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: ☐
			IR: ☐	
State of license issue:			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:	in the aircraft ☐	in the FSTD ☐	(for ZFTT) ☐
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 name and license number:		Practical training				ATPL/MPL/Type rating skill test/proficiency check			
	Manoeuvres/Procedures	OTD	FSTD	A	Instructor initials when training completed	Checked FSTD or A	Pass	Fail	Examiner initials when test completed
Section 1									**Flight preparation**
1.1	Performance calculation	P					☐	☐	
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	P#		P			☐	☐	
1.3	Cockpit inspection		P→	→			☐	☐	
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	☐	☐	
1.5	Taxiing in compliance with ATC instructions or instructions of instructor		P→	→			☐	☐	
1.6	Before take-off checks		P→	→		M	☐	☐	
Section 2									**Take-offs**
2.1	Normal take-offs with different flap settings, including expedited take-off		P→	→			☐	☐	
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne		P→	→			☐	☐	
2.3	Crosswind take-off		P→	→			☐	☐	
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		P→	→			☐	☐	
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→	→			☐	☐	
2.5.2*	between V1 and V2		P	X		M FFS only	☐	☐	
2.6	Rejected take-off at a reasonable speed before reaching V1		P→	→		M	☐	☐	

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	Manoeuvres/Procedures	OTD	FSTD	A	Instructor initials when training completed	Checked FSTD or A	Pass	Fail	Examiner initials when test completed
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→	→					
3.1.1.	At different speeds (including slow flight) and altitudes within the FSTD training envelope		P→	→			☐	☐	
3.1.2.	Steep turns using 45°bank, 180° to 360° left and right		P→	→			☐	☐	
3.1.3.	Turns with and without spoilers		P→	→			☐	☐	
3.1.4.	Procedurals instrument flying and manoeuvring including instrument departure and arrival, and visual approach		P→	→			☐	☐	
3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)		P→	→X a/c shall not be used		FFS only	☐	☐	
3.3	Normal operation of systems and controls engineer's panel (if applicable)	P→	→	→			☐	☐	
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→	→	→			☐	☐	
3.4.1	Pressurisation and air-conditioning	P→	→	→			☐	☐	
3.4.2	Pitot/static system	P→	→	→			☐	☐	
3.4.3	Fuel system	P→	→	→			☐	☐	
3.4.4	Electrical system	P→	→	→			☐	☐	
3.4.5	Hydraulic system	P→	→	→			☐	☐	
3.4.6	Flight control and trim system	P→	→	→			☐	☐	
3.4.7	Anti-icing/de-icing system, glare shield heating	P→	→	→			☐	☐	
3.4.8	Autopilot/flight director	P→	→	→		M (SP only)	☐	☐	
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	P→	→	→			☐	☐	
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder		P→	→			☐	☐	
3.4.11	Radios, navigation equipment, instruments, FMS	P→	→	→			☐	☐	
3.4.12	Landing gear and brake	P→	→	→			☐	☐	
3.4.13	Slat and flap system	→		→			☐	☐	
3.4.14	Auxiliary power unit (APU)	P→	→	→			☐	☐	

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Manoeuvres/Procedures		OTD	FSTD	A	Instructor initials when training completed	Checked FSTD or A	Pass	Fail	Examiner initials when test completed
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→	→			☐	☐	
3.6.2	Smoke control and removal		P→	→			☐	☐	
3.6.3	Engine failures, shutdown and restart at a safe height		P→	→			☐	☐	
3.6.4	Fuel dumping (simulated)		P→	→			☐	☐	
3.6.5	Wind shear at take-off/landing		P	X		FFS only	☐	☐	
3.6.6	Simulated cabin pressure failure/emergency descent		P→	→			☐	☐	
3.6.7	Incapacitation of flight crew member		P→	→			☐	☐	
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)		P→	→			☐	☐	
3.6.9	TCAS event	P→	→	A/C shall not be used		FFS only	☐	☐	
3.7.	Upset recovery training								
3.7.1.	Recovery from stall events in: - Take-off configuration - Clean configuration at low altitude - Clean configuration near maximum operating altitude - Landing configuration	P FFS Qualified for training task only		X 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		X An a/c shall not be used		FFS only	☐	☐	
3.8	Instrument flight procedures								
3.8.1*	Adherence to departure and arrival routes and ATC instructions		P→	→		M	☐	☐	
3.8.2*	Holding procedures		P→	→			☐	☐	
3.8.3*	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure								
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).									
3.8.3.1*	Manually, without flight director		P→	→		M (Skill test only)	☐	☐	
3.8.3.2*	Manually, with flight director		P→	→			☐	☐	
3.8.3.3*	With autopilot		P→	→			☐	☐	

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Manoeuvres/Procedures		OTD	FSTD	A	Instructor initials when training completed	Checked FSTD or A	Pass	Fail	Examiner initials when test completed
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 1000 ft above aerodrome level; and (ii) after passing 1000 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 go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around 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	☐	☐	
3.8.4*	2D operations down to the MDH/A		P*→	→		M	☐	☐	
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*→	→			☐	☐	
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*→	→			☐	☐	
4.2.	Go-around with all engines operating* from various stages during an instrument approach		P*→	→			☐	☐	
4.3	Other missed approach procedures		P*→	→			☐	☐	
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt		P*→	→		M	☐	☐	

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	Checked FSTD or A	Pass	Fail	Examiner initials when test completed
4.5	Rejected landing with all engines operating: - from various heights below DH/MDH; - after touchdown (baulked 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→	→			☐	☐	
Section 5									Landings
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation		P				☐	☐	
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position		P→	a/c shall not be used		FFS only	☐	☐	
5.3	Crosswind landings (a/c, if practicable)		P→	→			☐	☐	
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats		P→	→			☐	☐	
5.5	Landing with critical engine simulated inoperative		P→	→		M	☐	☐	
5.6	Landing with two engines inoperative: - 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)	☐	☐	

(*) 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 *Ime*		Signature *Potpis*		Date *Datum*	

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 *Ime*		Signature *Potpis*		Date *Datum*	

ADITIONAL DECLARATION FOR non-CCAA EXAMINERS / *DODATNA IZJAVAVA 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 *Ime*		Signature *Potpis*		Date *Datum*	

Examiners remarks from skill test/ proficiency check / assessment of competence:

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