

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:				
PBN APCH (Airport, RWY, Type of APCH)						
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 name and license number:		Practical training			ATPL//Type rating skill test/proficiency check			
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Chkd FSTD H	Pass	Fail	Examiner initials when test completed
Section 1		Pre-flight preparations and checks						
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection		P		M (if performed in the helicopter)	<input type="checkbox"/>	<input type="checkbox"/>	
1.2	Cockpit inspection	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.4	Taxiing/air taxiing in compliance with air traffic control instructions or with instructions of an instructor	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.5	Pre-take-off procedures and checks	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
Section 2		Flight manoeuvres and procedures						
2.1	Take-offs (various profiles)	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.2	Sloping ground or crosswind take-offs & landings	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.5	Climbing and descending turns to specified headings	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.6	Autorotative descent	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.6.1	Autorotative landing (SEH only) or power recovery	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.7	Landings, various profiles	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.7.2	Landing following simulated engine failure after LDP or DPBL	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
Section 3		Normal and abnormal operations of the following systems and procedures						
3.	Normal and abnormal operations of the following systems and procedures:				M			A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.2	Air conditioning (heating, ventilation)	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.3	Pitot/static system	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4	Fuel System	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.5	Electrical system	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.6	Hydraulic system	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.7	Flight control and Trim system	P	→			<input type="checkbox"/>	<input type="checkbox"/>	

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3.8	Anti-icing and de-icing system	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.9	Autopilot/Flight director	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.10	Stability augmentation devices	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.11	Weather radar, radio altimeter, transponder	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.12	Area Navigation System	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.13	Landing gear system	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.14	Auxiliary power unit	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.15	Radio, navigation equipment, instruments flight system	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
Section 4					Abnormal and emergency procedures			
4.	Abnormal and emergency procedures				M			A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills (including evacuation if applicable)	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.2	Smoke control and removal	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.3	Engine failures, shutdown and restart at a safe height	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.4	Fuel dumping (simulated)	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.5	Tail rotor control failure (if applicable)	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.5.1	Tail rotor loss (if applicable)	P	Helicopter shall not be used			<input type="checkbox"/>	<input type="checkbox"/>	
4.6	Incapacitation of crew member — MPH only	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.7	Transmission malfunctions	P	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.8	Other emergency procedures as outlined in the appropriate Flight Manual	P	→			<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	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>	
5.1.1	Simulated engine failure during departure	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>	
5.3	Holding procedures	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>	
5.4	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>	
5.4.1	Manually, without flight director <i>Note:</i> According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>	

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Manoeuvres/Procedures								
	manually shall be chosen taken into account such limitations (example choose an ILS for 5.4.1 in case of such AFM limitation).							
5.4.2	Manually, with Flight Director	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>	
5.4.3	With coupled autopilot	P*	→*			<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 1000 feet above aerodrome level until touchdown or until completion of the missed approach procedure	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>	
5.5	2D operations down to the minimum descent altitude MDA/H	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>	
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>	
5.6.1	Other missed approach procedures	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>	
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>	
5.7	IMC autorotation with power recovery	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>	
5.8	Recovery from unusual attitudes	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>	
Section 6							Use of optional equipment	
6.	Use of optional equipment	P	→			<input type="checkbox"/>	<input type="checkbox"/>	

The following symbols mean:

M = mandatory exercise

P = Trained as PIC for the issue of a type rating for SPH or trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating for MPH

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

FSTD = Flight Simulator Training Device

H = Helicopter

(*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.

Instrument flight procedures (section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or FTD 2/3 may be used for this purpose.

An FSTD shall be used for practical training and testing if the FSTD forms a part of type rating course.

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