

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:						
			in the aircraft <input type="checkbox"/>	in the FSTD <input type="checkbox"/>	(for ZFTT) <input type="checkbox"/>	
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			Class or type rating skill test/proficiency check			
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Checked FSTD or A	Pass	Fail	Examiner initials when test or check completed
Section 1								Departure
1.1	Pre-flight including: - documentation, - mass and balance, - weather briefing, - NOTAM	OTD				<input type="checkbox"/>	<input type="checkbox"/>	
1.2	Pre-start checks					<input type="checkbox"/>	<input type="checkbox"/>	
1.2.1	External	OTD P#	P		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.2.2	Internal	OTD P#	P		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.3	Engine starting: Normal Malfunctions	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.4	Taxiing	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.5	Pre-departure checks: Engine run-up (if applicable)	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.6	Take-off procedure: - Normal with flight manual flap settings; and - Crosswind (if conditions available)	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.7	Climbing: - Vx/Vy - Turns onto headings; and - Level off	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
1.8	ATC liaison – Compliance, R/T procedures	P→			M	<input type="checkbox"/>	<input type="checkbox"/>	
Section 2								Airwork (VMC)
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{MCA} when applicable)	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.2	Steep turns (360° left and right at 45° bank)	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.3	Stalls and recovery: i. clean stall; ii. approach to stall in descending turn with bank with approach config. and power; iii. approach to stall in landing configuration and power; and iv. approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only)	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.4	Handling using autopilot and flight director (may be conducted in section 3), if applicable	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
2.5	ATC liaison – Compliance, R/T procedures	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
Section 3A								En-route procedures VFR
3A.1	Flight plan, dead reckoning and map reading	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3A.2	Maintenance of altitude, heading and speed	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3A.3	Orientation, timing and revision of ETAs	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3A.4	Use of radio navigation aids (if applicable)	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	

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3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3A.6	ATC liaison – Compliance, R/T procedures	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
Section 3B					Instrument flight			
3B.1*	Departure IFR	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
3B.2*	En route IFR	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
3B.3*	Holding Procedures	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
3B.4*	3D operations to decision height/altitude (DH/A) of 200 ft (60m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: - Rate 1 turns; and - recoveries from unusual attitudes	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
3B.7*	Failure of localizer or glideslope	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
3B.8*	ATC liaison – Compliance, R/T procedures	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
Section 4					Arrival and landings			
4.1	Aerodrome arrival procedure	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
4.2	Normal landing	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
4.3	Flapless landing	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
4.4	Crosswind landing (if suitable conditions)	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.5	Approach and landing with idle power from up to 2000 ft above the runway (single-engine aeroplanes only)	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.6	Go-around from minimum height	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
4.7	Night go-around and landing (if applicable)	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
4.8	ATC liaison – Compliance, R/T procedures	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
Section 5					Abnormal and emergency procedures			
This section may be combined with sections 1 through 4								
5.1	Rejected take-off at a reasonable speed	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
5.2	Simulated engine failure after take-off (single engine aeroplanes only)		P		M	<input type="checkbox"/>	<input type="checkbox"/>	
5.3	Simulated forced landing without power (single engine aeroplanes only)		P		M	<input type="checkbox"/>	<input type="checkbox"/>	
5.4	Simulated emergencies: (i) Fire or smoke in flight; and (ii) Systems' malfunctions as appropriate	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at the safe altitude of performed in the a/c)	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
5.6	ATC liaison – Compliance, R/T procedures					<input type="checkbox"/>	<input type="checkbox"/>	

Applicant's name and license number:		Practical training			Class or type rating skill test/proficiency check			
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Section 6				Simulated asymmetric flight This section may be combined with Sections 1 through 5				
6.1*	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)	P→	→ X		M	<input type="checkbox"/>	<input type="checkbox"/>	
6.2*	Asymmetric approach and go-around procedure	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
6.3*	Asymmetric approach and full stop landing	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
6.4	ATC liaison – Compliance, R/T procedures	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>	
Section 7					UPRT			
7.1	ATC liaison – Compliance, R/T procedures					<input type="checkbox"/>	<input type="checkbox"/>	
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
7.1.1.2	Step turns using 45° bank, 180° to 360° left and right	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
7.1.1.3	Turns with and without spoilers	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
7.2. 7.2.1	Upset recovery training Recovery from stall events in: - take-off configuration; - clean configuration at low altitude; - clean configuration near maximum operating altitude; and - landing configuration	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
7.2.2	The following upset exercise: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles	P FFS qualified for the training task only	X a/c shall not be used			<input type="checkbox"/>	<input type="checkbox"/>	
7.3	Go-around with all engines operating* from various stages during an instrument approach	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	
7.4	Rejected landing with all engines operating: - from various heights below DH/MDH 15m (50 ft) above the runway threshold - after touchdown (balked landing) - in aeroplanes which are not certificated 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 touch-down	P→	→			<input type="checkbox"/>	<input type="checkbox"/>	

The following symbols mean:

M = mandatory exercise

A = aeroplane

FFS = Full flight simulator

FSTD = Flight simulation training device

P = Trained as PIC or Co-pilot and as PF and PM

OTD = Other training devices may be used for this exercise

X = An FFS shall be used for this exercise, if available, 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 (—>)

The starred (*) items of Section 3B and Section 6 for ME, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the ST or PC. If this condition is not met during ST or PC, the class/type rating will be restricted to VFR only.

Section 3A shall be completed to revalidate a type or ME class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if Section 3B is completed.

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