

Applicants name and license number:		Practical training					ATPL/MPL/Type rating skill test/proficiency check			
Manoeuvres/Procedures		OTD	FTD	FFS	As	Instructor initials when training completed	Chkd FFS A	Pass	Fail	Examiner initials when test completed
Section 1		Pre-flight preparations and checks								
1.1	Pre-flight inspection							<input type="checkbox"/>	<input type="checkbox"/>	
1.2	Cockpit inspection							<input type="checkbox"/>	<input type="checkbox"/>	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies							<input type="checkbox"/>	<input type="checkbox"/>	
1.4	Off Mast procedure and Ground Manoeuvring							<input type="checkbox"/>	<input type="checkbox"/>	
1.5	Pre-take-off procedures and checks							<input type="checkbox"/>	<input type="checkbox"/>	
Section 2		Flight manoeuvres and procedures								
2.1	Normal VFR take-off profile							<input type="checkbox"/>	<input type="checkbox"/>	
2.2	Take-off with simulated engine failure							<input type="checkbox"/>	<input type="checkbox"/>	
2.3	Take-off with heaviness > 0 (Heavy T/O)							<input type="checkbox"/>	<input type="checkbox"/>	
2.4	Take-off with heaviness < 0 (Light/TO)							<input type="checkbox"/>	<input type="checkbox"/>	
2.5	Normal climb procedure							<input type="checkbox"/>	<input type="checkbox"/>	
2.6	Climb to Pressure Height							<input type="checkbox"/>	<input type="checkbox"/>	
2.7	Recognising of Pressure Height							<input type="checkbox"/>	<input type="checkbox"/>	
2.8	Flight at or close to Pressure Height							<input type="checkbox"/>	<input type="checkbox"/>	
2.9	Normal descent and approach							<input type="checkbox"/>	<input type="checkbox"/>	
2.10	Normal VFR landing profile							<input type="checkbox"/>	<input type="checkbox"/>	
2.11	Landing with heaviness > 0 (Heavy Ldg.)							<input type="checkbox"/>	<input type="checkbox"/>	
2.12	Landing with heaviness < 0 (Light Ldg.)							<input type="checkbox"/>	<input type="checkbox"/>	
	Intentionally left blank									
Section 3		Normal and abnormal operations of the following systems and procedures								
3.	Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise):									A mandatory minimum of three items shall be selected from this section
3.1	Engine							<input type="checkbox"/>	<input type="checkbox"/>	
3.2	Envelope - Pressurisation							<input type="checkbox"/>	<input type="checkbox"/>	
3.3	Pitot/static system							<input type="checkbox"/>	<input type="checkbox"/>	
3.4	Fuel system							<input type="checkbox"/>	<input type="checkbox"/>	
3.5	Electrical system							<input type="checkbox"/>	<input type="checkbox"/>	
3.6	Hydraulic system							<input type="checkbox"/>	<input type="checkbox"/>	
3.7	Flight control and Trim-system							<input type="checkbox"/>	<input type="checkbox"/>	
3.8	Ballonet system							<input type="checkbox"/>	<input type="checkbox"/>	
3.9	Autopilot/Flight director							<input type="checkbox"/>	<input type="checkbox"/>	
3.10	Stability augmentation device							<input type="checkbox"/>	<input type="checkbox"/>	
3.11	Weather radar, radio altimeter, transponder, ground proximity warning							<input type="checkbox"/>	<input type="checkbox"/>	

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	system (if fitted)									
3.12	Landing gear system							<input type="checkbox"/>	<input type="checkbox"/>	
3.13	Auxiliary power unit							<input type="checkbox"/>	<input type="checkbox"/>	
3.14	Radio, navigation equipment, instruments and flight management system							<input type="checkbox"/>	<input type="checkbox"/>	
	Intentionally left blank									
Section 4							Abnormal and emergency procedures			
4.	Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise)									A mandatory minimum of three items shall be selected from this section
4.1	Fire drills, engine, APU, cargo compartment, flight deck and lectrical fires including evacuation if applicable							<input type="checkbox"/>	<input type="checkbox"/>	
4.2	Smoke control and removal							<input type="checkbox"/>	<input type="checkbox"/>	
4.3	Engine failures, shutdown and restart in particular phases of flight, inclusive multiple engine failure							<input type="checkbox"/>	<input type="checkbox"/>	
4.4	Incapacitation of crew member							<input type="checkbox"/>	<input type="checkbox"/>	
4.5	Transmission/Gearbox malfunctions							<input type="checkbox"/>	<input type="checkbox"/>	
4.6	Other emergency procedures as outlined in the appropriate Flight Manual							<input type="checkbox"/>	<input type="checkbox"/>	
Section 5							Instrument flight procedures (to be performed in IMC or simulated IMC)			
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne							<input type="checkbox"/>	<input type="checkbox"/>	
5.1.1	Simulated engine failure during departure							<input type="checkbox"/>	<input type="checkbox"/>	
5.2	Adherence to departure and arrival routes and ATC instructions							<input type="checkbox"/>	<input type="checkbox"/>	
5.3	Holding procedures							<input type="checkbox"/>	<input type="checkbox"/>	
5.4	Precision approach down to a decision height not less than 60 m (200 ft)							<input type="checkbox"/>	<input type="checkbox"/>	
5.4.1	Manually, without flight director							<input type="checkbox"/>	<input type="checkbox"/>	
5.4.2	Manually, with flight director							<input type="checkbox"/>	<input type="checkbox"/>	
5.4.3	With use of autopilot							<input type="checkbox"/>	<input type="checkbox"/>	
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued to touchdown, or until completion of the missed approach procedure							<input type="checkbox"/>	<input type="checkbox"/>	
5.5	Non-precision approach down to the minimum descent altitude MDA/H							<input type="checkbox"/>	<input type="checkbox"/>	

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5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH							<input type="checkbox"/>	<input type="checkbox"/>	
5.6.1	Other missed approach procedures							<input type="checkbox"/>	<input type="checkbox"/>	
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH							<input type="checkbox"/>	<input type="checkbox"/>	
5.7	Recovery from unusual attitudes (this one depends on the quality of the FFS)							<input type="checkbox"/>	<input type="checkbox"/>	
Section 6 Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft)(CAT II/III)										
The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all airship equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.										
6.1	Rejected take-off at minimum authorised RVR							<input type="checkbox"/>	<input type="checkbox"/>	
6.2	ILS approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (SOPs) shall be observed							<input type="checkbox"/>	<input type="checkbox"/>	
6.3	Go-around After approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.							<input type="checkbox"/>	<input type="checkbox"/>	
6.4	Landing(s) With visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed							<input type="checkbox"/>	<input type="checkbox"/>	
Section 7 Optional equipment										
7.	Use of optional equipment							<input type="checkbox"/>	<input type="checkbox"/>	
<p>The following symbols mean: P = Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (—>). The following abbreviations are used to indicate the training equipment used: FFS = Full Flight Simulator, FTD = Flight Training Device, OTD = Other Training Device, As = Airship (a) Applicants for the skill test for the issue of the airship shall take sections 1 to 5 and, if applicable, section 6. (b) Applicants for the revalidation or renewal of the airship type rating proficiency check shall take sections 1 to 5 and, if applicable section 6. (*) - shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only. 'M' - mandatory exercise.</p>										

APPLICATION AND REPORT FORM FOR ATPL, MPL, TPYE RATING, CLASS RATING SKILL TEST AND PROFICIENCY CHECK Aeroplanes and helicopters					
Applicant's last name:		Aircraft:	SE-SP: A <input type="checkbox"/> H <input type="checkbox"/>	ME-SP: A <input type="checkbox"/> H <input type="checkbox"/>	
Applicant's first name:			SE-MP: A <input type="checkbox"/> H <input type="checkbox"/>	ME-MP: A <input type="checkbox"/> H <input type="checkbox"/>	
Signature of applicant:		Operations:	SP <input type="checkbox"/>	MP <input type="checkbox"/>	
Type of license held		Checklist:	Training record <input type="checkbox"/>	Type rating: <input type="checkbox"/>	
License number:			Skill test: <input type="checkbox"/>	Class rating: <input type="checkbox"/>	
State of license issue:			IR: <input type="checkbox"/>		
			Proficiency check: <input type="checkbox"/>	ATPL: <input type="checkbox"/> MPL: <input type="checkbox"/>	
1 Theoretical training for the issue of a type or class rating performed during period					
From:		To:		At:	
Pass mark:		Type and number of licence:			
Signature of HT:		Name(s) in capital letters:			
2 FSTD					
FSTD (aircraft type)		Three or more axes: Yes <input type="checkbox"/> No <input type="checkbox"/>	Ready for service and used:		
FSTD manufacturer		Motion or system:	Visual aid: Yes <input type="checkbox"/> No <input type="checkbox"/>		
FSTD operator		FSTD ID code:			
Total training time at the controls:		Instrument approaches at aerodromes to a decision altitude or height of:			
Location, date and time:		Type and number of licence:			
Type rating instructor <input type="checkbox"/>	Class rating instructor <input type="checkbox"/>	 instructor <input type="checkbox"/>		
Signature of instructor:		Name(s) in capital letters:			
3 Flight training:					
Type of aircraft:		Registration:		Flight time at the controls:	
Take-offs:		Landings		Training aerodromes or sites (take-offs, approaches and landings):	
Take-off time:		Landing time:		Location and date:	
Type rating instructor <input type="checkbox"/>	Class rating instructor <input type="checkbox"/>				
Signature of instructor:		Name(s) of instructor in capital letters			
4 Skill test <input type="checkbox"/> Proficiency check <input type="checkbox"/>					
Skill test and proficiency check details:					
Aerodrome or site		Total flight time			
Take-off time:		Landing time:			
Pass <input type="checkbox"/>	Fail <input type="checkbox"/>	Reason(s) why, if failed:			
Location and date:		SIM or aircraft registration:			
Examiner's certificate number:		Type and number of licence:			
Signature of examiner:		Name(s) in capital letters:			

APPLICANT'S DECLARATION / IZJAVA KANDIDATA

I declare that the information provided on this form is correct and I have been informed of the result of the skill test, proficiency check or assessment of competence.

Izjavljujem kako su podaci na ovom obrascu točni, te kako sam upoznat s rezultatom ispita praktične osposobljenosti, provjere stručnosti ili procjene stručnosti.

Name <i>Ime</i>		Signature <i>Potpis</i>		Date <i>Datum</i>	
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EXAMINER SHALL BEFORE TEST / ISPITIVAČ ĆE PRIJE TESTA:

- (1) ensure that communication with the applicant can be established without language barriers;
- (2) verify that the applicant complies with all the qualification, training and experience requirements in Part-FCL for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test, proficiency check or assessment of competence is taken;
- (3) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.

(1) osigurati da komunikacija s podnositeljem zahtjeva može biti uspostavljena bez jezičnih prepreka

(2) potvrditi da podnositelj zahtjeva ispunjava sve kvalifikacije, zahtjeve osposobljavanja i iskustva Dijela-FCL za stjecanje, produžavanje ili obnavljanje dozvole, ovlaštenja ili certifikata za koji se ispit praktične osposobljenosti, provjera stručnosti ili procjena stručnosti provodi

(3) upoznati podnositelja zahtjeva s posljedicama dostavljanja nepotpunih, netočnih ili neistinitih informacija vezano uz njihovo osposobljavanje i letačko iskustvo

EXAMINER'S DECLARATION:

I DECLARE THAT I received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in Part-FCL.

IZJAVLJUJEM kako sam primio sve informacije od kandidata vezano za njegovo iskustvo i osposobljavanje, i potvrdio da su iskustvo i osposobljavanje u skladu s primjenjivim zahtjevima Dijela-FCL.

EXAMINER'S CONFIRMATION:

I confirm that all the required manoeuvres and exercises have been completed, and that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable).

Potvrđujem kako su svi zahtijevani manevri i vježbe provedeni, te je potvrđeno kandidatovo teorijsko znanje usmenim ispitivanjem (kada je primjenjivo)

Name <i>Ime</i>		Signature <i>Potpis</i>		Date <i>Datum</i>	
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ADDITIONAL DECLARATION FOR non-CCAA EXAMINERS / DODATNA IZJAVA ZA non-CCAA ISPITIVAČE

'I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version _____ (insert document version, i.e. 01-2014) of the Examiner Differences Document, as published by EASA.

Ovim putem izjavljujem kako sam se upoznao i primijenio relevantne nacionalne zahtjeve i procedure tijela nadležnog za izdavanje dozvole podnositelja zahtjeva koje se nalaze u verziji _____ (upiši broj verzije dokumenta, npr. 01-2014) Examiners Difference Dokumenta, izdanog od strane EASA-e

Name <i>Ime</i>		Signature <i>Potpis</i>		Date <i>Datum</i>	
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Examiners remarks from skill test/ proficiency check / assessment of competence:

Primjedbe i napomene ispitivača s ispita praktične osposobljenosti / provjere stručnosti / procjene stručnosti