

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	Pas s	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)	☐	☐	
1.2	Cockpit inspection	P	→		M	☐	☐	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P→	→		M	☐	☐	
1.4	Taxiing/air taxiing in compliance with air traffic control instructions or with instructions of an instructor	P	→		M	☐	☐	
1.5	Pre-take-off procedures and checks	P→	→		M	☐	☐	
Section 2		Flight manoeuvres and procedures						
2.1	Take-offs (various profiles)	P	→		M	☐	☐	
2.2	Sloping ground or crosswind take-offs & landings	P	→			☐	☐	
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P→	→			☐	☐	
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	P	→		M	☐	☐	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	→		M	☐	☐	
2.5	Climbing and descending turns to specified headings	P→	→		M	☐	☐	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P→	→		M	☐	☐	
2.6	Autorotative descent	P→	→		M	☐	☐	
2.6.1	For single-engine helicopters (SEH): — autorotative landing; or — power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants' logbook by the instructor. For multi-engine helicopters (MEH): power recovery.	P	→		M	☐	☐	
2.7	Landings, various profiles	P	→		M	☐	☐	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P	→		M	☐	☐	

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2.7.2	Landing following simulated engine failure after LDP or DPBL	P	→		M	☐	☐	
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→	→			☐	☐	
3.2	Air conditioning (heating, ventilation)	P→	→			☐	☐	
3.3	Pitot/static system	P→	→			☐	☐	
3.4	Fuel System	P	→			☐	☐	
3.5	Electrical system	P	→			☐	☐	
3.6	Hydraulic system	P	→			☐	☐	
3.7	Flight control and Trim system	P	→			☐	☐	
3.8	Anti-icing and de-icing system	P	→			☐	☐	
3.9	Autopilot/Flight director	P	→			☐	☐	
3.10	Stability augmentation devices	P	→			☐	☐	
3.11	Weather radar, radio altimeter, transponder	P	→			☐	☐	
3.12	Area Navigation System	P	→			☐	☐	
3.13	Landing gear system	P	→			☐	☐	
3.14	Auxiliary power unit	P	→			☐	☐	
3.15	Radio, navigation equipment, instruments flight system	P	→			☐	☐	
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	→			☐	☐	
4.2	Smoke control and removal	P	→			☐	☐	
4.3	Engine failures, shutdown and restart at a safe height	P	→			☐	☐	
4.4	Fuel dumping (simulated)	P	→			☐	☐	
4.5	Tail rotor control failure (if applicable)	P	→			☐	☐	
4.5.1	Tail rotor loss (if applicable)	P	Helicopter shall not be used			☐	☐	

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4.6	Incapacitation of crew member — MPH only	P	→			☐	☐	
4.7	Transmission malfunctions	P	→			☐	☐	
4.8	Other emergency procedures as outlined in the appropriate Flight Manual	P	→			☐	☐	
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*	→*			☐	☐	
5.1.1	Simulated engine failure during departure	P*	→*		M*	☐	☐	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	→*		M*	☐	☐	
5.3	Holding procedures	P*	→*			☐	☐	
5.4	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure	P*	→*			☐	☐	
5.4.1	Manually, without flight director Note: According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown manually shall be chosen taken into account such limitations (example choose an ILS for 5.4.1 in case of such AFM limitation).	P*	→*		M* (unless Exercise 5.4.2 is completed)	☐	☐	
5.4.2	Manually, with Flight Director	P*	→*		M* (unless Exercise 5.4.1 is completed)	☐	☐	
5.4.3	With coupled autopilot	P*	→*			☐	☐	
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*	☐	☐	
5.5	2D operations down to the minimum descent altitude MDA/H	P*	→*		M*	☐	☐	

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5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	→*			☐	☐	
5.6.1	Other missed approach procedures	P*	→*			☐	☐	
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P*	→*		M*	☐	☐	
5.7	IMC autorotation with power recovery	P*	→*		M*	☐	☐	
5.8	Recovery from unusual attitudes	P*	→*		M*	☐	☐	
Section 6					Use of optional equipment			
6.1	Use of optional equipment	P	→			☐	☐	

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.

To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD. In cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH.

The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise

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 ☐ H ☐		ME-SP: A ☐ H ☐			
Applicant's first name:						SE-MP: A ☐ H ☐		ME-MP: A ☐ H ☐			
Signature of applicant:				Operations:		SP ☐		MP ☐			
Type of license held				Checklist:		Training record ☐		Type rating: ☐			
License number:						Skill test: ☐		Class rating: ☐			
State of license issue:						IR: ☐					
						Proficiency check: ☐		ATPL: ☐ MPL: ☐			
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 ☐ No ☐		Ready for service and used:					
FSTD manufacturer				Motion or system:		Visual aid: Yes ☐ No ☐					
FSTD operator						FSTD ID code:					
Total training time at the controls:				Instrument approaches at aerodromes to a decision altitude or height of:							
Location, date and time:				Type and number of licence:							
Type rating instructor ☐				Class rating instructor ☐				 instructor ☐			
Signature of instructor:				Name(s) in capital letters:							
3 Flight training:											
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 ☐				Class rating instructor ☐							
Signature of instructor:				Name(s) of instructor in capital letters							
4 Skill test ☐ Proficiency check ☐											
Skill test and proficiency check details:											
Aerodrome or site				Total flight time							
Take-off time:				Landing time:							
Pass ☐		Fail ☐		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 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