

 Ente Nazionale per l'Aviazione Civile	FI S	☐ FI (S)	☐ INITIAL ISSUE
			☐ PRIVILEGES EXTENSION
			☐ RECENCY
INITIAL ISSUE - RECENCY PRIVILEGES EXTENSION ASSESSMENT OF COMPETENCE			
APPLICATION & REPORT FORM Ref: AMC2 - AMC3 to Part SFCL.345FI(S) Reg. 2018/1976			
  			

1 APPLICANT DETAILS and ASSESSMENT OF COMPETENCE SPECIFICATIONS						
Applicant last name(s)		Application for	☐ INITIAL ISSUE	☐ PRIVILEGES EXTENSION	☐ RECENCY	
Applicant first name(s)		Crew certification	☐ FI (S)			
Identity card number		Privileges extension and assessment details SFCL.315(a)	☐ TMG			
Date of birth			☐ AEROBATIC			
Residence address			☐ SAILPLANE CLOUD FLYING			
Country			☐ SAILPLANE TOWING RATING			
Telephone			☐ BANNER TOWING RATING			
			☐ TMG NIGHT RATING			
			☐ FI(S)			
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.		Applicant signature				

2 APPLICANT PRE COURSE FLIGHT EXPERIENCE						
Flight experience details	SAILPLANE HOURS		TMG		LAUNCHES / TAKEOFFS NUMBER	
	TOTAL	PIC	TOTAL	PIC	AERO TOW	WINCH

3 PRE-ENTRY COURSE ASSESSMENT						
Note 1: Initial issue only						
Course reference	☐ FI(S)					
Training center	Name		Instructor license details	Type		
	Certification			Number		
Assessment date	Date*	/ /	Instructor declaration	Aware of the consequences of providing incomplete, inaccurate or false information I hereby recommend the Instructor applicant for the above specified course.		
	Note 1: Assessment must be completed within 6 months before course initiation			Signature		



4 TRAINING COURSE DETAILS							
Course reference		☐ FI(S)					
Training center	Name				HT declaration	Aware of the consequences of providing incomplete, inaccurate or false information I hereby declare that Instructor candidate has satisfactory completed an approved course for for the above specified Instructor certification in accordance with the relevant syllabus.	
	Certification					Signature	
Training devices used	Sailplanes, powered sailplane, TMG				Applicant declaration	Aware of the consequences of providing incomplete, inaccurate or false information I hereby declare that I have received a course of training for the above specified Instructor certification in accordance with the relevant syllabus.	
Training details	Total flight time					Signature	
	Total takeoffs number						
5 FLIGHT ASSESSMENT DETAILS							
Aircraft details	☐ SAILPLANE			Registration			
	☐ POWERED SAILPLANE						
	☐ TMG						
Sector(s)	DEPARTURE	TAKEOFF TIME	DESTINATION	LANDING TIME	FLIGHT TIME	LANDINGS	



6 ASSESSMENT OF COMPETENCE DETAILS					
Notification code	IT-EXM-				
Theoretical exams terms of assessment	☐ PASS	☐ FAIL	☐ PARTIAL PASS	☐ Further theoretical training with an Instructor is recommended before re-test ☐ Further theoretical training with an Instructor is not recommended before re-test	
	Failure reason(s) AMC2 SFCL.430 (f)(2)			☐ (i)	☐ (ii)
				☐ (iii)	
Practical exams terms of assessment	☐ PASS	☐ FAIL	☐ PARTIAL PASS	☐ Further flight training with an Instructor is recommended before re-test ☐ Further flight training with an Instructor is not recommended before re-test	
	Failure reason(s) AMC2 SFCL.430 (f)(2)			☐ (i)	☐ (ii)
				☐ (iii)	
Remarks					
Examiner / Nominated Instructor details	Name		License number		
	Signature		Examiner certificate		
Location				Date	
7 EXAMINER / NOMINATED INSTRUCTOR DECLARATION					
I have received information from the applicant regarding his / her experience and instruction, and found that experience and instruction complying with the applicable requirements of Annex III (Part-SFCL) to Regulation (EU) 2018/1976; I also confirm that all the required manoeuvres and exercises have been completed, unless otherwise specified above in case of fail or partial pass.					
Date				Signature	
9 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 SFCL.430			
(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-SFCL 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.
		(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 clearance/liaison.
		(m)	An examiner will plan a test or check in accordance with Part-SFCL requirements. Only the manoeuvres and procedures set out in the appropriate test or check form will be undertaken.
(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	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
			(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-SFCL

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A1	APPENDIX 1 - STANDARDIZATION ARRANGEMENTS FOR EXAMINER - AMC2 SFCL.430 (cont.)	
(7)	Method and contents of the test or check	(p) Before undertaking a test or check, an examiner will verify that the aircraft intended to be used is suitable and appropriately equipped for the test or check.
		(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: • Oral examination on the ground (where applicable) • Pre-flight briefing • In-flight exercises • Post-flight debriefing
		(2) Oral examination on the ground should include: • Sailplane general knowledge and performance • Planning and operational procedures • Theoretical knowledge in the common subjects as per point SFCL.135(a)(1) in cases where the applicant receives a credit in accordance with point SFCL.140(a), based on a license the privileges of which were not exercised for more than 2 years; • Other relevant items or sections of the test or check.
		(3) Pre-flight briefing should include: • Test or check sequence • Safety considerations.
		(4) In-flight exercises will include each relevant item or section of the test or check
		(5) Post-flight debriefing should include: • 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 (proficiency check for sailplane cloud flying privileges), the examiner should ensure that a suitable method of screening is used to simulate flying in cloud
		(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 with regard to the possibility of changes arising to pre-flight 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