	--->			
7.2 Upset recovery training	P--->	P--->	P--->	--->			
7.2.1 Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration							
7.2.2 The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles.			P	X		FFS only	
7.3 Go-around with all engines operating* from various stages during an instrument approach	P--->	P--->	P--->	--->			

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE RATING SKILL TEST/PROF. CHECK		
	Manoeuvres/Procedures	FSTD				Instructor's initials when training completed	Tested or checked in FSTD or A
	OTD	FTD	FFS	A			
7.4 Rejected landing with all engines operating: – from various heights below DH/MDH 15 m (50 ft) above the runway threshold – after touchdown (balked 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--->	P--->	P--->	--->			

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 <input type="checkbox"/>	R/H <input type="checkbox"/>	Rear <input type="checkbox"/>

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