

 Ente Nazionale per l'Aviazione Civile	<div style="background-color: black; color: white; padding: 5px; font-weight: bold; font-size: 1.2em;">MCCI A - H</div> <div style="text-align: center; font-weight: bold; font-size: 1.1em;">INIT. ISSUE - REVAL. - RENEWAL SUPERVISION</div> <div style="background-color: black; color: white; padding: 5px; font-weight: bold; font-size: 1.2em;">APPLICATION &amp; REPORT FORM</div> <p style="font-size: 0.8em; margin-top: 5px;">Ref: Part FCL.930 - FCL.940 MCCI Reg. 1178/2011</p>	<input type="checkbox"/> MCCI
 		<input type="checkbox"/> INITIAL ISSUE <input type="checkbox"/> REV <input type="checkbox"/> RNW
		Aircraft <input type="checkbox"/> A <input type="checkbox"/> H

**1 APPLICANT DETAILS and ASSESSMENT OF COMPETENCE SPECIFICATIONS**

<i>Applicant last name(s)</i>		<i>Crew certification</i>	<input type="checkbox"/> MCCI	
<i>Applicant first name(s)</i>		<i>Application for</i>	<input type="checkbox"/> INITIAL ISSUE	<input type="checkbox"/> REV <input type="checkbox"/> RNW.
<i>Identity card number</i>		<i>Assessment details and applicant prerequisites</i>	<input type="checkbox"/> 25 HRS TEACHING & LEARNING	
<i>Date of birth</i>			<input type="checkbox"/> TECHNICAL TRAINING	
<i>Address</i>			<input type="checkbox"/> 3 HRS PRACTICAL INSTRUCTION	
<i>Licence type</i>			>>> Note 1: Applicants holding or having held an FI, TRI, CRI, IRI or SFI certificate shall be fully credited towards the requirement of teaching and learning	
<i>Licence number</i>				
<i>State of issue</i>		Aware of the consequences of providing incomplete, inaccurate or false information, the applicant declares that above data are correct and that he/she is fit and ready for test.		
<i>Applicant signature</i>				

**2 APPLICANT LICENSE DETAILS**

<i>Instructor certificates</i>	<i>MCCI expiration date</i>			
<i>Type ratings</i>	<i>Type</i>		<i>Expiration date</i>	
	<i>Type</i>		<i>Expiration date</i>	
	<i>Type</i>		<i>Expiration date</i>	

**3 APPLICANT PRE COURSE FLIGHT EXPERIENCE FOR INITIAL ISSUE**

	<b>FLIGHT TIME</b>	<b>MULTI PILOT TIME</b>
<i>Flight experience details</i>	TOTAL	TOTAL

**4 APPLICANT FLIGHT EXPERIENCE FOR REVALIDATION / RENEWAL**

	<b>FLIGHT TIME as MCCI</b>	
<i>Flight experience details</i>	TOTAL	PREVIOUS 36 MONTHS



5 APPLICANT PREREQUISITES DETAILS FOR ISSUE						
Assessment details and applicant prerequisites	Aircraft category	Certification sought	Prerequisites			
	AIRPLANE	<input type="checkbox"/> MCCI (A)	<input type="checkbox"/> MULTI PILOT OPERATIONS FLT TIME > 1.500 HRS including <input type="checkbox"/> APPROPRIATE AIRCRAFT CATEGORY FLT TIME > 350 HRS			
	HELICOPTER	<input type="checkbox"/> MCCI (H)	<input type="checkbox"/> MULTI PILOT OPERATIONS FLT TIME > 1.000 HRS including <input type="checkbox"/> FLT TIME AS PILOT ON HELICOPTER > 350 HRS			
6 APPLICANT PREREQUISITES DETAILS FOR REVALIDATION / RENEWAL						
Assessment details and applicant prerequisites	Application	Certification	Prerequisites			
	REVALIDATION	<input type="checkbox"/> MCCI (A)(H)	<input type="checkbox"/> 3 HRS OF PRACTICAL INSTRUCTION WHICH MAY BE FLIGHT INSTRUCTION OR MCC INSTRUCTION ON THE RELEVANT FNPT II/ III MCC, FTD 2/3 or FFS, UNDER THE SUPERVISION OF A TRI, SFI OR MCCI NOMINATED BY THE ATO FOR THAT PURPOSE			
	RENEWAL	<input type="checkbox"/> MCCI (A)(H)	<input type="checkbox"/> TECHNICAL TRAINING RELATED TO THE TYPE OF FSTD WHERE THE APPLICANT WISHES TO INSTRUCT <input type="checkbox"/> 3 HRS OF PRACTICAL INSTRUCTION WHICH MAY BE FLIGHT INSTRUCTION OR MCC INSTRUCTION ON THE RELEVANT FNPT II/ III MCC, FTD 2/3 or FFS, UNDER THE SUPERVISION OF A TRI, SFI OR MCCI NOMINATED BY THE ATO FOR THAT PURPOSE			
7 MCCI TRAINING COURSE DETAILS						
MCCI training	Training device	<input type="checkbox"/> FFS (A)	<input type="checkbox"/> FFS (H)	<input type="checkbox"/> FNPT II/III MCC	<input type="checkbox"/> FTD 2/3	
	Aeroplane type			Helicopter type		
	<input type="checkbox"/> 25 HRS TEACHING & LEARNING		>>> Note 1: Applicants holding or having held an FI, TRI, CRI, IRI or SFI certificate shall be fully credited towards the requirement of teaching and learning			
	<input type="checkbox"/> TECH TRAINING		Application of core instructor competencies to MCC training in a commercial air transport environment, including principles of threat and error management and CRM. MCC course exercises covered in sufficient depth to meet the standard required for issue of the MCCI(A) certificate. The course should be related to the type of FSTD on which the applicant wishes to instruct. Identification and application of human factors (as set in the ATPL syllabus 040) related to MCC aspects of the training			
	<input type="checkbox"/> 3 HRS PRACT INSTR		The content of the instruction programme should cover training exercises as applicable to the MCC requirements of an applicant for a MP type rating. The exercises should be accomplished as far as possible in a simulated commercial air transport environment			
Training center	Name			HT declaration	Aware of the consequences of providing incomplete, inaccurate or false information I hereby declare that the MCCI course details are correct and that the period has been carried out	
	Certification				Signature	
	Place					
Training period	Date	/	/	Applicant declaration	Aware of the consequences of providing incomplete, inaccurate or false information I hereby declare the MCCI course details are correct and that I attended the training as herein detailed	
	From	/	/		Signature	
	To	/	/			



8 ASSESSMENT OF COMPETENCE DETAILS					
Terms of assessment	<input type="checkbox"/> PASS		<input type="checkbox"/> FAIL		
	Failure reason(s) AMC2 FCL.1015 (o)(2)	<input type="checkbox"/> (i)	<input type="checkbox"/> (ii)	<input type="checkbox"/> (iii)	
		<input type="checkbox"/> (iv)	<input type="checkbox"/> (v)	<input type="checkbox"/> (vi)	
Remarks					
Instructor details	Name		License number		
	Signature		Instructor certificate		
Location			Date		

9 ASSESSMENT DETAILS						
Simulator details	STD / FNPT			Reference		
	Aircraft represented			Location		
Sector(s)	<b>DEPARTURE</b>	<b>TAKEOFF TIME</b>	<b>DESTINATION</b>	<b>LANDING TIME</b>	<b>FLIGHT TIME</b>	<b>LANDINGS</b>

10 INSTRUCTOR DECLARATION - FCL.1030 (a)(2)			
<i>I have received information from the applicant and verified that he / she complies with all the qualification, training and experience requirements in this Part for the issue, revalidation or renewal of the license, rating or certificate for which the skill test, proficiency check or assessment of competence is taken.</i>			
Date			Signature

11 EXAMINER DECLARATION - Holder of Examiner certification issued by an EASA country member other than ITALY							
<i>I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in the latest revision of the EASA Examiner Differences Document.</i>							
Date		EASA EDD version		Examiner name		Examiner signature	



>>>>> **STANDARDIZATION REFERENCE GUIDE - NOT TO BE REPORTED TO NAA** <<<<<<

A1		APPENDIX 1 - STANDARDIZATION ARRANGEMENTS FOR EXAMINER - AMC2 FCL.1015			
(1)	Limitations	(a)	An examiner should allow an applicant adequate time to prepare for a test or check, normally not more than 1 hour		
		(b)	An examiner should plan a test or check flight so that all required exercises can be performed while allowing sufficient time for each of the exercises and with due regard to the weather conditions, traffic situation, ATC requirements and local procedures		
(2)	Purpose of a test or check	(c)	Determine through practical demonstration during a test or check that an applicant has acquired or maintained the required level of knowledge and skill or proficiency		
		(d)	Improve training and flight instruction in ATOs or DTOs by feedback of information from examiners about items or sections of tests or checks that are most frequently failed		
		(e)	Assist in maintaining and, where possible, improving air safety standards by having examiners display good airmanship and flight discipline during tests or checks		
(3)	Conduct of test or check	(f)	An examiner will ensure that an applicant completes a test or check in accordance with Part-FCL requirements and is assessed against the required test or check standards		
		(g)	Each item within a test or check section should be completed and assessed separately. The test or check schedule, as briefed, should not normally be altered by an examiner. A failed item is not always a failed section, for example type rating skill test where a failure of an item in a section does not fail the entire section, only the failed item is taken again		
		(h)	Marginal or questionable performance of a test or check item should not influence an examiner's assessment of any subsequent items		
		(i)	An examiner should verify the requirements and limitations of a test or check with an applicant during the pre-flight briefing		
		(j)	When a test or check is completed or discontinued, an examiner should debrief the applicant and give reasons for items or sections failed. In case of a failed or discontinued skill test and proficiency check, the examiner should provide appropriate advice to assist the applicant in re-tests or re-checks		
		(k)	Any comment on, or disagreement with, an examiner's test or check evaluation or assessment made during a debriefing will be recorded by the examiner on the test or check report, and will be signed by the examiner and countersigned by the applicant		
(4)	Examiner preparation	(l)	An examiner should supervise all aspects of the test or check flight preparation, including, where necessary, obtaining or assuring an ATC 'slot' time		
		(m)	An examiner will plan a test or check in accordance with Part-FCL requirements. Only the manoeuvres and procedures set out in the appropriate test or check form will be undertaken. The same examiner should not reexamine a failed applicant without the agreement of the applicant		
(5)	Examiner approach	(n)	An examiner should encourage a friendly and relaxed atmosphere to develop both before and during a test or check flight. A negative or hostile approach should not be used. During the test or check flight, the examiner should avoid negative comments or criticisms and all assessments should be reserved for the debriefing		
(6)	Assessment system	(o)	Although test or checks may specify flight test tolerances, an applicant should not be expected to achieve these at the expense of smoothness or stable flight. An examiner should make due allowance for unavoidable deviations due to turbulence, ATC instructions, etc. An examiner should terminate a test or check only when it is clear that the applicant has not been able to demonstrate the required level of knowledge, skill or proficiency and that a full re-test will be necessary or for safety reasons. An examiner will use one of the following terms for assessment:		
			(1)	A 'PASS', provided that the applicant demonstrates the required level of knowledge, skill or proficiency and, where applicable, remains within the flight test tolerances for the licence or rating	
			(2)	A 'FAIL' provided that any of the following apply:	
				(i)	the flight test tolerances have been exceeded after the examiner has made due allowance for turbulence or ATC instructions
				(ii)	the aim of the test or check is not completed
				(iii)	the aim of exercise is completed but at the expense of safe flight, violation of a rule or regulation, poor airmanship or rough handling
				(iv)	an acceptable level of knowledge is not demonstrated
				(v)	an acceptable level of flight management is not demonstrated
(vi)	the intervention of the examiner or safety pilot is required in the interest of safety				
(3)	A 'PARTIAL PASS' in accordance with the criteria shown in the relevant skill test appendix of Part-FCL				

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A1		APPENDIX 1 - STANDARDIZATION ARRANGEMENTS FOR EXAMINER - AMC2 FCL.1015 (cont.)											
(7)	Method and contents of the test or check	(p)	Before undertaking a test or check, an examiner will verify that the aircraft or FSTD intended to be used is suitable and appropriately equipped for the test or check. Aircraft that fall under points (a), (b), (c), or (d) of Annex I to the Basic Regulation can be used provided that they are subject to an authorisation as per point ORA.ATO.135 or point DTO.GEN.240										
		(q)	A test or check flight will be conducted in accordance with the AFM and, if applicable, the AOM										
		(r)	A test or check flight will be conducted within the limitations contained in the operations manual of an ATO or the operator for which the applicant is flying, as applicable, or, if available, within the limitations placed by the DTO										
		(s)	<p>Contents:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">(1)</td> <td>A test or check is comprised of:                             <ul style="list-style-type: none"> <li>• Oral examination on the ground (where applicable)</li> <li>• Pre-flight briefing</li> <li>• In-flight exercises</li> <li>• Post-flight debriefing</li> </ul> </td> </tr> <tr> <td style="text-align: center;">(2)</td> <td>                             Oral examination on the ground should include:                             <ul style="list-style-type: none"> <li>• Aircraft general knowledge and performance</li> <li>• Planning and operational procedures</li> <li>• Other relevant items or sections of the test or check.</li> </ul> </td> </tr> <tr> <td style="text-align: center;">(3)</td> <td>                             Pre-flight briefing should include:                             <ul style="list-style-type: none"> <li>• Test or check sequence</li> <li>• Power setting, speeds and approach minima, if applicable</li> <li>• Safety considerations.</li> </ul> </td> </tr> <tr> <td style="text-align: center;">(4)</td> <td>In-flight exercises will include each relevant item or section of the test or check</td> </tr> <tr> <td style="text-align: center;">(5)</td> <td>                             Post-flight debriefing should include:                             <ul style="list-style-type: none"> <li>• Assessment or evaluation of the applicant</li> <li>• Documentation of the test or check with the applicant's FI present, if possible</li> </ul> </td> </tr> </table>	(1)	A test or check is comprised of: <ul style="list-style-type: none"> <li>• Oral examination on the ground (where applicable)</li> <li>• Pre-flight briefing</li> <li>• In-flight exercises</li> <li>• Post-flight debriefing</li> </ul>	(2)	Oral examination on the ground should include: <ul style="list-style-type: none"> <li>• Aircraft general knowledge and performance</li> <li>• Planning and operational procedures</li> <li>• Other relevant items or sections of the test or check.</li> </ul>	(3)	Pre-flight briefing should include: <ul style="list-style-type: none"> <li>• Test or check sequence</li> <li>• Power setting, speeds and approach minima, if applicable</li> <li>• Safety considerations.</li> </ul>	(4)	In-flight exercises will include each relevant item or section of the test or check	(5)	Post-flight debriefing should include: <ul style="list-style-type: none"> <li>• Assessment or evaluation of the applicant</li> <li>• Documentation of the test or check with the applicant's FI present, if possible</li> </ul>
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		(t)	A test or check is intended to simulate a practical flight. Thus, an examiner may set practical scenarios for an applicant while ensuring that the applicant is not confused and air safety is not compromised										
		(u)	When manoeuvres are to be flown by sole reference to instruments, the examiner should ensure that a suitable method of screening is used to simulate IMC										
		(v)	An examiner should maintain a flight log and assessment record during the test or check for reference during the post or flight debriefing										
		(w)	An examiner should be flexible to the possibility of changes arising to preflight briefings due to ATC instructions, or other circumstances affecting the test or check										
		(x)	Where changes arise to a planned test or check an examiner should be satisfied that the applicant understands and accepts the changes. Otherwise, the test or check flight should be terminated										
		(y)	Should an applicant choose not to continue a test or check for reasons considered inadequate by an examiner, the applicant will be assessed as having failed those items or sections not attempted. If the test or check is terminated for reasons considered adequate by the examiner, only these items or sections not completed will be tested during a subsequent test or check										
		(z)	An examiner may terminate a test or check at any stage, if it is considered that the applicant's competency requires a complete re-test or re-check										

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END