



**AUTORITATEA AERONAUTICĂ CIVILĂ  
A REPUBLICII MOLDOVA**

**GM - EM**

**MANUALUL EXAMINATORULUI  
(EXAMINER MANUAL)**



**ORDIN**

**cu privire la aprobarea ediției 01 a Materialelor de îndrumare –  
Manualul examinatorului (GM-EM)**

**nr. 42/GEN din 25.08.2021**

*Monitorul Oficial nr.212-218/1108 din 10.09.2021*

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În temeiul art.7 alin.(3) pct.1) lit.d) din Codul aerian al Republicii Moldova nr.301/2017 și pct.10 subpct.1) lit.d) din Regulamentul cu privire la organizarea și funcționarea Autorității Aeronautice Civile, aprobat prin Hotărârea Guvernului Republicii Moldova nr.133/2019, întru executarea atribuțiilor ce îi revin Autorității Aeronautice Civile în calitate de autoritate administrativă de certificare, supraveghere și control în domeniul aviației civile, în scopul asigurării implementării cerințelor din Regulamentul de stabilire a cerințelor tehnice și a procedurilor administrative referitoare la personalul navigant din aviația civilă, aprobat prin Hotărârea Guvernului Republicii Moldova nr.204/2020, precum și din Procedurile și Instrucțiunile Aeronautice Civile – Certificarea personalului navigant, aprobate prin ordinul AAC nr.33/GEN din 29.07.2021, referitoare la examinatori,

**ORDON:**

1. Se aprobă ediția 01 a Materialelor de îndrumare – Manualul Examinatorului (GM-EM), conform anexei la prezentul ordin.
2. Autoritatea Aeronautică Civilă va pune la dispoziția tuturor persoanelor interesate anexa la prezentul ordin prin publicarea pe pagina web oficială [www.caa.md](http://www.caa.md), la compartimentul „Cadrul normativ/GM”.
3. Prezentul ordin intră în vigoare din data publicării în Monitorul Oficial al Republicii Moldova.

**DIRECTOR ADJUNCT**

**Victor NEAGA**

**Nr.42/GEN. Chișinău, 25 august 2021.**

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**Amendments rules**

- (1) The provisions of the GM shall be modified only by amendment.
- (2) The amendment shall be approved by the general Order of the CAA Director.
- (3) After approval of the amendment, the GM's holder shall introduce the new issued pages and destroy the replaced pages.
- (4) A new edition of GM is issued if the volume of changes exceeds 30% of its content.

## List of abbreviations

The following abbreviations are used within the GM:

Abbreviation	Definition	Abbreviation	Definition
A / (A)	Aeroplane	CT (TR)	Technical Requirements
ACFT	Aircraft	CTKI	Chief Theoretical Knowledge Instructor
		Doc	Document
AFM	Aircraft Flight Manual	e.g.	for example
AIC	Aeronautical Information Circular	EASA	European Aviation Safety Agency
AltMoC	Alternative Means of Compliance		
AMC	Acceptable Means of Compliance		
AMDT	Amendment		
AOC	Air Operator Certificate	EIR	En-route Instrument Rating
ARA	Authority Requirements for Aircrew	E-Mail	Electronic Mail
ARO	Authority Requirements for Air Operations	ENR	En-route
Art.	Article	etc.	et cetera
		PIAC-CPN	Civil aviation procedures and instructions – Aircrew licensing (PIAC-CPN)
ATIR	Air Traffic Incident Report		
ATO	Approved Training Organisation	FCL	Flight Crew Licensing
ATP	Airline Transport Pilot	FDP	Flight Duty Period
ATPL	Airline Transport Pilot License	FFS	Full Flight Simulator
CAA RM	Civil Aviation Authority of the Republic of Moldova	FI	Flight Instructor
CAT	Commercial Air Transport Operations	FNPT	Flight Navigation Procedure Trainer
CB-IR	Competency-Based Instrument Rating	FSTD	Flight Simulation Training Device
CFI	Chief Flight Instructor	FTD	Flight Training Device
CMM	Compliance Monitoring Manager	FTL	Flight and duty Time Limitation
CoA	Certificate of Airworthiness	GD	Government Decision
CPL	Commercial Pilot License	GM	Guidance Material
CR	Class Rating		
CRI	Class Rating Instructor	Doc	Document

Abbreviation	Definition	Abbreviation	Definition
		OSD	Operational Suitability Data
		PBN	Performance Based Navigation
		PIC	Pilot in Command
		PIH	Pilot's Information Handbook
		POH	Pilot's Operating Handbook
GNSS	Global Navigation Satellite System		
H / (H)	Helicopter	POL	Performance and Operating Limitations
HPA	High Performance Aeroplane/Aircraft	POM	Pilot's Operating Manual
HT	Head of Training	PPL	Private Pilot License
ICAO	International Civil Aviation Organisation	RVSM	Reduced Vertical Separation Minimum
IFR	Instrument Flight Rules	S / (S)	Sailplane
IMC	Instrument Meteorological Conditions	SE	Single Engine
IR	Instrument Rating	SEP	Single Engine Piston
		CT-RA	Technical requirements Rules of the air (CT-RA)
IRI	Instrument Rating Instructor	SET	Single Engine Turbine
LAPL	Light Aircraft Pilot License	SFI	Synthetic Flight Instructor
LIFUS	Line Flying under Supervision	SOP	Standard Operating Procedures
MCC	Multi-Crew Cooperation	SP	Single Pilot
MCCI	Multi-Crew Cooperation Instructor	SPA	Single Pilot Aeroplane
ME	Multi Engine	SPH	Single Pilot Helicopter
MEP	Multi Engine Piston	SPL	Sailplane Pilot License
MI	Mountain Instructor	SPO	Specialised Operations
MOU	Mountain Rating	STI	Synthetic Training
MP	Multi Pilot	TEM	Instructor Threat and Error Management
			Theoretical Knowledge
MPA	Multi Pilot Aeroplane/Aircraft		Instructor
MPH	Multi Pilot Helicopter	TNG	Training
MPL	Multi Pilot License	ToC	Table of Contents
n/a	not applicable	TR	Type Rating
		TRI	Type Rating Instructor
NIT	Night Rating	VFR	Visual Flight Rules
NP	Nominated Person	VMC	Visual Meteorological Conditions
ORA	Organisation Requirements for Aircrew		

**Definitions**

For a complete list of definitions refer to FCL.010 of the Government Decision no.204/2020 on approval of the Regulation laying down technical requirements and administrative procedures related to civil aviation aircrew (GD no.204/2020).



## **Introduction**

The Civil Aviation Authority is the competent authority of the Republic of Moldova for the issue of pilot licenses, ratings and certificates in accordance with the GD no.204/2020 and requirements from ICAO Annex 1 – Personnel licensing, and for the oversight of their implementation and use. This GM provides guidance regarding Part-FCL examinations and applies to all Part-FCL Aeroplane examinations conducted on CAA issued license or certificate holders.

This GM is intended to support organisations/operators, examiners, instructors and candidates in administrative matters related to the examination system. It is to be regarded as a tool to simplify the processes and requirements for obtaining the necessary licenses, ratings and certificates from the CAA. The use of the GM contributes to compliance with the CAA requirements.

### **0.1. Legal References**

- a) GD no.204/2020:
  - Annex no.1 (Part-FCL);
  - Appendices no.4, no.6, no.7, no.8 and no.9 to Annex no.1 (Part-FCL);
  - Annex no.4 (Part-MED).
- b) Civil aviation procedures and instructions – Aircrew licensing (PIAC-CPN);
- c) Acceptable means of compliance and Guidance Material to GD no.204/2020 (AMC&GM);

### **0.2. Purpose of the GM**

This GM provides basic support to the organisations / operators examiners, instructors and candidates in the preparation and completion of exams. It is intended to ensure that all parties involved have clarity about the process before, during and after an examination.

This GM was done based on the requirements for obtaining licenses and certificates described in Part-FCL and contains supporting information.

### **0.3. Scope**

This GM deals with processes for the preparation, execution and completion of examinations according to Part-FCL.

### **0.4. Responsibilities**

This GM includes provisions and statements related to the responsibilities of the organisations / operators, examiners, instructors and candidates.

## **1. General**

Non-Moldavian certified examiners shall as well comply with all provisions laid down in Appendix no.3 - Briefing examiners (non-Moldavian) to this GM.

Examiners certified by the CAA RM must be aware that examination requirements of other competent authorities may differ. Therefore, the present document shall not be used as a reference when conducting examinations on pilots not holding the CAA RM issued license.

Whilst every effort is made to ensure that all information is correct at the time of publication, CAA RM reserves the right to amend this document as required to accommodate changes to the primary authority documents, to correct errors and omissions or to reflect changes in national policy and best practice.

In case of any contradiction between the requirements laid down in GD no.204/2020 and its implementing rules and the guidance laid down in this GM, GD no.204/2020 and its implementing rules will have precedence. We kindly ask you to inform us about any contradiction or ambiguities via [pel@caa.gov.md](mailto:pel@caa.gov.md).

### **1.1 Licensing Authority**

According to MED.A.010 in conjunction with FCL.001, the licensing authority is the CAA RM. Accordingly, an applicant for the issue of a Moldavian license shall hold a medical certificate issued by an AME/AeMC certified by the CAA RM.

### **1.2 Vested Interests of the Examiner**

Examiners shall only conduct examination where their independence is not in doubt and when they are free of conflict of interest. They shall appreciate that situations giving the impression of a conflict of interest or lack of independence in the eyes of uniformed third parties are as well problematic and shall be avoided, as they could impact the credibility of the entire examination system in the eyes of the public.

A conflict of interest can be defined as any relationship that might influence an examiner to act, either knowingly or unknowingly in a manner that does not hold the safety of the public as the primary and highest priority. A conflict of interest occurs when an examiner's vested interests raise a question of whether his/her actions, judgment or decision-making can be unbiased, or when the examiner has, or appears to have, a personal interest in the specific outcome of an examination.

### **1.3 Right of Appeal Procedure**

In the event of a partial pass or fail, the examiner shall explain the applicant's right of appeal.

Within 5 days after receipt of the skill test, proficiency check or assessment of competence result, an appealable decision (Annex no.98 to PIAC-CPN) about the test/check results may be requested in writing to the CAA RM, in Romanian or English language.

### **1.4 Examination Notification**

All examinations (skill tests, proficiency checks or assessments of competence) shall be notified (Annex no.16 or no.17 to PIAC-CPN) at least 10 days in advance. For CR/TR skill tests or proficiency checks, a change of examiner before the event is permitted, provided that the 24 hours period was complied within the original notification.

A change of examiner always requires a new notification by the examiner taking over the task, with a reference to the original notification in the “remark” field. In cases of rescheduling up to 48 hours, entry shall be updated and the reasons for the rescheduling entered in the “remark” field. If the planned date or time of a test or check changes, the notification has to be adapted accordingly.

### **1.5 Record Keeping**

Examiners shall maintain records for 5 years with details of all skill tests, proficiency checks and assessments of competence performed and their results.

### **1.6 Training and Examination**

An examination is strictly an independent, neutral and objective assessment of a candidate’s abilities; accordingly, no training activities shall take place during a flight examination or be combined with a flight examination. The flight examination is an uninterrupted event starting with the administrative aspects, which shall be preceded by an adequate period of time for the candidate to prepare his flight and ending-up with the debriefing of the candidate, after completion of the examination protocol.

Before conducting a skill test, proficiency check or assessment of competence, the examiner shall verify that the applicant complies with all the qualification, training and experience requirements from Part-FCL for the issue, revalidation or renewal of the license, rating or certificate for which the skill test, proficiency check or assessment of competence is taken.

### **1.7 Language Proficiency**

#### **General**

For any skill test, proficiency check or assessment of competence where the candidate is required to use radio communication with air traffic control (ATC), at aerodromes with AFIS or in a Radio Mandatory Zone (RMZ), a valid language endorsement in the language used for radio communication is required by the candidate and the examiner. In cases where such an aerodrome (i.e. Chisinau) is used for a test or check only, at least the examiner must hold a valid language proficiency endorsement.

#### **IFR**

For any skill test, proficiency check or assessment of competence where a part is done under IFR, a valid Language Proficiency endorsement in English is required by the candidate and the examiner.

### **1.8 Operational Rules**

It is in the responsibility of the examiner to comply with the operational rules of Part-CAT, Part-SPA, Part-NCC, Part-NCO, Part-SPO from Regulation regarding administrative procedures related to air operations (if applicable).

### **1.9 Use of FSTD for Testing and Checking**

If FSTDs are used during 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.

### **1.10 Weather Minimum**

If no specific weather minimum is prescribed, it shall not be less than what is prescribed in CT-RA, in the relevant OPS rules, and in the applicable national requirements. While the weather during the examination shall be compatible with the level of experience of the candidate and the equipment of the aeroplane, as deemed suitable by the candidate, the candidate should nevertheless be able to cope with challenging weather situations that are well within the privilege of the license or rating applied for (e.g. CPL or IR). The weather conditions shall be suitable for a safe, fair and legal flight. When the check is conducted on aeroplane, the weather conditions must ensure a safe operation at all time, with safety margin commensurate with the additional risks created by the examination task.

### **1.11 Examiner Duty Limits**

While there are no duty limits defined per se, examiners are reminded that they are responsible to ensure the safety of flight at all time, are responsible to conduct examinations effectively and objectively, and with due consideration for the candidate; examiners have also a duty to be exemplar aviators at all time. Insufficient rest, high level of fatigue, stress or workload have proven to negatively impact flight safety, furthermore, such personal states are simply not compatible with an examiner duties and responsibilities.

As a recommendation, not more than 2 tests or checks per day should be planned. Active professional pilots subject to flight duty regulations in their other flying activities are also reminded that their examination activities count as actual duty, and their operator shall be informed accordingly.

### **1.12 Logbook Entries**

All pilot logbooks must comply with the requirements laid down in FCL.050 and AMC1 FCL.050. Details of tests and checks shall be endorsed and signed by the examiner in the “Remarks and Endorsements” column of the compliant logbook. Electronic logbooks are not authorised by the CAA RM.

### **1.13 Hand Entry in License**

Examiners are not allowed to make hand entries in the licenses issued by the CAA RM.

### **1.14 Requirement to hold a Medical Certificate**

In regard to Part-FCL examinations an examiner must hold a valid class 2 medical certificate to conduct examinations in aeroplane, including when acting from the jump seat or similar. An exception to the latter case is only possible with prior approval from the CAA RM. No medical certificate for an examiner is required, when conducting examinations in a simulator.

The candidate must hold a valid medical certificate when the examination is conducted in an aeroplane. When conducted in a FSTD, the candidate or assisting pilot should normally hold a medical certificate. If this is not the case, the examiner shall understand the reason behind and make the candidate aware that he/she cannot use this fact as a justification for inadequate performance. An assisting pilot without a medical certificate shall only act in a FSTD if there is no negative influence on the conduct of the test/check.

### 1.15 Operational Suitability Data Considerations

Operational Suitability Data (OSD) are established by aeroplane manufacturers as a “training bridge” between aircraft certification requirements and aircrew licensing requirements, to ensure training adequacy. When an OSD is established for a particular aeroplane type, the OSD requirements shall be taken into account in the type training syllabus, as well as for the testing or checking process. Specific OSD shall be requested from the specific aeroplane manufacturer.

### 1.16 Conversion of ICAO contracting country licenses and ratings

According to Chapter VIII form GD no.204/2020, the following applies to holder of an ICAO contracting country license who wishes to obtain a Moldavian Part FCL license:

- All licenses may be converted into Part-FCL PPL licenses in accordance with Annex no.3 B to the GD no.204/2020.
- To obtain a Part-FCL CPL issued by the CAA RM, all the requirements of Part-FCL shall be met, except that the requirements of course duration, number of lessons and specific training hours may be reduced. Any credit shall be granted by the CAA RM, based on a recommendation of an ATO. The same rule applies to obtain an additional rating.
- To obtain a Part-FCL ATPL issued by the CAA RM, holders of an ICAO contracting country ATPL shall pass the ATP theory examination and the ATPL Skill Test shall be passed. Experience requirements and prerequisites as required by Part-FCL have to be fulfilled. No training is mandatory. As a general rule, the ICAO contracting country license and rating shall be valid and current. Additionally, as a license skill test is combined with a class or type rating skill test, the applicant shall either fulfill the experience requirements according to Annex no.3 C to GD no.204/2020 (100h on class or 500h on type) or have followed a class or type rating course approved by the CAA RM. For the Skill test please refer to the respective chapter in this GM.

## 2. Generic Flight Examination

Please refer to:

- Appendix no.1 «Generic Single Pilot (A) Examiner Test Preparation Checklist»; or
- Appendix no.2 «Generic Multi Pilot (A) Examiner Test Preparation Checklist» at the end of this GM.

## 3. Pilot Competencies

Each competence consists of a unique combination of specific skills (refer to a level of performance, in the sense of accuracy and speed in performing particular tasks), knowledge (includes theory and concepts, as well as tacit knowledge gained as the result of the experience of performing certain tasks), and attitude (individual character, talents, human traits, perceptions, or qualities that drive someone to act or react in a certain way under certain circumstances).

While skills and knowledge aspects can be directly observed or queried, attitude is assessed through the observable behaviors of the candidate.

**3.1 Application of Procedures (APK)**

Identifies and applies procedures in accordance with published operating instructions and applicable regulations, using the appropriate knowledge.

**3.2 Communication (COM)**

Demonstrates effective oral, non-verbal and written communications, in normal and non-normal situations.

**3.3 Flight Path Management – Automation (FPA)**

Controls the aircraft flight path through automation, including appropriate use of a flight management system(s) and guidance.

**3.4 Flight Path Management – Manual Control (FPM)**

Controls the aircraft flight path through manual flight, including appropriate use of a flight management system and flight guidance system.

**3.5 Application of Knowledge (KNO)**

Demonstrates knowledge and understanding of relevant information, operating instructions, aircraft systems and the operating environment.

**3.6 Leadership and Teamwork (LTW)**

Demonstrates effective leadership and team working.

**3.7 Problem-Solving and Decision-Making (PSD)**

Accurately identifies risks and resolves problems. Uses the appropriate decision-making processes.

**3.8 Situation Awareness and Resilience (SAW)**

Perceives and comprehends all of the relevant information available and anticipates what could happen that may affect the operation. Resilience is a person's quality to recover from a mistake or failure quickly, to rise and come back at least as strong as before. Influencing factors of a resilient person are a positive attitude, optimism, the ability to regulate emotions and to see failure as a helpful feedback.

**3.9 Workload Management (WLM)**

Manages available resources efficiently to prioritise and perform tasks in a timely manner under all circumstances.

**4. Test or Check Assessment Criteria**

During all skill tests or proficiency checks applicants shall demonstrate the ability to:

- a) operate the aeroplane within its limitations; applicable for the specific license or rating examination, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used;
- b) complete all maneuvers 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.

While the candidate shall undoubtedly demonstrate his/her ability to operate the aircraft with the defined tolerances and its limitations, this aspect is only one of the assessment criteria; the other abilities to be demonstrated are as important and critical in regard to ensuring flight safety. Therefore, these abilities must be demonstrated as well and not just the ability to fly the aeroplane within the given tolerances.

## 5. Repetition Rules

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.

The discretion of the examiner to repeat a manoeuvre or procedure should not be used if further training is required. Situations where a mistake might have serious safety consequence, involves a rule or regulation violation, or requires the intervention of the examiner for safety reasons, shall not be repeated.

If the applicant's performance is such that several items need repeating, the candidate may not be up to the required standard. In this case, the examiner should consider if the applicant's demonstration of flying skill requires a complete re-test.

The examiner may use his/her discretion to ascertain, when in doubt, his/her judgement of an item otherwise failed, or when he considers that the applicant was not performing satisfactorily due to any external influence or distraction.

**Repetition of a manoeuvre or procedure and a fail shall in any case be documented in the column for comments. If the candidate's overall performance requires a complete re-test, this shall be documented in detail under «3 Remarks».**

In the case of single-pilot aeroplanes, except 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 multiengine aeroplanes, section 6 of the relevant test or check, addressing asymmetric flight, shall be passed. 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 five items will require the applicant to take the entire test or check again. Any applicant failing five 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.

## **6. License and Rating Skill Tests**

### **Licensing Theory Examination taken outside of the Republic of Moldova**

If theory examination has not been done under the CAA RM oversight, the results must be confirmed to the CAA RM by the relevant EASA member state competent authority before the skill test.

### **Foreign Examiners**

Non-Moldavian examiner has to comply with all provisions laid down in Appendix no.3 Briefing examiners (non-Moldavian) to this GM.



## 6.1 LAPL(A) Skill Test

Crew complement:	SPO
Flight rules:	VFR
Equipment:	Aeroplane
Applicable class or type:	TMG or SEP; maximum 4 persons on board and 2'000 kg MTOM
Required examiner certificate:	FE

### Application

The ATO/DTO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name;
- Type of skill test required;
- Class of aeroplane and registration;
- Meeting place and proposed date.

### ATO/DTO Responsibilities

The ATO/DTO guarantees that the candidate meets all the applicable requirements and that the training is completed; the skill test recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

*«Training LAPL (A) is completed»*

Place and date

ATO/DTO name and approval/declaration number

HT name, license number and signature

### Skill Test Program

The skill test program must include all items laid down in Annex no.35 or no.36 to PIAC-CPN.

The general skill test program is to be provided by the examiner at least 2 days before the skill test. The CAA RM recommends that the skill test consists of 2 different flights; the first flight is mainly normal operation, ending with a landing on an aerodrome other than the aerodrome normally used for training. The second flight (returning to the original aerodrome) includes, in addition to normal operation, air work exercises, abnormal and emergency items.

A break should be planned between the first and the second flight, or at least a full stop landing, to allow time for new cockpit set up and flight preparation for the second flight. There is no minimum flight time for the skill test; nevertheless, the navigation part shall have a duration of 30 minutes which allows the candidate to demonstrate his/her ability to complete a route with at least two identified waypoints.

### Weather minima

At least 5 km of visibility and a ceiling higher than 1'500 ft AGL should be forecasted or expected for all parts of the flights.

**Procedure before the Practical Test**

The following steps shall be successfully completed before continuing with the practical part of the test:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- Medical certificate LAPL or class 1 or 2;
- Part FCL compliant logbook;
- Confirmation of LAPL(A) theory exam passed (the theory is valid for a period of 24 months, counted from the day the final required subject has been successfully passed);
- Confirmation of RT privileges;
- Filled in and signed Annex no.35 or no.36 to PIAC-CPN.

The ATO/DTO shall make available the training records for verification by the examiner, if requested. All documents, including the skill test recommendation, shall be completed and signed. The examiner shall verify that the ATO/DTO is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md>.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The skill test result shall be either Pass, Partial Pass or Fail.

The examiner fills in Annex no.35 or no.36 to PIAC-CPN completely and then debriefs the candidate. The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of at least the first page of Annex no.35 or no.36 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Skill test LAPL(A) passed»

Class with variant(s)

Place and Date

Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.35 or no.36 to PIAC-CPN;
- Copy of ID or passport (only required for the first issue of a Moldavian Part-FCL license);
- Copy of the relevant pages of logbook showing: confirmation of completed training, skill test endorsement;
- Copy of ATO/DTO certificate (not required for Moldavian ATO/DTO);
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner).

**b) Result is Partial Pass or Fail**

The candidate receives a copy of Annex no.35 or no.36 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight.

The following documents shall be sent to the CAA RM Licensing Section:

- Annex no.35 or no.36 to PIAC-CPN.

**Repetition procedure after partial passed or failed LAPL (A) skill test**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO/DTO regarding the cause of failure.

Application and procedure is the same for the repetition as for the first skill test.

## 6.2 PPL(A) Skill Test

Crew complement:	SPO
Flight rules:	VFR
Equipment:	Aeroplane
Applicable class or type:	TMG, SEP, MEP;
Required examiner certificate:	FE

### Application

The ATO/DTO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and Moldavian license number;
- Type of skill test required;
- Class or type of aeroplane and registration;
- Meeting place and proposed date.

### ATO/DTO Responsibilities

The ATO/DTO guarantees that the candidate meets all the applicable requirements and that the training is completed; the skill test recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

«*Training LAPL (A) is completed*»

Place and date

ATO/DTO name and approval/declaration number

HT name, license number and signature

### Skill Test Program

The skill test program must include all items laid down in Annex no.31 or no.32 to PIAC-CPN.

The general skill test program is to be provided by the Examiner at least 2 days before the skill test. The CAA RM recommends that the skill test consists of 2 different flights; the first flight is mainly normal operation, ending with a landing on an aerodrome other than the aerodrome normally used for training. The second flight (returning to the original aerodrome) includes, in addition to normal operation, air work exercises, abnormal and emergency items.

A break should be planned between the first and the second flight, or at least a full stop landing, to allow time for new cockpit set up and flight preparation for the second flight. There is no minimum flight time for the skill test; nevertheless, the navigation section duration shall have a duration that allows the candidate to demonstrate his/her ability to complete a route with at least three identified waypoints.

### Weather minima

At least 5 km of visibility and a ceiling higher than 1'500 ft AGL should be forecasted or expected for all parts of the flights.

**Procedure before the Practical Test**

The following steps shall be successfully completed before continuing with the practical part of the test:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- Medical certificate class 1 or 2;
- Part FCL compliant logbook;
- Valid language proficiency endorsement in English;
- Confirmation of PPL(A) theory exam passed (the theory is valid for a period of 24 months, counted from the day the final required subject has been successfully passed);
- Confirmation of RT privileges;
- Filled in and signed Annex no.31 or no.32 to PIAC-CPN.

The ATO/DTO shall make available the training records for verification by the examiner, if requested. All documents, including the skill test recommendation, shall be completed and signed. The examiner shall verify that the ATO/DTO is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md> .

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The skill test result shall be either Pass, Partial Pass or Fail. The examiner fills Annex no.31 or no.32 completely and then debriefs the candidate. The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of at least the first page of Annex no.31 or no.32 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Skill test PPL(A) passed» Class or type, with variant(s) Place and Date Examiner name, license number and signature
---

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.31 or no.32 to PIAC-CPN;
- Copy of ID or passport (only required for the first issue of a Moldavian license);
- Copy of the relevant pages of logbook showing: confirmation of completed training, skill test endorsement;
- Copy of ATO/DTO certificate (not required for Moldavian ATO/DTO);
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner).

**b) Result is Partial Pass or Fail**

The candidate receives a copy of Annex no.31 or no.32 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal.

Should the candidate hold a LAPL(A), the examiner shall inform him/her that he/she may not exercise the privilege of the class rating with which the PPL(A) skill test has been partial passed or failed until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight.

The following documents shall be sent to the CAA RM Licensing Section:

- Annex no.31 or no.32 to PIAC-CPN.

**Repetition procedure after partial passed or failed PPL (A) skill test**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO/DTO regarding the cause of failure.

Application and procedure is the same for the repetition as for the first skill test.

### 6.3 CPL(A) Skill Test

The CPL(A) skill test may not be combined with the IR(A) initial skill test

Crew complement:	SPO
Flight rules:	VFR
Equipment:	Aeroplane. An FSTD (FNPT II or an FFS) may be used for certain defined items
Applicable class or type	SEP, MEP, SET, MET (except HPA-Complex); it shall be certified for the carriage of at least four persons, have a variable pitch propeller and a retractable landing gear
Required examiner certificate:	FE

#### Application

The ATO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and license number, issued by the CAA RM;
- Type of skill test required;
- Class or type of aeroplane and registration;
- Meeting place and proposed date.

#### ATO Responsibilities

The ATO guarantees that the candidate meets all the applicable requirements and that the training is completed; the skill test recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

<p>«Training CPL(A) is completed»  Place and date  ATO name and approval number  HT name, license number and signature</p>
--

#### Skill Test Program

The skill test program must include all items laid down in Annex no.37 to PIAC-CPN.

The general skill test program is to be provided by the Examiner at least 2 days before the skill test. The CAA RM recommends that the skill test consists of 2 different flights; the first flight is mainly normal operation, ending with a landing on an aerodrome other than the aerodrome normally used for training. The second flight (returning to the original aerodrome) includes, in addition to normal operation, air work exercises, abnormal and emergency items.

A break should be planned between the first and the second flight, or at least a full stop landing, to allow time for new cockpit set up and flight preparation for the second flight. At least one of the aerodrome must be a controlled aerodrome with ATC; total flight duration shall be at least 90 minutes.

#### Weather minima

At least 5 km of visibility and a ceiling higher than 1'500 ft AGL should be forecasted or expected for all parts of the flights.

**Procedure before the Practical Test**

The following steps shall be successfully completed before continuing with the practical part of the test:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- PPL(A) license (not required for integrated courses);
- Medical certificate class 1;
- Part-FCL compliant logbook;
- Valid language proficiency endorsement in English;
- Confirmation of CPL(A) theory exam passed (the theory is valid 36 months, counted from the day the final required subject has been successfully passed);
- Confirmation of RT privileges;
- Filled in and signed Annex no.37 to PIAC-CPN.

The ATO shall make available the training records for verification by the examiner, if requested. All documents, including the skill test recommendation, shall be completed and signed. The examiner shall verify that the ATO is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md> .

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The skill test result shall be either Pass, Partial Pass or Fail.

The examiner fills in Annex no.37 to PIAC-CPN completely and then debriefs the candidate. The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of Annex no.37 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Skill test CPL(A) passed» Class or type, with variant(s) Place and Date Examiner name, license number and signature
---



The following documents shall be sent to the CAA RM Licensing Section:

- Annex no.37 to PIAC-CPN;
- Copy of ID or passport (only required for the first issue of a Moldavian license);
- Copy of the relevant pages of logbook showing: confirmation of completed training, skill test endorsement;
- Copy of ATO certificate (not required for Moldavian ATO);
- Copy of medical certificate (not required for Moldavian medical certificates);
- Copy of examiner license and certificate (not required for Moldavian certified examiner).

**b) Result is Partial Pass or Fail**

The candidate receives a copy of Annex no.37 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight  
The following documents shall be sent to the CAA RM Licensing Section:

- Annex no.37 to PIAC-CPN.

**Repetition procedure after partial passed or failed CPL(A) skill test**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO regarding the cause of failure.

Application and procedure is the same for the repetition as for the first skill test.

## 6.4 ATPL(A) Skill Test

Crew complement:	MPO
Flight rules:	IFR
Equipment:	FFS if available and accessible shall be used, irrespective of any time consideration. If no FFS is available or accessible, prior approval by the CAA RM for aeroplane use is required
Applicable type:	MPA
Requirements for the FSTD:	FFS level C or D; otherwise approved by the CAA RM
Required examiner certificate:	TRE or SFE; delegated by the CAA RM

### Application

The candidate applies to the CAA RM ([pel@caa.gov.md](mailto:pel@caa.gov.md)), stating the following information and enclosing the following documents:

- Annex no.16 or no.17 to PIAC-CPN “ATPL SKILL-TEST DELEGATION REQUEST”;
- Examiner license and examiner certificate (not required for Moldavian certified examiner);
- Type of aeroplane or simulator certificate (not required for Moldavian certified FSTD);
- Copy of the relevant pages of the logbook;
- PICUS log (if applicable).

If the ATPL(A) skill test is combined with a type rating skill test or renewal proficiency check, please refer also to the respective Chapter in this GM.

### Skill Test Program

The skill test has to include all required items in accordance with Appendix no.9 to Part-FCL and Annex no.41 or no.42 to PIAC-CPN.

### Procedure before the Practical Test

The following steps shall be successfully completed before continuing with the practical part of the test:

#### A: Documentation Verification

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- ATPL Skill Test Delegation (Annex no.16 or no.17 to PIAC-CPN);
- CPL(A) or MPL(A) license incl. IR;
- Valid language proficiency endorsement in English;
- Medical certificate class 1 incl. IR;
- Part FCL compliant pilot logbook;
- Confirmation of completed Type Rating course (if combined with initial TR or renewal of TR);
- Filled in and signed Annex no.41 or no.42 to PIAC-CPN.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The skill test result shall be either Pass, Fail or Partial Pass.

The examiner fills Annex no.41 or no.42 to PIAC-CPN completely and then debriefs the candidate. The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of Annex no.41 or no.42 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Skill test ATPL(A) passed» Class or type, with variant(s) Place and Date Examiner name, license number and signature
--

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.41 or no.42 to PIAC-CPN;
- Copy of ID or passport (only required for the first issue of a Moldavian license);
- Copy of the relevant pages of logbook showing: skill test endorsement;
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of FSTD certificate (not required for FSTD certified by the CAA RM).

**b) Result is Fail or Partial Pass**

The candidate receives a copy of Annex no.41 or no.42 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective type rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook.

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.41 or no.42 to PIAC-CPN.

**Repetition procedure after failed ATPL(A) skill test**

The examiner provides a feedback to the ATO (if combined with initial or renewal of TR) or to the candidate regarding the cause of failure.

A new delegation is required if the re-test is not conducted by the same examiner.

**Special Remarks**

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.

Section 6 is not part of the ATPL skill test. If Section 6 is failed or not taken, the ATPL License may be issued (IFR CAT I only).

## 6.5 MPL(A) Skill Test

Crew complement:	MPO
Flight rules:	IFR
Equipment:	FFS if available and accessible shall be used, irrespective of any time consideration. If no FFS is available or accessible, prior approval by CAA RM for aeroplane use is required
Applicable type:	MPA
Requirements for the FSTD:	FFS level C or D; otherwise approved by the CAA RM
Required examiner certificate:	TRE or SFE; delegated by the CAA RM

### Application

The ATO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and the CAA RM license number;
- Type of skill test required;
- Class or type of aeroplane and registration;
- Meeting place and proposed date.

### ATO Responsibilities

The ATO guarantees that the candidate meets all the applicable requirements and that the training is completed; the skill test recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

«Training MPL(A) is completed»  
Place and date  
ATO name and approval number  
HT name, license number and signature

### Skill Test Program

The skill test has to include all required items in accordance with Appendix no.9 to Part-FCL and the Annex no.41 or no.42 to PIAC-CPN.

### Procedure before the Practical Test

The following steps shall be successfully completed before continuing with the practical part of the test:

#### A: Documentation Verification

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- Medical certificate class 1 incl. IR;
- Part FCL compliant pilot logbook;

- Confirmation of completed MPL course;
- Confirmation of ATPL(A) theory passed;
- Confirmation of IFR RT with language proficiency in English;
- Filled in and signed Annex no.41 or no.42 to PIAC-CPN.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The skill test result shall be either Pass, Fail or Partial Pass.

The examiner fills in Annex no.41 or no.42 to PIAC-CPN completely and then debriefs the candidate.

The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of Annex no.41 or no.42 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Skill test MPL(A) passed» Class or type, with variant(s) Place and Date Examiner name, license number and signature
---

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.41 or no.42 to PIAC-CPN;
- Copy of ID or passport (only required for the first issue of a Moldavian license);
- Copy of the relevant pages of logbook showing: confirmation of completed training, skill test endorsement;
- Copy of ATO certificate (not required for Moldavian ATO);
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of FSTD certificate (not required for Moldavian certified FSTD).

**b) Result is Fail or Partial Pass**

The candidate receives a copy of Annex no.41 or no.42 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal.

The examiner makes no entry in the candidate's logbook.

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.41 or no.42 to PIAC-CPN.

**Repetition procedure after failed MPL(A) skill test**

The examiner provides a feedback to the ATO regarding the cause of failure.

**Special Remarks**

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.

Section 6 is not part of the MPL skill test. If Section 6 is failed or not taken, the MPL License may be issued (IFR CAT I only).

## 6.6 IR(A) Skill Test

### The IR(A) skill test may not be combined with the CPL(A) skill test

(If the IR(A) skill test is combined with a class or type rating skill test or proficiency check, please refer also to the respective chapter in this GM)

Crew complement:	SPO
Flight rules:	IFR
Equipment:	Aeroplane; an FSTD may be used for certain defined items
Applicable class or type:	SEP, MEP, SET, MET (except HPA-Complex)
Requirements for the FSTD:	FNPT II or FFS
Required examiner certificate:	IRE (FE/CRE privileges on the relevant class/type shall also be held if the skill test is combined with a class/type rating examination)

### Application

The ATO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and the CAA RM license number;
- Type of skill test required;
- Class or type of aeroplane and registration;
- Meeting place and proposed date.

### ATO Responsibilities

The ATO guarantees that the candidate meets all the applicable requirements and that the training is completed; the skill test recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

«Training IR(A) SE is completed», or alternatively  
 «Training IR(A) ME is completed»  
 Place and date ATO name and approval number  
 HT name, license number and signature

### Skill Test Program

The skill test program must include all items laid down in Annex no.43 or no.44 to PIAC-CPN.

The general skill test program is to be provided by the examiner at least 2 days before the skill test, it is intended to simulate a practical flight, thus the program shall include a least one route sector. Ideally, the first part consists of normal operation, with the general handling and abnormal operation left for the second part of the skill test. Total flight duration shall be at least 60 minutes.

If the IR(A) skill test is combined with a class or type rating skill test or proficiency check, all the additional items required by the relevant examination shall be additionally covered and reported in Annex no.43 or no.44 to PIAC-CPN.

**Weather minima**

The weather conditions shall be suitable for a safe and legal IFR operation. Section 2 must be conducted in VMC; for SE, the ceiling along the route should be higher than 1'500 ft AGL.

**Procedure before the Practical Test**

The following steps shall be successfully completed before continuing with the practical part of the test:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- PPL(A) or higher;
- Medical certificate class 1 or 2;
- Compliant pilot logbook;
- Confirmation of IR(A) theory exam passed (the theory is valid 36 months, counted from the day the final required subject has been successfully passed);
- Confirmation of IFR RT privileges with language proficiency in English;
- Filled in and signed Annex no.43 or no.44 to PIAC-CPN;
- If relevant, class or type rating course certificate and Annex no.48 or no.49 to PIAC-CPN
- If applicable, HPA VFR/IFR training course certificate;

The ATO shall make available the training records for verification by the examiner, if requested. All documents, including the skill test recommendation, shall be completed and signed. The examiner shall verify that the ATO is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md>.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.)

**Decision and Administration**

The skill test result shall be either Pass, Partial Pass or Fail.

The examiner fills in PIAC-CPN Annex no.43 or no.44, as relevant, and then debriefs the candidate.

The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of Annex no.43 or no.44 to PIAC-CPN, as relevant.

The examiner makes the following entry in the candidate's logbook:

«Skill test IR(A) SE passed», or alternatively «Skill test IR(A) ME passed» Class or type Place and Date Examiner name, license number and signature
---



The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.43 or no.44 to PIAC-CPN, as relevant;
- Copy of the relevant pages of logbook showing: confirmation of completed training, skill test endorsement;
- Copy of ATO certificate (not required for Moldavian ATO);
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner).

**b) Result is Partial Pass or Fail**

The candidate receives a copy of Annex no.43 or no.44 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight.

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.43 or no.44 to PIAC-CPN

**Repetition procedure after partial passed or failed IR(A) skill test**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO regarding the cause of failure.

Application and procedure is the same for the repetition as for the first skill test.

## 6.7 CB-IR(A) Skill Test - Following a Training Course in an ATO

### This CB-IR(A) skill test may not be combined with a CPL(A) Skill Test

(If the CB-IR(A) skill is combined with class or type rating skill test or proficiency check, please refer to the respective chapter in this GM)

Crew complement:	SPO
Flight rules:	IFR
Equipment:	Aeroplane; an FSTD may be used for certain defined items
Applicable class or type:	SEP, MEP, SET, MET (except HPA-Complex)
Required examiner certificate:	IRE (FE/CRE privileges on the relevant class/type shall also be held if the skill test is combined with a class/type rating examination)

### Application

The ATO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and the CAA RM license number;
- Type of skill test required;
- Class of aeroplane and registration;
- Meeting place and proposed date.

### ATO Responsibilities

The ATO guarantees that the candidate meets all the applicable requirements and that the training is completed; the skill test recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

«Training CB-IR(A) SE is completed», or alternatively  
 «Training CB-IR(A) ME is completed»  
 Place and date ATO name and approval number  
 HT name, license number and signature

### Skill Test Program

The skill test program must include all items laid down in Annex no.43 or no.44 to PIAC-CPN.

The general skill test program is to be provided by the examiner at least 2 days before the skill test, it is intended to simulate a practical flight, thus the program should include a least one route sector. Ideally, the first part consists of normal operation, with the general handling and abnormal operation left for the second part of the skill test. Total flight duration shall be at least 60 minutes.

If the CB-IR(A) skill test is combined with a class or type rating skill test or proficiency check, all the additional items required by the relevant examination shall be additionally covered and reported in Annex no.48 or no.49 to PIAC-CPN.

**Weather minima**

The weather conditions shall be suitable for a safe and legal IFR operation. Section 2 must be conducted in VMC; for SE, the ceiling along the route should be higher than 1'500 ft AGL.

**Procedure before the Practical Test**

The following steps shall be successfully completed before continuing with the practical part of the test:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- PPL(A) or higher;
- Medical certificate class 1 or 2, with IR;
- Compliant pilot logbook;
- Confirmation of CB-IR(A) theory exam passed (the theory is valid 36 months, counted from the day the final required subject has been successfully passed);
- Confirmation of IFR RT privileges with language proficiency in English;
- Filled in and signed Annex no.43 or no.44 to PIAC-CPN;
- If relevant, class or type rating course certificate Annex no.48 or no.49 to PIAC-CPN.

The ATO shall make available the training records for verification by the examiner, if requested. All documents, including the skill test recommendation, shall be completed and signed. The examiner shall verify that the ATO is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md> .

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The skill test result shall be either Pass, Partial Pass or Fail.

The examiner fills in Annex no.43 or no.44 to PIAC-CPN and then debriefs the candidate. The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of Annex no.43 or no.44 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Skill test CB-IR(A) SE passed», or alternatively  
«Skill test CB-IR(A) ME passed»  
Class or type Place and Date  
Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.43 or no.44 to PIAC-CPN;
- Copy of the relevant pages of logbook showing: confirmation of completed training, skill test endorsement;
- Copy of ATO certificate (not required for Moldavian ATO);
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner).

**b) Result is Partial Pass or Fail**

The candidate receives a copy of Annex no.43 or no.44 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight.

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.43 or no.44 to PIAC-CPN.

**Repetition procedure after partial passed or failed IR(A) skill test**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO regarding the cause of failure.

Application and procedure is the same for the repetition as for the first skill test.

### 6.8 CB-IR(A) Skill Test – Conversion of an IR, issued by an ICAO contracted state

**This CB-IR(A) skill test may not be combined with a CPL(A) Skill Test**

Crew complement:	SPO
Flight rules:	IFR
Equipment:	Aeroplane; an FSTD may be used for certain defined items
Applicable class or type:	SEP, MEP, SET, MET (except HPA-Complex)
Required certificate:	examiner IRE (FE/CRE privileges on the relevant class/type shall also be held if the skill test is combined with a class/type rating examination)

#### Application

The candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and the CAA RM license number;
- Type of skill test required;
- Class of aeroplane and registration;
- Meeting place and proposed date;
- Copy of the ICAO contracted country license with valid and current IR;
- Proof of IFR radiotelephony privileges and language proficiency in English;
- Logbook copies showing 50 hours IFR as PIC after IR skill test (IFR hours flown with an instructor are not accepted as PIC hours);
- If the CB-IR(A) skill is combined with class or type rating skill test or proficiency check, please refer to the respective chapter in this GM.

#### Skill Test Program

The skill test program must include all items laid down in Annex no.43 or no.44 to PIAC-CPN.

The general skill test program is to be provided by the examiner at least 2 days before the skill test, it is intended to simulate a practical flight, thus the program should include a least one route sector. Ideally, the first part consists of normal operation, with the general handling and abnormal operation left for the second part of the skill test. Total flight duration shall be at least 60 minutes.

If the CB-IR(A) skill test is combined with a class or type rating skill test or proficiency check, all the additional items required by the relevant examination shall be additionally covered and reported in Annex no.48 or no.49 to PIAC-CPN.

#### Weather minima

The weather conditions shall be suitable for a safe and legal IFR operation. Section 2 must be conducted in VMC; for SE, the ceiling along the route should be higher than 1'500 ft AGL.

**Procedure before the Practical Test**

The following steps shall be successfully completed before continuing with the practical part of the test:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- PPL(A) or higher;
- Medical certificate class 1 or 2, with IR;
- Part FCL compliant logbook;
- Original ICAO country license with IR (proof of valid and current IR required);
- Confirmation of IFR RT privileges with language proficiency in English;
- Filled in and signed Annex no.43 or no.44 to PIAC-CPN;
- If relevant, class or type rating course certificate and Annex no.48 or no.49 to PIAC-CPN.

**C: Candidate's Flight Briefing according to the Examiner Test preparation checklist****D: Oral Examination**

- Clarification regarding candidate's briefing
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.)

**Decision and Administration**

The skill test result shall be either Pass, Partial Pass or Fail.

The examiner fills in Annex no.43 or no.44 to PIAC-CPN and then debriefs the candidate. The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of Annex nr.43 or nr.44 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Skill test CB-IR(A) SE passed», or alternatively «Skill test CB-IR(A) ME passed» Class or type Place and Date Examiner name, license number and signature
---

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.43 or no.44 to PIAC-CPN;
- Copy of the relevant pages of logbook showing: skill test endorsement;
- Copy of ICAO contracted country license and proof of validity and currency of ICAO contracted country IR;
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner).

**b) Result is Partial Pass or Fail**

The candidate receives a copy of Annex no.43 or no.44 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.43 or no.44 to PIAC-CPN.

### **Repetition procedure after partial passed or failed IR(A) skill test**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO regarding the cause of failure.

Application and procedure is the same for the repetition as for the first skill test.

## 6.9 EIR Skill Test

### EIR skill test may not be combined with a CPL(A) Skill Test

If the EIR skill is combined with class or type rating skill test or proficiency check, please refer to the respective chapter in this GM.

Crew complement:	SPO
Flight rules:	VFR/IFR
Equipment:	Aeroplane
Applicable class or type:	SEP, MEP, SET, MET (except HPA-Complex)
Required examiner certificate:	IRE (FE/CRE privileges on the relevant class/type shall also be held if the skill test is combined with a class/type rating examination)

### Application

The ATO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and the CAA RM license number;
- Type of skill test required;
- Class of aeroplane and registration;
- Meeting place and proposed date.

### ATO Responsibilities

The ATO guarantees that the candidate meets all the applicable requirements and that the training is completed; the skill test recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

«Training EIR SE is completed», or alternatively  
 «Training EIR ME is completed»  
 Place and date ATO name and approval number  
 HT name, license number and signature

### Skill Test Program

The skill test program must include all items laid down in Annex no.43 or no.44 to PIAC-CPN.

The general skill test program is to be provided by the examiner at least 2 days before the skill test, it is intended to simulate a practical flight, thus the program should include a least one route sector. Ideally, the first part consists of normal operation, with the general handling and abnormal operation left for the second part of the skill test. Total flight duration shall be at least 60 minutes.

If the EIR skill test is combined with a class or type rating skill test or proficiency check, all the additional items required by the relevant examination shall be additionally covered and reported in Annex no.48 or no.49 to PIAC-CPN.



**Weather minima**

The weather conditions shall comply with the weather minima defined in FCL.825 and AMC1 FCL.825.

**Procedure before the Practical Test**

The following steps shall be successfully completed before continuing with the practical part of the test:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- PPL(A) or higher;
- Medical certificate class 1 or 2;
- Compliant pilot logbook;
- Confirmation of EIR theory exam passed (the theory is valid 36 months, counted from the day the final required subject has been successfully passed);
- Confirmation of IFR RT privileges with language proficiency in English;
- Filled in and signed Annex no.43 or no.44 to PIAC-CPN.
- If relevant, class or type rating course certificate and the PIAC-CPN Annex 48 or 49 form.

The ATO shall make available the training records for verification by the examiner, if requested. All documents, including the skill test recommendation, shall be completed and signed. The examiner shall verify that the ATO is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md> .

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist**

**C: Oral Examination**

- Clarification regarding candidate's briefing
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.)

**Decision and Administration**

The skill test result shall be either Pass, Partial Pass or Fail.

The examiner fills in Annex no.43 or no.44 to PIAC-CPN and then debriefs the candidate. The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of Annex no.43 or no.44 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Skill test EIR SE passed», or alternatively  
«Skill test EIR ME passed»  
Class or type Place and Date  
Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.43 or no.44 to PIAC-CPN;
- Copy of the relevant pages of logbook showing: confirmation of completed training, skill test endorsement;
- Copy of ATO certificate (not required for Moldavian ATO);
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner).

**b) Result is Partial Pass or Fail**

The candidate receives a copy of Annex no.43 or no.44 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he may not exercise the privileges of the respective rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.43 or no.44 to PIAC-CPN.

**Repetition procedure after partial passed or failed EIR(A) skill test**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO regarding the cause of failure.

Application and procedure is the same for the repetition as for the first skill test.

### 6.10 SPA CR or TR Skill Test (Except HPA-Complex)

Crew complement	SPO or MPO
Flight rules:	VFR or VFR/IFR
Equipment:	Aeroplane or FSTD
Applicable class or type:	TMG, SEP, SET, MEP, MET
Required examiner certificate:	FE/CRE; IRE privilege or FE/CRE with IR privilege shall also be held if the skill test is combined with an IR proficiency check

#### Application

The ATO/DTO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and CAA RM license number;
- Type of skill test required;
- Class/type of aeroplane and registration;
- Meeting place and proposed date.

#### ATO/DTO Responsibilities

The ATO/DTO guarantees that the candidate meets all the applicable requirements and that the training is completed; the skill test recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

«Training (enter specific CR/TR) SPO VFR is completed», or alternatively  
 «Training (enter specific CR/TR) SPO with IR is completed», or alternatively  
 «Training (enter specific CR/TR) MPO VFR is completed», or alternatively  
 «Training (enter specific CR/TR) MPO with IR is completed»  
 Place and date  
 ATO/DTO name and approval/declaration number  
 HT name, license number and signature

#### Skill Test Program

The skill test program must cover all the applicable sections, and include at least all the M items, laid down in Annex no.48 or no.49 to PIAC-CPN.

The general skill test program is to be provided by the examiner at least 2 days before the skill test. If combined with an IR proficiency check, the program should include a route sector; the first part of the examination should consist of normal IFR operation, with the general handling and abnormal operation under VFR left for the second part of the skill test.

**Weather minima**

The weather conditions shall be suitable for a safe and legal VFR, respectively IFR operation. Section 2 must be conducted in VMC; for SE, the ceiling along the route should be higher than 1'500 ft AGL.

**Procedure before the Practical Test**

The following steps shall be successfully completed before continuing with the practical part of the test:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- PPL(A) or higher;
- Valid language proficiency in English (if combined with an IFR proficiency check);
- Medical certificate class 1 or 2;
- Part-FCL compliant logbook;
- Filled in and signed Annex no.48 or no.49 to PIAC-CPN;
- Class or type rating course certificate;
- MCC course certificate or experience according to FCL.720.A (b)(4), if MPO;
- HPA VFR, respectively HPA VFR/IFR course certificate, if relevant;
- Confirmation of Advanced UPRT course, if relevant (only applicable for initial CR/TR in MPO).

The ATO/DTO shall make available the training records for verification by the examiner, if requested. All documents, including the skill test recommendation, shall be completed and signed. The examiner shall verify that the ATO/DTO is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md> .

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The CR/TR skill test result shall be either Pass, Partial Pass or Fail.

If combined with an IR proficiency check, the IR part could be either Pass or Fail.

The examiner completes Annex no.48 or no.49 to PIAC-CPN and then debriefs the candidate. The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of at least the first page of Annex no.48 or no.49 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Skill test (enter specific CR/TR) SPO VFR passed», or alternatively  
«Skill test (enter specific CR/TR) SPO with IR passed», or alternatively  
«Skill test (enter specific CR/TR) MPO VFR passed», or alternatively  
«Skill test (enter specific CR/TR) MPO with IR passed»  
Place and Date  
Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.48 or no.49 to PIAC-CPN;
- Class or type rating course certificate;
- HPA VFR, respectively HPA VFR/IFR course certificate, if relevant;
- Copy of the relevant pages of logbook showing: confirmation of completed training, skill test endorsement;
- Copy of ATO/DTO certificate (not required for Moldavian ATO/DTO);
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of examiner FSTD certificate, if applicable (not required for Moldavian certified FSTD).

**b) Result is Partial Pass or Fail**

The candidate receives a copy of Annex no.48 or no.49 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he may not exercise the privileges of the respective rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight.

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.48 or no.49 to PIAC-CPN

**Repetition procedure after partial passed or failed CR/TR skill test**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO/DTO regarding the cause of failure.

Application and procedure is the same for the repetition as for the first skill test.

### 6.11 SPA HPA-Complex TR Skill Test (*NOTE: when applicable*)

Crew complement:	SPO or MPO
Flight rules:	IFR
Equipment:	FFS or a combination of FSTD and aircraft shall be used. If no FFS or FSTD is available or accessible irrespective of any time consideration, an aeroplane may be used. In cases where a SEJ/MEJ skill test is planned in the aeroplane, the examiner shall contact the CAA RM Licensing section 2 weeks prior to the test to seek the necessary prior permission.
Applicable type:	SPA HPA-Complex
Required examiner certificate:	TRE or SFE

#### Application

The ATO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and CAA RM license number;
- Type of skill test required;
- Type of aeroplane or FSTD, and registration;
- Meeting place and proposed date.

#### ATO Responsibilities

The ATO guarantees that the candidate meets all the applicable requirements, that the training is completed, and complies with the applicable OSD; the skill test recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

«Training (enter specific TR)/IR SPO is completed», or alternatively  
 «Training (enter specific TR)/IR MPO is completed»  
 Place and date ATO name and approval number  
 HT name, license number and signature

#### Skill Test Program

The skill test program must cover all the applicable sections, and include at least all the M items, laid down in the "APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA SKILL TEST FORM".

The general skill test program is to be provided by the examiner at least 2 days before the skill test, it is intended to simulate a practical flight, thus the program should include a least one route sector. Ideally, the first part consists of normal operation, with the general handling and abnormal operation left for the second part of the skill test.

**Procedure before the Practical Test**

The following steps shall be successfully completed before continuing with the practical part of the test:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- PPL(A) or higher;
- Valid language proficiency in English;
- Medical certificate class 1 or 2, with IR if relevant;
- Compliant Pilot Logbook;
- “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA SKILL TEST FORM” filled in and signed;
- Hold or have held an IR ME, or meet the IR ME conditions;
- Type rating course certificate;
- MCC course certificate or experience according to FCL.720.A (b)(4), if MPO;
- Confirmation of Advanced UPRT course, if relevant (only applicable for initial HPA Complex TR);
- ATPL(A) theory passed, or HPA VFR/IFR course certificate;
- FSTD certificate validity and limitations, if relevant.

The ATO shall make available the training records for verification by the examiner, if requested. All documents, including the skill test recommendation, shall be completed and signed. The examiner shall verify that the ATO is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md>.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.)

**Decision and Administration**

The TR skill test result shall be either Pass or Fail

The examiner completes CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA SKILL TEST FORM” and then debriefs the candidate. The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of at least the first page of CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA SKILL TEST FORM”

The examiner makes the following entry in the candidate's logbook, if applicable according to Chapter 1.12:

«Skill test (enter specific CR/TR)/IR SPO passed», or alternatively  
«Skill test (enter specific CR/TR)/IR MPO passed»  
Place and Date  
Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA SKILL TEST FORM”;
- Type rating course certificate;
- Copy of ATO certificate (not required for Moldavian ATO);
- HPA VFR/IFR course certificate, if relevant;
- Copy of the relevant pages of logbook showing: confirmation of completed training, skill test endorsement (if applicable according to Chapter 1.12);
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of FSTD certificate (not required for Moldavian FSTD).

#### **b) Result is Fail**

The candidate receives a copy of CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA SKILL TEST FORM”.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective rating until a pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight, if applicable according to Chapter 1.12.

The following documents shall be sent to the CAA RM Licensing section:

- Original CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA SKILL TEST FORM”.

#### **Repetition procedure after a failed TR skill test**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO regarding the cause of failure.

Application and procedure is the same for the repetition as for the first skill test.



## 6.12 MPA TR Skill Test

Crew complement:	MPO
Flight rules:	IFR
Equipment:	FFS if available and accessible shall be used, irrespective of any time consideration. If no FFS is available or accessible, the examiner shall contact the CAA RM Licensing Section at least 14 days prior to the planned skill test to seek the necessary approval.
Applicable type:	MPA
Required examiner certificate:	TRE or SFE

### Application

The ATO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and CAA RM license number;
- Type of skill test required;
- Type of aeroplane or FSTD, and registration;
- Meeting place and proposed date.

### ATO Responsibilities

The ATO guarantees that the candidate meets all the applicable requirements, that the training is completed, and complies with the applicable OSD; the HT certifies that the applicant has successfully completed the training course.

### Skill Test Program

The skill test has to include all required items in accordance with Appendix no.9 to Part-FCL and Annex no.41 or no.42 to PIAC-CPN.

### Procedure before the Practical Test

The following steps shall be successfully completed before continuing with the practical part of the test:

#### A: Documentation

The following documents shall be verified for completion, validity and correctness, and be ready for the skill test:

- Valid ID or passport;
- Medical certificate class 1 or 2, with IR;
- Compliant Pilot Logbook;
- PPL(A) or higher (except when undergoing MPL trainings course);
- Valid language proficiency in English;
- Type rating course certificate;
- Confirmation of Advanced UPRT course, if relevant (only applicable for initial MPA TR);
- Filled in and signed Annex no.41 or no.42 to PIAC-CPN.

For initial MPA TR only:

- Hold or have held an IR ME;
- ATPL(A) theory passed;

- MCC course certificate or experience according to FCL.720.A (b)(4).

The ATO shall make available the training records for verification by the examiner, if requested. All documents, including the skill test recommendation, shall be completed and signed. The examiner shall verify that the ATO is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md>.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist**

**C: Oral Examination**

- Clarification regarding candidate's briefing
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.)

**Decision and Administration**

The TR skill test result shall be either Pass, Partial Pass or Fail.

The examiner fills in Annex no.41 or no.42 to PIAC-CPN and then debriefs the candidate. The candidate acknowledges the skill test result by signing the form.

**a) Result is Pass**

The candidate receives a copy of at least the first page of Annex no.41 or no.42 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook, if applicable according to Chapter 1.12:

«Skill test (enter specific TR) passed»

Place and Date

Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.41 or no.42 to PIAC-CPN;
- Type rating course certificate;
- Copy of the relevant pages of logbook showing: confirmation of completed training, skill test endorsement;
- Copy of ATO certificate (not required for Moldavian ATO);
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of FSTD certificate (not required for Moldavian certified FSTD).

**b) Result is Fail or Pass**

The candidate receives a copy of the Annex no.41 or no.42 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective rating until a pass has been obtained.

The examiner makes no entry in the candidate's logbook.

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.41 or no.42 to PIAC-CPN.

**Repetition procedure after failed TR skill test**

The examiner provides a feedback to the ATO regarding the cause of failure.

Application and procedure is the same for the repetition as for the first skill test.

**Special Remarks**

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.

Section 6 is not part of the type rating skill test. If Section 6 is failed or not taken, the type rating may be issued (IFR CAT I only).

## **7. Revalidation Proficiency Check**

### **Class or Type Ratings Revalidation Experience Requirements**

For revalidation of a class or type rating, in addition to pass a proficiency check, holders of multi-engine class rating and holders of type ratings shall have completed during the period of validity of the rating at least 10 route sectors, in flight, as pilot of the relevant class or type of aeroplane.

The 10 route sectors experience requirement may be replaced with one route sector on the relevant class or type of aeroplane or FFS, flown with an examiner. A "route sector" being defined as a flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.

The route sector with an examiner as per FCL.740.A(a)(2)(ii) and the proficiency check as per FCL.740.A(a)(1) are two different events which, however, may take place during one simulator session. In such a case, the route sector may be flown before or after the proficiency check. The sector with an examiner shall not be used to assess check items, nor shall the check itself be counted as a sector with an examiner. Furthermore, for this route sector the examiner shall be seated in the cockpit. This sector with an examiner shall be recorded in the candidate logbook as a distinct entry and be signed by the examiner.

A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from complying with the 10 route sectors or the flight with an examiner.

## 7.1 SPA CR or TR Revalidation Proficiency Check (Except HPA-Complex)

The CR/TR proficiency check may be combined with an IR proficiency check

Crew complement:	SPO
Flight rules:	VFR or VFR/IFR
Equipment:	Aeroplane or FSTD
Applicable class or type:	TMG, SEP, SET, MEP, MET
Required examiner certificate:	FE/CRE; IRE privilege or FE/CRE with IR privilege shall also be held if the proficiency check includes IR revalidation

### Application

The candidate contacts directly the CAA RM certified examiner, providing the following information:

- Full name and CAA RM license number;
- Confirmation that the revalidation experience requirements are met;
- Type of proficiency check required;
- Class/type of aeroplane and registration;
- Meeting place and proposed date.

### Proficiency Check Program

The proficiency check program must cover all the applicable sections, and include at least all the M items, laid down in Annex no.48 or no.49 to PIAC-CPN.

The general proficiency check program is to be provided by the examiner at least 2 days before the proficiency check. If combined with an IR proficiency check, the program should include a route sector; the first part of the examination should consist of normal IFR operation, with the general handling and abnormal operation under VFR left for the second part of the proficiency check.

### Weather minima

The weather conditions shall be suitable for a safe and legal VFR, respectively IFR operation. Section 2 must be conducted in VMC. For SE, the ceiling along the route should be higher than 1'500 ft AGL.

### Procedure before the Practical Check

The following steps shall be successfully completed before continuing with the practical part of the check:

#### A: Documentation Verification

The following documents shall be verified for completion, validity and correctness, and be ready for the proficiency check:

- Valid ID or passport;
- PPL(A) or higher;
- Valid language proficiency in English (if combined with an IFR proficiency check);

- Medical certificate class 1 or 2, with IR if relevant;
- Part FCL compliant logbook;
- Revalidation experience requirements met, if applicable.
- Filled in and signed Annex no.48 or no.49 to PIAC-CPN.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.)

**Decision and Administration**

The CR/TR proficiency check result shall be either Pass, Partial Pass, or Fail.

The IR proficiency check result could be either Pass, Partial Pass, or Fail.

The examiner fills in Annex no.48 or no.49 to PIAC-CPN and then debriefs the candidate.

The candidate acknowledges the proficiency check result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of Annex no.48 or no.49 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Proficiency Check (enter specific CR/TR) SPO VFR passed», or alternatively  
«Proficiency Check (enter specific CR/TR) SPO with IR passed», or alternatively  
«Proficiency Check (enter specific CR/TR) MPO VFR passed», or alternatively  
«Proficiency Check (enter specific CR/TR) MPO with IR passed»  
Place and Date Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.48 or no.49 to PIAC-CPN;
- Copy of the relevant pages of logbook showing the revalidation requirements (if applicable) and the proficiency check endorsement;
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of FSTD certificate (if applicable) (not required for Moldavian certified FSTD).

**b) Result is Partial Pass or Fail**

The candidate receives a copy of Annex no.48 or no.49 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight.

The following documents shall be sent to the CAA RM Licensing Section:

- Original of the Annex no.48 or no.49 to PIAC-CPN.

**Repetition procedure after a partial passed or failed CR/TR proficiency check**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the candidate regarding the cause of failure and makes recommendations for training.

Application procedure for the first repetition remains the same. If the candidate is unsuccessful a second time, training is mandatory and the procedure for a renewal proficiency check applies.

## 7.2 IR(A) Revalidation Proficiency Check – Standalone

Provided the underlying class rating is valid with IR, a standalone IR revalidation is possible.

Crew complement:	SPO
Flight rules:	IFR
Equipment:	Aeroplane or FSTD
Applicable class or type:	SPA, except HPA complex
Required examiner certificate:	IRE or FE/CRE with IR privileges

### Extension of IR SP(A) privileges (except HPA Complex)

To extend IR SP(A) privileges to further classes or types, holders of a valid SP IR(A) may apply IR revalidation procedure.

Extension from IR SE to IR ME requires the candidate to take at least 5 hours training within an ATO before the ME IR proficiency check.

### Application

The candidate contacts directly the CAA RM certified examiner, providing the following information:

- Full name and CAA RM license number;
- Type of proficiency check required;
- Class of aeroplane or FSTD and registration;
- Meeting place and proposed date.

### Proficiency Check Program

The proficiency check program must cover the entire section 3 B of Annex no.48 or no.49 to PIAC-CPN and the items of section 1 relevant to the intended flight; additionally, section 6 must be completed in case of multiengine aeroplanes. The general proficiency check program is to be provided by the examiner at least 2 days before the proficiency check.

### Weather minima

The weather conditions shall be suitable for a safe and legal IFR operation. For SE, the ceiling along the route should be higher than 1'500 ft AGL.

### Procedure before the Practical Check

The following steps shall be successfully completed before continuing with the practical part of the check:

#### A: Documentation Verification

The following documents shall be verified for completion, validity and correctness, and be ready for the proficiency check:

- Valid ID or passport;
- PPL(A) or higher;
- Valid language proficiency in English;
- Medical certificate class 1 or 2, with IR;
- Compliant pilot logbook;



- Filled in and signed Annex no.48 or no.49 to PIAC-CPN.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The IR proficiency check result shall be either Pass, Partial Pass or Fail.

The examiner fills in Annex no.48 or no.49 to PIAC-CPN and then debriefs the candidate. The candidate acknowledges the proficiency check result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of Annex no.48 or no.49 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Proficiency Check IR (enter specific CR/TR) SPO passed»

Place and Date

Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.48 or no.49 to PIAC-CPN;
- Copy of the relevant pages of logbook showing the proficiency check endorsement;
- Copy of medical certificate (not required for Moldavian medical certificates);
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of the examiner's hand entry, if applicable.

**b) Result is Partial Pass or Fail**

The candidate receives a copy of the first page of Annex no.48 or no.49 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight.

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.48 or no.49 to PIAC-CPN.

**Repetition procedure after a partial passed or failed IR proficiency check.**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the candidate regarding the cause of failure and makes recommendations for training.

Application procedure for the first repetition remains the same. If the candidate is unsuccessful a second time, training is mandatory and the procedure for a renewal proficiency check applies.

**7.3 SPA HPA-Complex TR Revalidation Proficiency Check (NOTE: when applicable)**

Crew complement:	SPO or MPO
Flight rules:	VFR and IFR
Equipment:	FFS or a combination of FSTD and aircraft shall be used, irrespective of any time consideration. If no FFS or FSTD is available or accessible irrespective of any time consideration, an aeroplane may be used. In case where a SEJ/MEJ proficiency check is planned in the aeroplane, the examiner shall contact the CAA RM Licensing Section at least 14 days prior to the check to seek the necessary prior permission. Note that proficiency check on SEJ/MEJ must in any case take place in an FSS every other check.
Applicable type:	SP high-performance complex
Required examiner certificate:	SFE or TRE

**Application**

The candidate contacts directly the CAA RM certified examiner, providing the following information:

- Full name and CAA RM license number;
- Type of proficiency check required;
- Confirmation that the revalidation experience requirements are met;
- Type of aeroplane or FSTD, and registration;
- Meeting place and proposed date.

**Proficiency Check Program**

The proficiency check program must cover all the applicable sections, and include at least all the mandatory items, laid down in “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form.

The general proficiency check program is to be provided by the examiner at least 2 days before the proficiency check. It is intended to simulate a practical flight, thus the program should include a least one route sector. Ideally, the first part consists of normal operation, with the general handling and abnormal operation left for the second part of the proficiency check.

**Procedure before the Practical Check**

The following steps shall be successfully completed before continuing with the practical part of the check:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the proficiency check:

- Valid ID or passport;

- PPL(A) or higher;
- Valid language proficiency in English;
- Medical certificate class 1 or 2;
- Part FCL compliant Logbook;
- Revalidation experience requirements met;
- “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form filled and signed
- FSTD certificate validity and limitations, if relevant.

**B: Candidate’s Flight Briefing according to the Examiner Test preparation checklist**

**C: Oral Examination**

- Clarification regarding candidate’s briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The TR proficiency check result shall be either Pass or Fail.

The examiner fills in CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form and then debriefs the candidate.

The candidate acknowledges the proficiency check result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form.

The examiner makes the following entry in the candidate’s logbook:

«Proficiency Check (enter specific TR)/IR SPO passed», or alternatively  
«Proficiency Check (enter specific TR)/IR MPO passed»  
Place and Date  
Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form;
- Copy of the relevant pages of logbook showing: revalidation requirements;
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of FSTD certificate (not required for Moldavian certified FSTD);
- Copy of the examiner’s hand entry, if applicable.

**b) Result is Fail**

The candidate receives a copy of CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight, if applicable according to Chapter 1.12.

The following documents shall be sent to the CAA RM Licensing Section:

- Original CAA RM "APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA" form.

**Repetition procedure after failed TR proficiency check**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the candidate regarding the cause of failure and makes recommendations for training.

Application procedure for the first repetition remains the same. If the candidate is unsuccessful a second time, training is mandatory and the procedure for a renewal proficiency check applies.

## 7.4 MPA TR Revalidation Proficiency Check

Crew complement:	MPO
Flight rules:	IFR
Equipment:	FFS if available and accessible shall be used, irrespective of any time consideration. If no FFS is available or accessible, the examiner shall contact CAA RM Licensing Section at least 14 days prior to the planned proficiency check to seek the necessary approval.
Applicable type:	MPA
Requirements for the FSTD:	FFS
Required examiner certificate:	SFE or TRE

### Application

The candidate contacts directly the CAA RM certified examiner, providing the following information:

- Full name and CAA RM license number;
- Type of proficiency check required;
- Confirmation that the revalidation experience requirements are met;
- Type of aeroplane or FSTD, and registration;
- Meeting place and proposed date.

### Proficiency Check Program.

The proficiency check has to include all required items in accordance with Appendix no.9 to Part-FCL and Annex no.41 or no.42 to PIAC-CPN.

### Procedure before the Practical Check

The following steps shall be successfully completed before continuing with the practical part of the check:

#### A: Documentation Verification

The following documents shall be verified for completion, validity and correctness, and be ready for the proficiency check:

- Valid ID or passport;
- PPL(A) or higher;
- Valid language proficiency in English;
- Medical certificate class 1 or 2, with IR;
- Compliant Pilot Logbook;
- Revalidation experience requirements met;
- Filled in and signed Annex no.41 or no.42 to PIAC-CPN;
- FSTD certificate validity and limitations, if relevant.

#### B: Candidate's Flight Briefing according to the Examiner Test preparation checklist

#### C: Oral Examination

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The TR proficiency check result shall be either Pass or Fail.

The examiner fills in Annex no.41 or no.42 to PIAC-CPN and then debriefs the candidate.

The candidate acknowledges the proficiency check result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of Annex no.41 or no.42 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook, if applicable according to Chapter 1.12:

«Proficiency Check (enter specific TR) passed»

Place and Date

Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.41 or no.42 to PIAC-CPN;
- Copy of the relevant pages of logbook showing: revalidation requirements (if applicable) and the proficiency check endorsement (if applicable according to Chapter 1.12);
- Copy of medical certificate (not required for Moldavian medical certificates);
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of FSTD certificate (not required for Moldavian certified FSTD);
- Copy of the examiner's hand entry, if applicable.

**b) Result is Fail**

The candidate receives a copy of Annex no.41 or no.42 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal and that he/she may not exercise the privileges of the respective rating until a full pass has been obtained.

The examiner makes no entry in the candidate's logbook. The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.41 or no.42 to PIAC-CPN.

**Repetition procedure after failed TR proficiency check**

Although it is usually best to have the same examiner conducting the retest, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the candidate regarding the cause of failure and makes recommendations for training.

Application procedure for the first repetition remains the same. If the candidate is unsuccessful a second time, training is mandatory and the procedure for a renewal proficiency check applies.

**Special Remarks**

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.

Section 6 is not part of the type rating proficiency check. If Section 6 is failed or not taken, the type rating may be revalidated (IFR CAT I only).

## **8. Renewal Proficiency Check**

### **Class or Type Ratings Renewal Refresher Training Requirements**

When a class rating, type rating or instrument rating is expired, the holder must go through an ATO, DTO or a flight instructor, as applicable, to undertake refresher training. The objective of the refresher training is for the pilot to reach again the level of proficiency necessary to safely operate the relevant type or class of aeroplane. The ATO, DTO or instructor, as applicable, shall issue the candidate a training completion certificate. If the ATO, DTO or the instructor determines that no training is necessary, the certificate shall contain a respective signed statement, including sufficient reasoning.

Should an examiner be involved in the refresher training of an applicant and subsequently be tasked with his/her proficiency check, he/she must be clear that the training shall be successfully completed, including all the administrative aspect, such as training records, before the proficiency check administrative part may be started. Between the end of the training debriefing and the start of the examination, the candidate shall have sufficient time to adequately rest and prepare for the examination flight.

### 8.1 SPA CR or TR Renewal Proficiency Check (except HPA-Complex)

If the proficiency check is combined with an IR renewal proficiency check, it must be combined with a class or type rating proficiency check.

Crew complement:	SPO
Flight rules:	VFR or VFR/IFR
Equipment:	Aeroplane or FSTD
Applicable class or type:	TMG, SEP, SET, MEP, MET
Required examiner certificate:	FE/CRE; IRE privilege or FE/CRE with IR privilege shall also be held if the proficiency check is combined with an IR proficiency check

#### Application

The ATO/DTO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and CAA RM license number;
- Type of proficiency check required;
- Class/type of aeroplane and registration;
- Meeting place and proposed date.

#### ATO/DTO or Instructor Responsibilities

The ATO/DTO or instructor, as applicable, guarantees that the candidate has received the necessary training to reach again the level of proficiency necessary to safely operate the relevant type or class of aeroplane and that the candidate is ready for the proficiency check; the proficiency check recommendation is signed by the Head of Training or instructor, as applicable, and the training completion is endorsed in candidate's logbook as follow:

«Refresher training (enter specific CR/TR) SPO VFR is completed», or alternatively  
 «Refresher training (enter specific CR/TR) SPO with IR is completed», or alternatively  
 «Refresher training (enter specific CR/TR) MPO VFR is completed», or alternatively  
 «Refresher training (enter specific CR/TR) MPO with IR is completed»

#### Proficiency Check Test Program

The proficiency check program must cover all the applicable sections, and include at least all the mandatory items, laid down in Appendix no.9 to Part-FCL and Annex no.48 or no.49 to PIAC-CPN. The general proficiency check program is to be provided by the examiner at least 2 days before the proficiency check. If combined with an IR proficiency check, the program should include a route sector; the first part of the examination should consist of normal IFR operation, with the general handling and abnormal operation under VFR left for the second part of the proficiency check.



**Weather minima**

The weather conditions shall be suitable for a safe and legal VFR, respectively IFR operation. Section 2 must be conducted in VMC; for SE, the ceiling along the route should be higher than 1'500 ft AGL.

**Procedure before the Practical Check**

The following steps shall be successfully completed before continuing with the practical part of the check:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the proficiency check:

- Valid ID or passport;
- PPL(A) or higher;
- Valid language proficiency in English (if combined with an IFR proficiency check);
- Medical certificate class 1 or 2, with IR if relevant;
- Compliant pilot logbook;
- Filled in and signed Annex no.48 or no.49.

The ATO/DTO or the instructor shall make available the training records for verification by the examiner, if requested. All documents shall be completed and signed. The examiner shall verify that the ATO/DTO or the instructor is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md>.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The CR/TR proficiency check result shall be either Pass, Partial Pass or Fail.

If combined with an IR proficiency check, the IR part could be either Pass, Partial Pass or Fail.

The examiner fills in Annex no.43 or no.44 to PIAC-CPN and then debriefs the candidate. The candidate acknowledges the proficiency check result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of the Annex no.43 or no.44 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook:

«Proficiency Check (enter specific CR/TR) SPO VFR passed», or alternatively  
«Proficiency Check (enter specific CR/TR) SPO with IR passed», or alternatively  
«Proficiency Check (enter specific CR/TR) MPO VFR passed», or alternatively  
«Proficiency Check (enter specific CR/TR) MPO with IR passed»  
Place and Date Examiner name, license number and signature

The following documents shall be sent to the CAA RM Licensing Section:

- Original of the Annex no.43 or no.44 to PIAC-CPN;
- Copy of the relevant pages of logbook showing: confirmation of completed training, proficiency check endorsement;
- Renewal training completion certificate;
- Copy of ATO/DTO certificate or Instructor license (not required for Moldavian ATO/DTO/Instructor certificate);
- Copy of medical certificate (not required for Moldavian medical certificates);
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of FSTD certificate, if applicable (not required for Moldavian certified FSTD).

**b) Result is Partial Pass or Fail**

The candidate receives a copy of Annex no.43 or no.44 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal.

The examiner makes no entry in the candidate's logbook except the signature for the dual flight.

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.43 or no.44 to PIAC-CPN.

**Repetition procedure after partial passed or failed CR/TR proficiency check**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO/DTO or instructor regarding the cause of failure.

Application procedure for the first repetition stays the same. If the candidate is unsuccessful a second time, training is mandatory and the procedure for a renewal proficiency check applies.

## 8.2 SPA HPA-Complex TR Renewal Proficiency Check (*NOTE: when applicable*)

Crew complement:	SPO or MPO
Flight rules:	IFR
Equipment:	FFS or a combination of FSTD and aircraft shall be used. If no FFS or FSTD is available or accessible, irrespective of any time consideration, an aeroplane may be used. In cases where a SEJ/MEJ proficiency check is planned on aeroplane, the examiner shall contact the CAA RM Licensing Section at least 14 days prior to the proficiency check to seek the necessary approval. Note that proficiency check on SEJ/MEJ must in any case take place in an FSS every other check.
Applicable type:	SP High-Performance Complex
Required examiner certificate:	SFE or TRE

### Application

The ATO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and CAA RM license number;
- Type of proficiency check required ;
- Type of aeroplane or FSTD and registration;
- Meeting place and proposed date.

### ATO Responsibilities

The ATO guarantees that the candidate has received the necessary training to reach again the level of proficiency necessary to safely operate the relevant type of aeroplane and that the candidate is ready for the proficiency check. The proficiency check recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

«Refresher training (enter specific TR)/IR SPO is completed», or alternatively  
 «Refresher training (enter specific TR)/IR MPO is completed»  
 Place and date ATO name and approval number HT name, license number and signature

### Proficiency Check Program

The proficiency check program must cover all the applicable sections, and include at least all the mandatory items, laid down in Appendix no.9 to Part-FCL and "APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA" form.

The general proficiency check program is to be provided by the examiner at least 2 days before the proficiency check, it is intended to simulate a practical flight, thus the program should include a least one route sector. Ideally, the first part consists of normal operation, with the general handling and abnormal operation left for the second part of the proficiency check.

**Procedure before the Practical Check**

The following steps shall be successfully completed before continuing with the practical part of the check:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the proficiency check:

- Valid ID or passport;
- PPL(A) or higher;
- Valid language proficiency in English;
- Medical certificate class 1 or 2, with IR;
- Compliant Pilot Logbook;
- “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form, filled and signed;
- FSTD certificate validity and limitations, if relevant.

The ATO shall make available the training records for verification by the examiner, if requested. All documents shall be completed and signed. The examiner shall verify that the ATO is authorised to conduct the respective training and that the candidate complies with the applicable qualification, training and experience requirements before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md>.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.);

**Decision and Administration**

The TR proficiency check result shall be either Pass, Partial Pass or Fail.

The examiner completes “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form and then debriefs the candidate.

The candidate acknowledges the proficiency check result by signing the form.

**a) Result is Pass**

The candidate receives a copy of the first page of CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form.

The examiner makes the following entry in the candidate's logbook, if applicable according to Chapter 1.12:

«Proficiency Check (enter specific CR/TR)/IR SPO passed», or alternatively «Proficiency Check (enter specific CR/TR)/IR MPO passed» Place and Date Examiner name, license number and signature
--

The following documents shall be sent to the CAA RM Licensing Section:

- Original CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form;
- ATO certificate with scope of approval (not required for CAA RM certified ATO);
- Copy of the relevant pages of logbook showing: confirmation of completed training, proficiency check endorsement;
- Copy of medical certificate;
- Copy of examiner license and certificate (not required for Moldavian certified examiner);
- Copy of FSTD certificate.

**b) Result is Fail**

The candidate receives a copy of “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form.

The examiner informs the candidate about his/her right of appeal.

The examiner makes no entry in the candidate’s logbook except the signature for the dual flight.

The following documents shall be sent to the CAA RM Licensing Section:

- Original CAA RM “APPLICATION AND REPORT FORM FOR: TR SP(A) complex HPA” form.

**Repetition procedure after failed TR proficiency check**

Although it is usually best to have the same examiner conducting the retest, particularly in case of a partial pass, the candidate shall give his/her consent to be re-examined by the same examiner.

The examiner provides a feedback to the ATO regarding the cause of failure.

Application procedure for the first repetition stays the same. If the candidate is unsuccessful a second time, training is mandatory and the procedure for a renewal proficiency check applies.

### 8.3 MPA TR Renewal Proficiency Check

Crew complement:	MPO
Flight rules:	IFR
Equipment:	FFS if available and accessible shall be used, irrespective of any time consideration. If no FFS is available or accessible, the examiner shall contact the CAA RM Licensing Section at least 14 days prior to the planned proficiency check to seek the necessary approval.
Applicable type:	MPA
Requirements for the FSTD:	FFS
Required examiner certificate:	SFE or TRE

#### Application

The ATO or candidate applies directly to the CAA RM certified examiner, providing the following information:

- Candidate's full name and license number;
- Type of proficiency check required;
- Type of aeroplane or FSTD, and registration;
- Meeting place and proposed date.

#### ATO Responsibilities

The ATO guarantees that the candidate has received the necessary training to reach again the level of proficiency necessary to safely operate the relevant type of aeroplane and that the candidate is ready for the proficiency check.

The proficiency check recommendation is signed by the Head of Training and the training completion is endorsed in candidate's logbook as follow:

«Refresher training (enter specific TR) is completed»  
 Place and date ATO name and approval number  
 HT name, license number and signature

#### Proficiency Check Program

The proficiency check has to include all required items in accordance with Appendix no.9 to Part-FCL and Annex no.41 or no.42 to PIAC-CPN.

#### Procedure before the Practical Check

The following steps shall be successfully completed before continuing with the practical part of the check:

**A: Documentation Verification**

The following documents shall be verified for completion, validity and correctness, and be ready for the proficiency check:

- Valid ID or passport;
- Medical certificate class 1 or 2, with IR;
- Pilot Compliant Logbook;
- PPL(A) or higher;
- Valid language proficiency in English;
- Type Rating renewal training completion certificate;
- Filled in and signed Annex no.43 or no.44 to PIAC-CPN.

The ATO shall make available the training records for verification by the examiner, if requested. All documents shall be completed and signed.

The examiner shall verify that the ATO is authorised to conduct the respective training before proceeding with the examination.

A list of all Moldavian and foreign Flight Schools approved or accepted by the CAA RM and their scope of activity is available on the CAA RM website: <https://www.caa.md>.

**B: Candidate's Flight Briefing according to the Examiner Test preparation checklist****C: Oral Examination**

- Clarification regarding candidate's briefing;
- Relevant operational questions (environment, rules, aeroplane, procedures, limitations, etc.).

**Decision and Administration**

The TR proficiency check result shall be either Pass, Partial Pass or Fail.

The examiner fills in Annex no.41 or no.42 to PIAC-CPN and then debriefs the candidate.

The candidate acknowledge the proficiency check result by signing the form.

**a) Result is Pass**

The candidate receives a copy of at least the first page of Annex no.41 or no.42 to PIAC-CPN.

The examiner makes the following entry in the candidate's logbook, if applicable according to Chapter 1.12:

Proficiency Check (enter specific TR) passed Place and Date Examiner name, license number and signature
---

The following documents shall be sent to the CAA RM Licensing Section:

- Original of Annex no.41 or no.42 to PIAC-CPN;
- Type rating renewal training completion certificate;
- Copy of ATO certificate with scope of approval;
- Copy of the relevant pages of logbook showing: confirmation of completed training, proficiency check endorsement;
- Copy of medical certificate;
- Copy of examiner license and certificate;
- Copy of FSTD certificate.

**b) Result is Fail or Partial Pass**

The candidate receives a copy of Annex no.41 or no.42 to PIAC-CPN.

The examiner informs the candidate about his/her right of appeal.

The examiner makes no entry in the candidate's logbook.

The examiner sends the following document to the CAA RM Licensing Section:

- Original of Annex no.41 or no.42 to PIAC-CPN.

**Repetition procedure after failed TR proficiency check**

The examiner provides a feedback to the ATO regarding the cause of failure.

Application and presentation procedure for the repetition is the same as for the first proficiency check.

**Special Remarks**

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.

Section 6 is not part of the type rating proficiency check. If Section 6 is failed or not taken, the type rating may be renewed (IFR CAT I only).



## Appendix no.1 «Generic Single Pilot (A) Examiner Test Preparation Checklist»

- **Task acceptance:**
  - Expected exam (type, legal basis, aircraft or FSTD)
  - Candidate details
  - Location
  - Compliance with national requirements or guidance (GM, safety rules)

### Accept or refuse task

- **Examiner preparation:**
  - Exam notification
- **Introduction:**
  - Give a positive first impression
  - Welcome / Presentation
  - Feel the “pulse-rate” of candidate
- **General information:**
  - Show your Examiner Authorisation
  - Ask for candidate’s ID
  - Legal basis
  - Give candidate maximum credit
- **Documentation: Paper check:**
  - According Guide for Skill Test
    - License
    - Medical
    - English LP validity
    - Logbook
    - CAA form(s)
    - Additional doc(s)
- **Aircraft / FSTD:**
  - Certified and equipped as required for the task, OPS rules and CAA RM requirements
  - Documents (valid ARC and insurance), respectively FSTD certificate

### Decision 1

- Go ahead? What’s missing?
- **Examination program:**
  - Task received / understood
  - Course of Test or Check
  - Rules – repetition failed item(s)
  - Time schedule
  - Safety briefing traffic lockout, real emergencies handling etc.

- **Candidate’s briefing:**
  - Listen / no questions during briefing
  - WX, fuel, Performance, Flight plan etc.
  - NOTAM DABS MEL etc.
- **Oral examination:**
  - 5 – 10 prepared theoretical question
    - Aeroplan systems
    - Operational Questions

### Decision 2

- Go / no Go
- **Short Break:**
  - Start without pressure
  - Provide time for a WX update
  - Set time and meeting point
- **Practical part:**
  - Safety first
  - No instruction
  - Passive behavior
  - No interference in pilot’s decisions
  - No bullet point debriefing
  - Realistic and fair scenario and timing
  - Know the purpose of the item assessed (what, why, when and how)
  - Verify doubtful observation
  - Observe minimum required M-items
- **Facts for decision:**
  - Only facts count
  - Accurate documentation during session
    - on a personal note sheet
    - direct on CAA RM Forms
  - Communicate result only after reaching a facts-based decision
- **During flight:**
  - No instruction
  - Passive behavior → no command
  - No interference in pilot’s decisions
  - Follow flight progress, take notes
  - No debriefing
- **Emergency:**
  - Safety first
  - Do not pull any circuit breakers
  - Observe minimum required M-items

- Conservative on double or triple failures
- **Facts for decision:**
  - Only facts might count
  - Accurate documentation during session
  - On personal note sheet, or
  - Directly on the form

### Decision 3

- Pass, Fail
- **Preparation debriefing:**
  - Take the time to prepare it
  - Define time and location
  - Factual and concise
- **Administration:**
  - Complete paperwork:
    - Logbook, forms
- **Debriefing:**
  - Short, concise
  - No instruction
  - Positive perspective
  - Candidate's debriefing
- **Completion of test:**
  - Hints and tips
  - Hand over Check Forms
- **Communication:**
  - Feedback of candidate
  - Feedback to the ATO/DTO

## Appendix no.2 «Generic Multi Pilot (A) Examiner Test Preparation Checklist»

- **Task acceptance:**
  - Expected exam (type, legal basis, aircraft or FSTD)
  - Candidate details
  - Crew set-up / crew composition
  - Compliance with national requirements or guidance (GM, safety rules)

### Accept or refuse task

- **Examiner preparation:**
  - Exam notification
- **Introduction:**
  - Give a positive first impression
  - Welcome / Presentation
  - Feel the “pulse-rate” of candidate
- **General information:**
  - Show your Examiner Authorisation
  - Ask for candidate’s ID
  - Legal basis
  - Give candidate maximum credit
- **Documentation: Paper check:**
  - According Guide for Skill Test
    - License
    - Medical
    - English LP validity
    - Logbook
    - CAA form(s)
    - Additional doc(s)
- **Aircraft / FSTD:**
  - Certified and equipped as required for the task, OPS rules and CAA RM requirements
  - Documents (valid ARC and insurance), respectively FSTD certificate

### Decision 1

- Go ahead? What’s missing?
- **Examination program:**
  - Task received / understood
  - Course of Test or Check
  - Rules – repetition failed item(s)
  - Time schedule
- **Crew briefing:**

- Listen / no questions during briefing
  - WX, fuel, Performance
  - NOTAM MEL etc.

### Oral examination:

- 5 – 10 prepared theoretical question
  - Aeroplane systems
  - Operational Questions

### Decision 2

- Go / no Go
- **Short Break:**
  - Start without pressure
- **Practical part:**
  - Safety briefing
  - No instruction
  - Passive behavior
  - No interference in pilot’s decisions
  - No bullet point debriefing
  - Realistic and fair scenario and timing
  - Know the purpose of the item assessed (what, why, when and how)
  - Verify doubtful observation
  - Observe minimum required M-items
- **Facts for decision:**
  - Only facts count
  - Accurate documentation during session
    - on a personal note sheet
    - direct on CAA RM Forms
  - Communicate result only after reaching a facts-based decision

### Decision 3

- Pass, Fail
- **Preparation debriefing:**
  - Take the time to prepare it
  - Define time and location
  - Factual and concise
- **Administration:**
  - Complete paperwork:
    - Logbook, forms
- **Debriefing:**
  - Short, concise
  - No instruction

- Positive perspective
- Candidate's debriefing
- **Completion of test:**
  - Hints and tips
  - Hand over Check Forms
- **Communication:**
  - Feedback of candidate
  - Feedback to the ATO/DTO

## Appendix no.3 Briefing examiners (non-Moldavian)

### 1. General

#### **Purpose**

This briefing is meant for examiners with an examiner certificate not issued by the Civil Aviation Authority of the Republic of Moldova (CAA RM) who seek privileges to conduct skill tests, proficiency checks or instructor assessments of competence for licences issued by the CAA RM.

For the purpose of this document 'non-Moldavian examiners' means aviation examiners described in Subpart K of the GD no.204/2020 with certificates issued by other ICAO member states.

This briefing is NOT meant:

- For examiners with a certificate issued by the CAA RM who seek privileges to conduct skill tests, proficiency checks or assessments of competence for licenses issued by other ICAO member states;
- As replacement for parts of an examiner training course or refresher seminar as mentioned in FCL.1015 Subpart K of the GD no.204/2020.

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The information in this briefing can never replace official publications.

No rights can be derived from this briefing.

#### **Abbreviations**

STPCRF	Skill Test and Proficiency Check Report Form
AoC	Assessment of competence

### **2. The need for this briefing**

According to FCL.1015 Subpart K of the GD no.204/2020:

(a) An applicant for an examiner certificate shall undertake a standardisation course which is provided by the CAA RM or which is provided by an ATO and approved by the CAA RM.

(b) The standardisation course shall consist of theoretical and practical instruction and shall include, at least:

- 1) the conduct of 2 skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;

- 2) instruction on the applicable requirements in this part and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
- 3) a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees;
- 4) a briefing on the need to review and apply the items in (3) when conducting skill tests, proficiency checks or assessments of competence of an applicant for which the CAA RM is not the same authority that issued the examiner's certificate; and
- 5) an instruction on how to get access to these national procedures and requirements of other competent authorities when needed.

(c) Holders of an examiners certificate shall not conduct skill tests, proficiency checks or assessments of competence of an applicant for which the CAA RM is not the same authority that issued the examiner's certificate, unless they have reviewed the latest available information containing the relevant national procedures of the applicant's competent authority.

### **3. Requirements**

In order to carry out privileges to conduct skill tests, proficiency checks or assessments of competence for licenses and certificates issued by the CAA RM it is essential that:

- a) the non-Moldavian examiner has a valid examiner certificate for the privileges being sought, issued by an ICAO member state;
- b) the non-Moldavian examiner has studied this GM;
- c) the non-Moldavian examiner informs the CAA RM of his/her intention to perform any test, check or AoC of a Moldavian licence holder as outlined in Annex no.17 to PIAC-CPN.
- d) the non-Moldavian examiner reviews the online version of this GM and this briefing when applicable to stay informed about changes.

### **4. Privileges of examiners:**

After studying this briefing, the privileges of examiners are to conduct skill tests, proficiency checks or assessments of competence for the initial issue of licences and issuance, revalidation or renewal of certificates issued by the CAA RM for aeroplanes, helicopters and TMG's as defined in PART-FCL, limited to the privileges as listed in the examiner's own certificate.

Until further notice, non-Moldavian examiners can NOT conduct skill tests, proficiency checks or assessments of competence for licenses and certificates issued by the CAA RM for the initial issue of a licence. So, when the candidate is not yet in possession of a Moldavian licence.

Examiners for the following skill tests, proficiency checks or assessments of competence shall be designated by the CAA RM:

- a) power-lift aircraft, balloons and sailplanes;
- b) aerobatic, sailplane and banner towing ratings;
- c) examiner certificates;
- d) aircraft from Annex no.2 to the Aviation Code of the Republic of Moldova no.301/2017;
- e) other licenses, ratings or certificates not published in Part-FCL.

All skill tests, proficiency checks and assessments of competence shall be carried out according to the GD no.204/2020.

## **5. Designation of examiners**

Designation of examiners for skill tests, proficiency checks or assessments of competence shall be as follows:

### **License/rating:**

- a) designation of an examiner for skill tests for the first issue of a license or a rating may be arranged by either the CAA RM or an ATO;
- b) designation of an examiner for an ATPL-skill test may also be arranged by an AOC-holder;
- c) designation of an examiner for revalidation or renewal of a rating may be arranged by either the CAA RM, an ATO, an AOC-holder or the candidate.

### **Instructor (FI, TRI, CRI, IRI, SFI in all categories):**

- a) designation of an examiner for the assessment of competence for the first issue of a flight-instructor (FI) certificate may only be arranged by the CAA RM. All others may be arranged by either the CAA RM or an ATO;
- b) designation of an examiner for the assessment of competence for the revalidation or renewal of an instructor-certificate may be arranged by the CAA RM, an ATO or the candidate.

### **Examiner (FE, TRE, CRE, IRE, SFE, FIE in all categories):**

- a) designation of an inspector or senior-examiner for the assessment of competence for the first issue or renewal of an examiner certificate, or for the first issue, revalidation or renewal of a senior-examiner certificate, may only be arranged by the CAA RM.
- b) designation of an inspector or a senior-examiner for the assessment of competence for the revalidation of examiner certificates may only be arranged by the CAA RM.

		CAA RM	ATO	AOC-holder	Candidate
License	first issue	✓	✓	ATPL only	X
Rating	first issue	✓	✓	X	X
	revalidation	✓	✓	✓	✓
	renewal	✓	✓	✓	✓
Instructor	first issue	✓	✓	X	X
	revalidation	✓	✓	X	✓
	renewal	✓	✓	X	✓
Examiner	first issue	✓	X	X	X
	revalidation	✓	X	X	X
	renewal	✓	X	X	X
Senior Examiner	first issue	✓	X	X	X
	revalidation	✓	X	X	X
	renewal	✓	X	X	X

✓ = may designate examiner

X = may not designate examiner

Note; examiners may only be designated for privileges stated in their certificates.

## **6. Notification of the CAA RM**

To comply with the regulations about required overview of examiners by authorities, the examiner shall notify the CAA RM of the following events:

- All tests for the initial issue of a licence or rating;
- All assessments of competence for the initial issue of an instructor certificate;
- All tests, checks or instructor AoC's taking place in Republic of Moldova;
- All upcoming tests, checks or instructor AoC's of Moldavian licence-holders when so requested by the CAA RM.

For these, send an e-mail with the filled in Annex no.17 to PIAC-CPN with at least the following information:

Examiner details:

- Examiner's name and initials;
- Examiners certificate number;
- Examiners certificate period of validity;
- Country of examiner certification;
- Contact details; cell phone number, e-mail address.



Candidate details:

- a) Candidate's name and initials;
- b) Candidate's license number.

Test details:

- a) Type of test/check/AoC;
- b) Type of aircraft;
- c) Test in aircraft or FSTD;
- d) Name of FSTD operator;
- e) FSTD approval certificate;
- f) Date and time;
- g) Place.

The e-mail address to send this information: [pel@caa.gov.md](mailto:pel@caa.gov.md)

The notification requirement is fulfilled when the examiner receives the reply to this notification.

The examiner can then proceed with conducting the test, check or AoC on the indicated date, time and place unless the CAA RM contacts the examiner with a restriction or a constraint.

If there is any change in any of the details a new notification (Annex no.17 to PIAC-CPN) has to be submitted.

The CAA RM reserves the right to forbid, to be present, or to replace the examiner at the test, check or AoC.

## **7. Administrative procedures**

### **7.1 Instructions for examiners how to check the requirements**

#### **General**

The examiner becomes responsible for checking whether a candidate meets all requirements of the GD no.204/2020 at a skill test, proficiency check or assessment of competence.

The requirements to be checked vary per skill test, proficiency check or assessment of competence. Information on these requirements can be found in the relevant chapters of the GD no.204/2020.

These instructions provide additional information about how the examiner should check these requirements.

If it cannot be determined that all requirements have been met by the candidate when performing a skill test, proficiency check or assessment of competence, the examiner may decide to cancel or reschedule the session. In that case a new recommendation may be necessary.

If it is likely that the candidate or the ATO can prove to the examiner within a few days that the requirements have been met, the examiner may decide to perform the skill test, proficiency check or assessment of competence. He holds all relevant forms until the candidate or the ATO has provided the necessary information.

The examiner must also inform the applicant of the consequences of providing incomplete, inaccurate or false information regarding his/her training and experience as a pilot (see ARA.FCL.250 1-2 of the GD no.204/2020).

This can lead to restriction, suspension or revocation of licences, ratings and certificates of the candidate.

**Identification and age**

This should be checked on the basis of a valid Moldavian passport, a valid Moldavian identity card or a valid Moldavian driving license. Copies of these documents cannot be used for this purpose because the security features thereon cannot be checked.

For non-Moldavian citizens this can be checked on the basis of a valid foreign passport, a valid foreign identity card or a valid Moldavian residence permit.

**Medical certificate**

If required, the candidate must have a valid medical certificate issued in accordance with Part-MED of the GD no.204/2020.

There are two possibilities for a medical certificate: Class 2 and Class 1.

Class 1 is also valid as Class 2.

Detailed requirements for the necessary medical certificates are found in Part-MED of the GD no.204/2020.

**Theoretical knowledge examinations**

Before a skill test for the issue of a license, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training.

In any case, the theoretical knowledge instruction shall always have been completed before the skill test.

A positive result for a theoretical knowledge examination is valid for the issue of a corresponding license, rating or certificate for a limited time (FCL.025 (c) of the GD no.204/2020):

- PPL, GPL, BPL: 24 months;
- CPL, IR: up to 36 months;
- ATPL(A): 7 years after the most recent validity date of an IR;
- ATPL(H): 7 years from the last validity date of a type rating in a helicopter.

**Training**

The completion of a training course or the required training in case of a renewal, shall be demonstrated by means of a statement of the relevant ATO.

All training data must be made available to the examiner at a skill test (except for an ATPL test). This must be done to enable the examiner to determine whether the candidate meets all the requirements, but the objectivity of the examiner may not be affected. So, these training data may not contain any reviews, value judgments or opinions.

**Experience and flying hours**

These shall be checked against the logbook of the candidate which at least meets the requirements as described in AMC1 FCL.050 to Government Decision No 204/2020.

## 7.2 Examiner forms

PIAC-CPN Skill Test and Proficiency Check Report forms can be downloaded from the CAA RM site <https://www.caa.md>.

## 7.3 NON- Moldavian examiners are not permitted to endorse a license or a certificate issued by the CAA RM.

## 7.4 Submitting documents

After completion of the skill test, proficiency check or assessment of competence, the examiner shall give the original report to the candidate and send copies to the CAA RM ([info@caa.gov.md](mailto:info@caa.gov.md) or [pel@caa.gov.md](mailto:pel@caa.gov.md)) and a report to the authority responsible for the certificate of the examiner (FCL.1030 (b) (3) of the GD no.204/2020).

This report shall contain:

- a) a copy of the applicable PIAC-CPN Skill Test and Proficiency Check Report Form (example Annex no.42, no.48 etc);
- b) a copy of the applicable PIAC-CPN Instructor Assessment of Competence Report Form (example Annex no.52, no.53, no.54 etc);
- c) a copy of the statement of the ATO which confirms the required training has been completed (if applicable);
- d) a copy of the FSTD approval certificate (if applicable);
- e) a copy of the examiner's license (both sides if relevant);
- f) a copy of the examiner's certificate (both sides if relevant);
- g) a copy of the examiners medical certificate (if relevant).

The report of the examiner, and the request of the candidate shall both be sent by mail to:

Personnel Licensing Section  
Civil Aviation Authority  
bd. Dacia 80/2  
Chişinău,  
Republic of Moldova, MD-2026  
Tel: +373 22 823 632 Fax: (+373 22) 529 118  
E-mail : [info@caa.gov.md](mailto:info@caa.gov.md) or [pel@caa.gov.md](mailto:pel@caa.gov.md)

or electronically by a scan of good quality (preferably PDF) to [pel@caa.md.gov](mailto:pel@caa.md.gov)

## 7.5 Record keeping

The flight test form and any other personal information may only be passed on to the CAA RM, the examiner's own Authority as required, and to the pilot's employer (with the consent of the pilot). No information may be passed on to others.

The examiner shall maintain records for 5 years with details of all skill tests, proficiency checks, and assessment of competence performed and their results. Upon request by the competent authority responsible for the examiner certificate, or the competent authority responsible for the applicant's license, examiners shall submit all records and reports, and any other information, as required for oversight activities.

These records have to be stored in such a way that the personal integrity will not be in danger.

### **8. Protection of personal data**

Law on personal data protection no.133/2011 is the reference text, on the protection of personal data. The requirements aim to protect the rights and freedoms of person with respect to the processing of personal data by laying down guidelines determining when this processing is lawful.

Guidelines:

- a) personal data must be collected for specified, explicit and legitimate purposes;
- b) personal data must be processed fairly and lawfully;
- c) personal data must be accurate and, where necessary, kept up to date;
- d) personal data may be processed only if the data subject has unambiguously given his/her consent;
- e) it is forbidden to process personal data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, trade-union membership, etc.;
- f) the data subject has the right to object, on legitimate grounds, to the processing of data relating to him/her;
- g) personal data must not be transferred to other countries without adequate protection;
- h) personal information must be protected against accidental or unlawful destruction or accidental loss, alteration, unauthorized disclosure or access.

### **9. Insurance and liability**

The CAA RM is not liable for any personal harm, damages and other consequences originating from the conduct of tests, checks or AoC's. The CAA RM does not provide any insurance during test, checks or AoC's. This is the responsibility of the examiner or the PIC.

The examiner is fully responsible for the safety during the test or check, in the simulator or when acting as PIC in an aircraft.

### **10. Disagreement and complaints**

Any comment on, complaint about or disagreement with, an examiners evaluation, assessment, behavior or method of conducting the test or check shall be reported to the authority that issued the examiners certificate.

### **11. Additional information**

The CAA RM will sample skill test, proficiency checks or assessments of competence according to a published national oversight program.

The CAA RM does not pay financial compensations for expenses or services rendered. The examiner shall arrange those with the training organization or the candidate.

If the examiner suspects that a pilot does not comply with the requirements of the GD no.204/2020 or any other applicable requirements, the examiner shall immediately contact the CAA RM

As a part of the monitoring program for examiners as mentioned in ARA.FCL.205 of the GD no.204/2020 any proficiency check or skill test performed on a Moldavian license holder may be subject to supervision. If the supervision is unsatisfactory the authority that issued the examiner's certificate will be notified

### **12. Contact information**

For all issues regarding licenses and instructor certificates and for all issues regarding examiners:

Personnel Licensing Section

Civil Aviation Authority

bd. Dacia 80/2 Chişinău, Republic of Moldova, MD-2026

Tel: +373 22 823 632 Fax: (+373 22) 529 118

E-mail : [info@caa.gov.md](mailto:info@caa.gov.md) or [pel@caa.gov.md](mailto:pel@caa.gov.md)  
internet: [www.caa.md](http://www.caa.md)

sending documents: [info@caa.gov.md](mailto:info@caa.gov.md) or [pel@caa.gov.md](mailto:pel@caa.gov.md)  
Tel: +373 22 823 632 Fax: (+373 22) 529 118  
E-mail: [pel@caa.gov.md](mailto:pel@caa.gov.md)

For notification of tests, checks and AoC's (see chapter 6):

E-mail: [pel@caa.gov.md](mailto:pel@caa.gov.md)