

 Ente Nazionale per l'Aviazione Civile	 	MPL I A	<input type="checkbox"/> INITIAL ISSUE
		INITIAL ISSUE - REVAL. - RENEWAL ASSESSMENT of COMPETENCE	<input type="checkbox"/> REVALIDATION
		APPLICATION & REPORT FORM Ref: Part FCL.925(b) - AMC1 FCL.935 Reg. 1178/2011	<input type="checkbox"/> RENEWAL

1 APPLICANT DETAILS and ASSESSMENT OF COMPETENCE SPECIFICATIONS				
Applicant last name(s)		Application for	<input type="checkbox"/> IN. ISSUE <input type="checkbox"/> REVALID <input type="checkbox"/> RENEWAL	
Applicant first name(s)		Assessment details and applicant prerequisites	<input type="checkbox"/> 14 HRS TRAINING	
Identity card number			<input type="checkbox"/> REFRESH TRAINING	
Date of birth			<input type="checkbox"/> ASSESSMENT of COMPETENCE	
Address		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.		
Licence type				
Licence number		Applicant signature		
State of issue				

2 APPLICANT LICENSE DETAILS								
Class ratings	Type		Expiration date					
	Type		Expiration date					
Type ratings	Type		Expiration date					
	Type		Expiration date					
Instructor privileges	Reg. 1178/2011	Sub	Sec	Item(s)	Para	Privilege	Confiton(s)	Tick as applicable
	ANNEX I	J	2	FLC.905.FI	(k)	<input type="checkbox"/> MPL (Core)	<input type="checkbox"/> 500 HRS PILOT FLT TIME <input type="checkbox"/> 200 HRS FLT INSTRUCTION	<input type="checkbox"/>
						<input type="checkbox"/> MPL (Basic)	<input type="checkbox"/> IR ME + prvlg for IR TRNG <input type="checkbox"/> MULTI CREW OPS FLT TIME > 1.500 HRS <input type="checkbox"/> SPECIFIC CREDIT for FI	<input type="checkbox"/>
				FLC.905.IRI	(b)	<input type="checkbox"/> MPL (Basic)	<input type="checkbox"/> IR ME <input type="checkbox"/> MULTI CREW OPS FLT TIME > 1.500 HR <input type="checkbox"/> SPECIFIC CREDIT for IRI	<input type="checkbox"/>
				FLC.905.STI	(b)	<input type="checkbox"/> MPL (Core)	<input type="checkbox"/> NIL	<input type="checkbox"/>
				FLC.905.SFI	(b)	<input type="checkbox"/> MCC <input type="checkbox"/> MPL	<input type="checkbox"/> SFI (SPA) privilege extended to MULTI PILOT OPS	<input type="checkbox"/>
				FLC.905.SFI	(c)	<input type="checkbox"/> MPL (Basic) (Intrm) (Adv)	<input type="checkbox"/> FI (A) (hold or have held) <u>or</u> <input type="checkbox"/> IRI (A) (hold or have held)	<input type="checkbox"/>
				FLC.905.MCCI	(a)	<input type="checkbox"/> MPL (Basic)	<input type="checkbox"/> FI (A) (hold or have held) <u>or</u> <input type="checkbox"/> IRI (A) (hold or have held)	<input type="checkbox"/>
				FLC.905.TRI	(a)	<input type="checkbox"/> MPL (Basic) (Intrm) (Adv)	<input type="checkbox"/> FI (A) (hold or have held) <u>or</u> <input type="checkbox"/> IRI (A) (hold or have held)	<input type="checkbox"/>

Applicant name _____



2 APPLICANT LICENSE DETAILS (cont.)					
Other ratings			Expiration date		
			Expiration date		
3 APPLICANT FLIGHT EXPERIENCE FOR INITIAL ISSUE					
Flight experience details	FLIGHT TIME		MULTI PILOT TIME		
	TOTAL		TOTAL		
4 APPLICANT FLIGHT EXPERIENCE FOR REVALIDATION					
Instruction experience details (Choose one option)	SIMULATOR SESSION(S)		AIR EXERCISE(S)		
	Min. 1 SESSION (FFS / FSTD) > 3 HRS		Min. 1 AIR EXERCISE > 1 HRS + 2 TKFS / LNDGS		
	PRECEDING 12 MONTHS		PRECEDING 12 MONTHS		
	Number of sessions		Number of air exercises		
	Session duration		Number of takeoffs and landings		
5 APPLICANT FLIGHT EXPERIENCE FOR RENEWAL					
Instruction experience details	<input type="checkbox"/> REFRESH TRAINING		<input type="checkbox"/> ASSESSMENT of COMPETENCE		
6 MPL REFRESH TRAINING DETAILS					
Relevant phase		<input type="checkbox"/> CORE	<input type="checkbox"/> BASIC	<input type="checkbox"/> INTERMEDIATE	<input type="checkbox"/> ADVANCED
Aeroplane details	Type			Registration	
Simulator details	FFS / FSTD			Reference	
	Aircraft represented			Location	
Sector(s)	DEPARTURE	TAKEOFF TIME	DESTINATION	LANDING TIME	FLIGHT TIME
Training center	Name			HT declaration	Aware of the consequences of providing incomplete, inaccurate or false information I hereby declare that the refresh seminar / training details are correct and that the period has been carried out
	Certification				
Certification details	Place			Applicant declaration	Aware of the consequences of providing incomplete, inaccurate or false information I hereby declare the refresh seminar / training details are correct and that I attended the training as herein detailed
	Date of approval	/	/		
Training period	From	/	/	Applicant declaration	Signature
	To	/	/		

Applicant name _____



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7	MPL TRAINING COURSE DETAILS					
MPL training details	Training device	<input type="checkbox"/> AIRCRAFT <input type="checkbox"/> FFS / FSTD				
	Aeroplane type		Registration			
	Simulator type		Registration			
	<input type="checkbox"/> THEORETICAL COURSE		<input type="checkbox"/> Integration of operators and organizations providing MPL training <input type="checkbox"/> The philosophy of a competency-based approach to training: principles of competency-based training <input type="checkbox"/> Introduction to Instructional systems design methodologies <input type="checkbox"/> Introduction to the MPL training scheme <input type="checkbox"/> Introduction to human performance limitations, including the principles of threat and error management and appropriate countermeasures developed in CRM <input type="checkbox"/> Application of the principles of threat and error management and CRM principles to training <input type="checkbox"/> The purpose and conduct of assessments and evaluations		TRAINING HOURS	
	<input type="checkbox"/> PRACTICAL COURSE		<input type="checkbox"/> Practical training may be conducted by interactive group classroom modules, or by the use of training devices <input type="checkbox"/> Identify behaviours based on observable actions <input type="checkbox"/> Analyse the root causes of undesirable behaviours <input type="checkbox"/> Debrief students using appropriate techniques <input type="checkbox"/> Agree corrective actions with the students <input type="checkbox"/> Determine achievement of the required competency.		TRAINING HOURS	
	<input type="checkbox"/> RELEVANT PHASE(S)		<input type="checkbox"/> CORE PHASE <input type="checkbox"/> BASIC PHASE <input type="checkbox"/> INTERMEDIATE PHASE <input type="checkbox"/> ADVANCED PHASE		TRAINING HOURS	
	>>> TOTAL HOURS					
Training center	Name			HT declaration	Aware of the consequences of providing incomplete, inaccurate or false information I hereby declare that the MPL 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 MPL 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)
Details and remarks	<input type="checkbox"/> CORE PHASE						
	<input type="checkbox"/> BASIC PHASE						
	<input type="checkbox"/> INTERMEDIATE PHASE						
	<input type="checkbox"/> ADVANCED PHASE						
Examiner details	Name				License number		
	Signature				Examiner certificate		
Location				Date			
9 ASSESSMENT DETAILS							
Simulator details	STD / FNPT				Reference		
	Aircraft represented				Location		
Sector(s)	DEPARTURE	TAKEOFF TIME	DESTINATION	LANDING TIME	FLIGHT TIME	LANDINGS	
10 EXAMINER DECLARATION - FCL.1030 (a)(2)							
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.							
Date					Signature		
11 EXAMINER DECLARATION - Holder of Examiner certification issued by an EASA country member other than ITALY							
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.							
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	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
		(o) 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
		(2) (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
		Contents:
		(1) A test or check is comprised of: <ul style="list-style-type: none"> • Oral examination on the ground (where applicable) • Pre-flight briefing • In-flight exercises • Post-flight debriefing
		(2) Oral examination on the ground should include: <ul style="list-style-type: none"> • Aircraft general knowledge and performance • Planning and operational procedures • Other relevant items or sections of the test or check.
		(3) Pre-flight briefing should include: <ul style="list-style-type: none"> • Test or check sequence • Power setting, speeds and approach minima, if applicable • Safety considerations.
		(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"> • Assessment or evaluation of the applicant • Documentation of the test or check with the applicant's FI present, if possible
		(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

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END