

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:				in the aircraft <input type="checkbox"/>	in the FSTD <input type="checkbox"/>	(for ZFTT) <input type="checkbox"/>
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/MPL/Type rating skill test/proficiency check			
Manoeuvres/Procedures		OTD	FSTD	A	Instructor initials when training completed	Chkd FSTD or A	Pass	Fail	Examiner initials when test completed
Section 1						Flight preparation			
1.1	Performance calculation	P					<input type="checkbox"/>	<input type="checkbox"/>	
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	P#		P			<input type="checkbox"/>	<input type="checkbox"/>	
1.3	Cockpit inspection		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.5	Taxiing in compliance with air traffic control or instructions of instructor		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
1.6	Before take-off checks		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
Section 2						Take-offs			
2.1	Normal take-offs with different flap settings, including expedited take-off		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.2*	Instrument take-off, transition to instrument flight is required during rotation or immediately after becoming airborne		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.3	Crosswind take-off		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.5	Take-offs with simulated engine failure:								
2.5.1*	shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.5.2*	Between V1 and V2		P	X		M FFS only	<input type="checkbox"/>	<input type="checkbox"/>	
2.6	Rejected take-off at a reasonable speed before reaching V1		P→	→X		M	<input type="checkbox"/>	<input type="checkbox"/>	

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Section 3		Flight manoeuvres and Procedures							
3.1	Manual flight with or without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.1.1.	At different speeds (including slow flight) and altitudes within the FSTD training envelope		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.1.2.	Steep turns using 45°bank, 180° to 360° left and right		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.1.3.	Turns with and without spoilers		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.1.4.	Procedural instrument flying and maneuvering including instrument departure and arrival, and visual approach		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.2	Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)		P→	→X a/c shall not be used		FFS only	<input type="checkbox"/>	<input type="checkbox"/>	
3.3	Normal operation of systems and controls engineer's panel (if applicable)	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4	Normal and abnormal operations of following systems:					M			A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0	Engine (if necessary propeller)	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.1	Pressurisation and air-conditioning	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.2	Pitot/static system	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.3	Fuel system	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.4	Electrical system	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.5	Hydraulic system	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.6	Flight control and Trim-system	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.7	Anti-icing/de-icing system, Glare shield heating	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.8	Autopilot/Flight director	P→	→	→		M (SP only)	<input type="checkbox"/>	<input type="checkbox"/>	
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.11	Radios, navigation equipment, instruments, flight management system	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.12	Landing gear and brake	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.4.13	Slat and flap system	→		→			<input type="checkbox"/>	<input type="checkbox"/>	

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3.4.14	Auxiliary power unit	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>	
	Intentionally left blank								
3.6	Abnormal and emergency procedures					M			A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.6.2	Smoke control and removal		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.6.3	Engine failures, shutdown and restart at a safe height		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.6.4	Fuel dumping (simulated)		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.6.5	Wind shear at take-off/landing		P	X		FFS only	<input type="checkbox"/>	<input type="checkbox"/>	
3.6.6	Simulated cabin pressure failure/emergency descent		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.6.7	Incapacitation of flight crew member		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.6.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual (AFM)		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.6.9	TCAS event	P→	→	A/C shall not be used		FFS only	<input type="checkbox"/>	<input type="checkbox"/>	
3.7.	Upset prevention and recovery training	P		X					
3.7.1.	Recovery from stall events in: - Take-off configuration - Clean configuration at low altitude - Clean configuration near maximum operating altitude - Landing configuration	FFS Qualified for training task only		An a/c shall not be used					
3.7.2.	The following upset exercises: - Recovery from nose-high at various bank angles, and - Recovery from nose-low at various bank angles	P FFS Qualified for training task only		An a/c shall not be used		FFS only			
3.8	Instrument flight procedures						<input type="checkbox"/>	<input type="checkbox"/>	
3.8.1*	Adherence to departure and arrival routes and ATC instructions		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
3.8.2*	Holding procedures		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.8.3*	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure						<input type="checkbox"/>	<input type="checkbox"/>	

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 taking into account such limitations (for example, choose an ILS for 3.8.3.1. in case of such AFM limitation).

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Manoeuvres/Procedures		OTD	FSTD	A	Instructor initials when training completed	Chkd FSTD or A	Pass	Fail	Examiner initials when test completed
3.8.3.1*	Manually, without flight director		P→	→		M (Skill test only)	<input type="checkbox"/>	<input type="checkbox"/>	
3.8.3.2*	Manually, with flight director		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.8.3.3*	With autopilot		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.8.3.4*	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing goaround shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The goaround shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
3.8.4*	2D operations down to the MDH/A		P*→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
3.8.5	Circling approach under following conditions: (a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude. Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.		P*→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3.8.6	Visual approaches		P→	→					
Section 4						Missed approach procedures			
4.1	Go-around with all engines operating* during a 3D operation on reaching decision height		P*→	→			<input type="checkbox"/>	<input type="checkbox"/>	

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Manoeuvres/Procedures		OTD	FSTD	A	Instructor initials when training completed	Chkd FSTD or A	Pass	Fail	Examiner initials when test completed
4.2.	Go-around with all engines operating* from various stages during an instrument approach		P*→	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.3	Other missed approach procedures		P*→	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt		P*→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
4.5	Rejected landing with all engines operating: <ul style="list-style-type: none"> - From various heights below DH/MDH; - After touchdown (balked landing) In a/c which are not certificated as transport category a/c (JAR/FAR 25) or as commuter category a/c (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
Section 5									Landings
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation		P				<input type="checkbox"/>	<input type="checkbox"/>	
5.2	Landing with simulated jammed Horizontal stabiliser in any out-of-trim position		P→	a/c may not be used		FFS only	<input type="checkbox"/>	<input type="checkbox"/>	
5.3	Crosswind landings (a/c, if practicable)		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats		P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
5.5	Landing with critical engine simulated Inoperative		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
5.6	Landing with two engines inoperative: <ul style="list-style-type: none"> - aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM - aeroplanes with 4 engines: 2 engines at one side 		P	X		M FFS only (skill test only)	<input type="checkbox"/>	<input type="checkbox"/>	
General remarks: Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. CAT II/III operations.									

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Manoeuvres/Procedures		OTD	FSTD	A	Instructor initials when training completed	Chkd FSTD or A	Pass	Fail	Examiner initials when test completed
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 aeroplane 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		P*→	→X a/c shall not be used		M*	<input type="checkbox"/>	<input type="checkbox"/>	
6.2*	CATII/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed		P→	→		M	<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, aeroplane 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.		P→	→		M*	<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.		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	

Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.

(*) the starred items shall be flown solely by reference to instruments.

M = mandatory exercise

A = aeroplane

FFS = Full Flight Simulator

FSTD = Flight Simulation Training Device

OTD = Other training devices may be used for this exercise

P = Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable

X = an FFS shall be used for this exercise; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure

P# = The training shall be complemented by supervised aeroplane inspection

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 (→)

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.

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