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:	

HRVATSKA AGENCIJA ZA CIVILNO ZRAKOPLOVSTVO

Skill test, proficiency check and assessment of competence applicant's and examiner's declaration

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

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				☐	☐	
1.2	Pre-start checks					☐	☐	
1.2.1	External	OTD P#	P		M	☐	☐	
1.2.2	Internal	OTD P#	P		M	☐	☐	
1.3	Engine starting: Normal Malfunctions	P→	→		M	☐	☐	
1.4	Taxiing	P→	→		M	☐	☐	
1.5	Pre-departure checks: Engine run-up (if applicable)	P→	→		M	☐	☐	
1.6	Take-off procedure: - Normal with flight manual flap settings; and - Crosswind (if conditions available)	P→	→		M	☐	☐	
1.7	Climbing: - Vx/Vy - Turns onto headings; and - Level off	P→	→		M	☐	☐	
1.8	ATC liaison – Compliance, R/T procedures	P→			M	☐	☐	
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→	→			☐	☐	
2.2	Steep turns (360° left and right at 45° bank)	P→	→		M	☐	☐	
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	☐	☐	
2.4	Handling using autopilot and flight director (may be conducted in section 3), if applicable	P→	→		M	☐	☐	
2.5	ATC liaison – Compliance, R/T procedures	P→	→		M	☐	☐	

Section 3A								**En-route procedures VFR**
3A.1	Flight plan, dead reckoning and map reading	P→	→			☐	☐	
3A.2	Maintenance of altitude, heading and speed	P→	→			☐	☐	
3A.3	Orientation, timing and revision of ETAs	P→	→			☐	☐	
3A.4	Use of radio navigation aids (if applicable)	P→	→			☐	☐	
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P→	→			☐	☐	
3A.6	ATC liaison – Compliance, R/T procedures	P→	→			☐	☐	
Section 3B								**Instrument flight**
3B.1*	Departure IFR	P→	→		M	☐	☐	
3B.2*	En route IFR	P→	→		M	☐	☐	
3B.3*	Holding Procedures	P→	→		M	☐	☐	
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	☐	☐	
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P→	→		M	☐	☐	
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: - Rate 1 turns; and - recoveries from unusual attitudes	P→	→		M	☐	☐	
3B.7*	Failure of localizer or glideslope	P→	→			☐	☐	
3B.8*	ATC liaison – Compliance, R/T procedures	P→	→		M	☐	☐	
Section 4								**Arrival and landings**
4.1	Aerodrome arrival procedure	P→	→		M	☐	☐	
4.2	Normal landing	P→	→		M	☐	☐	
4,3	Flapless landing	P→	→		M	☐	☐	
4.4	Crosswind landing (if suitable conditions)	P→	→			☐	☐	
4.5	Approach and landing with idle power from up to 2000 ft above the runway (single-engine aeroplanes only)	P→	→			☐	☐	
4.6	Go-around from minimum height	P→	→		M	☐	☐	
4.7	Night go-around and landing (if applicable)	P→	→			☐	☐	
4.8	ATC liaison – Compliance, R/T procedures	P→	→		M	☐	☐	
Section 5								**Abnormal and emergency procedures** This section may be combined with sections 1 trough 4
5.1	Rejected take-off at a reasonable speed	P→	→		M	☐	☐	
5.2	Simulated engine failure after take-off (single engine aeroplanes only)		P		M	☐	☐	
5.3	Simulated forced landing without power (single engine aeroplanes only)		P		M	☐	☐	

5.4	Simulated emergencies: (i) Fire or smoke in flight; and (ii) Systems' malfunctions as appropriate	P→	→			☐	☐	
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at the safe altitude of performed in the a/c)	P→	→			☐	☐	
5.6	ATC liaison – Compliance, R/T procedures					☐	☐	
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	☐	☐	
6.2*	Asymmetric approach and go-around procedure	P→	→		M	☐	☐	
6.3*	Asymmetric approach and full stop landing	P→	→		M	☐	☐	
6.4	ATC liaison – Compliance, R/T procedures	P→	→		M	☐	☐	
Section 7					**UPRT**			
7.1	ATC liaison – Compliance, R/T procedures					☐	☐	
7.1.1	Manual flight with and without fight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable	P→	→			☐	☐	
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→			☐	☐	
7.1.1.2	Step turns using 45° bank, 180° to 360° left and right	P→	→			☐	☐	
7.1.1.3	Turns with and without spoilers	P→	→			☐	☐	
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→			☐	☐	
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→	→			☐	☐	
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			☐	☐	
7.3	Go-around with all engines operating* from various stages during an instrument approach	P→	→			☐	☐	

7.4	Rejected landing with all engines operating: - from various heights below DH/MDH 15m (50 ft) above the runway threshold - after touchdown (baulked 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→	→			☐	☐	

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