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# Scope and Applicability

The practical element of the type training shall be followed in an EASA part 147 approved Organisation. However, in exceptional cases, the “Foreign Part 145 approvals – Aircraft type training (theoretical and practical)” UG.CAO.00.122-xxx, provides the criteria for such training to be carried out in a EASA Part 145 Organisation.

This practical training log book is intended to:

* be used by a Part 145 Organisation delivering the practical element of the type training. The Part 145 Organisation shall be appropriately approved on the specific aircraft type in accordance with Annex II (Part-145);
* to meet the objective and content of the practical element of the aircraft type training and the related practical assessment in accordance with Appendix III to Part 66;
* be developed for the certifying staff category mentioned above;
* be customised for the specific aircraft type intended to be endorsed in the EASA Part 145 individual authorisation
* be used for recording the required information (tasks performed, personnel data, assessment, etc..)

Note: The practical training programme should normally be imparted after the performance of the theoretical portion of the type training course.

# Personnel data, practical type training data

# Personnel data, practical type training data

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| ***Trainee Data*** | |  | **Practical instructor (s) Data** | | |
| *Name* |  |  | *Name* | *Surname* | *Signature* |
| *Surname* |  |  |  |  |  |
| *Date of birth* |  |  |  |  |  |
| *Place of birth* |  |  |  |  |  |
| *Signature* |  |  |  |  |  |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Practical type training data** | |  | **Practical Assessor (s) Data** | | |
| Start date |  |  | *Name* | *Surname* | *Signature* |
| End date |  |  |  |  |  |
| Maintenance Organisation\*  (Name and EASA approval nr) |  |  |  |  |  |
| Location |  |  |  |  |  |

**\*** *where the practical tasks have been carried out in the real maintenance environment.* *This activity shall be carried out under strict supervision of an appropriately authorised certifying staff (or the practical assessor if appropriately authorised), responsible on behalf of the maintenance organisation for any maintenance performed/recorded on the aircraft.*

# Practical type training programme

# Logbook filling instructions

|  |  |  |
| --- | --- | --- |
| **ID** | **Option** | **Description/ *Remarks*** |
| 1. ID | - | Task progressive identification number. This field is pre-filled |
| 1. Ch. | - | Chapter identification as per table 3.2 of Part 66 Appendix III. This field is pre-filled |
| 1. Subject | - | Subject identification as per table 3.2 of Part 66 Appendix III. This field is pre-filled |
| 1. Task type | LOC | Location. This field is pre-filled |
| FOT | Functional / Operational Test. This field is pre-filled |
| SGH | Service and Ground Handling. This field is pre-filled |
| R/I | Removal / Installation. This field is pre-filled |
| MEL | Minimum Equipment List. This field is pre-filled |
| TS | Trouble Shooting. This field is pre-filled |
| 1. M/O | M | Mandatory tasks. This field is pre-filled  *At least 50% of the tasks in the table 3.2 of Part 66 Appendix III, which are relevant to the particular aircraft type, shall be identified/ included as “mandatory tasks” in the practical training logbook* |
| O | Optional tasks. This field is pre-filled  *The accomplishment of optional tasks may be decided during the practical type training depending on the availability of the required activity and subject to the decision of the practical assessor.* |
| 1. Reference | - | Maintenance data task description and identification number (i.e. AMM ATA-Sub-Task). This field is pre-filled |
| 1. ET (min) | - | Estimated time (in minutes) to accomplish the task. This field is pre-filled |
| 1. A/C | - | A/C registration marks. To be filled by the trainee  *The aircraft registration shall correspond to the same aircraft type for which the practical type training is conducted.*  *The engine difference shall be also considered when performing maintenance tasks applicable to the engine.*  *For example, a B1 category practical training on A320(CFM56) may be performed on a A320(V2500) aircraft when related to practical tasks on the landing gear, but necessarily on A320(CFM56) when related to practical tasks on the engine.* |
| 1. Date | - | Date when the specific task is carried out. To be filled by the trainee |
| 1. Operation performed | - | This filed is used to provide detailed reference to the task carried out. To be filled by the trainee  *Precise reference to the aircraft logbook and/or workcard/workpackage shall be entered in this block to retrieve the evidence of the task carried out.* |
| 1. Trainee’s signature | - | Self explanatory. To be filled by the trainee |
| 1. Practical instructor’s signature | - | Self explanatory. To be filled by the practical instructor |

# Logbook records

The Organisation delivering the training is responsible to prepare and complete the table below, which is including all the practical training subjects applicable to the certifying staff category identified above as listed in the table 3.2 of Appendix III to Part 66.

The tasks selected shall be not less than 50% of the tasks presented in the table below and:

* be relevant to the type;
* be representative of the maintenance to be performed in terms of complexity, frequency, variety, safety, criticality, novelty etc….;
* include components unique to the type, or type-specific maintenance practices;
* be distributed in order that all ATA chapters and task categories (LOC, FOT, SGH, R/I, MEL, TS) are covered by practical tasks;
* take into account, when available, the feedback from in-service experience or customer specific additional training needs.

Considering the above listed criteria, the table shall be adjusted by:

* removing the rows that are not applicable to the aircraft type: For instance “piston engines” and “propellers” modules must be removed for B737 or A320 type training;
* Adding items where applicable to the aircraft type.

Grey blocks are intended to be prefilled by the organisation delivering the course ensuring pre-identification of specific tasks to be carried out. This includes whether the tasks is mandatory or not (column 5), the reference of the specific maintenance tasks selected (column 6) and the time to perform it (column 7).

| **INTRODUCTION MODULE** | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **5** | Time limits/maintenance checks | **LOC** |  |  |  |  |  |  |  |  |
|  | **6** | Dimension/Areas (MTOM, etc.) | **LOC** |  |  |  |  |  |  |  |  |
|  | **7** | Lifting and Shoring | **LOC** |  |  |  |  |  |  |  |  |
|  | **8** | Levelling and weighing | **LOC** |  |  |  |  |  |  |  |  |
|  | **8** | Levelling and weighing | **SGH** |  |  |  |  |  |  |  |  |
|  | **9** | Towing and taxiing | **LOC** |  |  |  |  |  |  |  |  |
|  | **9** | Towing and taxiing | **SGH** |  |  |  |  |  |  |  |  |
|  | **10** | Parking/mooring, Storing &  Return to Service | **LOC** |  |  |  |  |  |  |  |  |
|  | **10** | Parking/mooring, Storing &  Return to Service | **SGH** |  |  |  |  |  |  |  |  |
|  | **12** | Servicing | **LOC** |  |  |  |  |  |  |  |  |
|  | **12** | Servicing | **SGH** |  |  |  |  |  |  |  |  |
|  | **20** | Standard practices – only type particular | **LOC** |  |  |  |  |  |  |  |  |
|  | **20** | Standard practices – only type particular | **SGH** |  |  |  |  |  |  |  |  |

| **HELICOPTERS** | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **60** | Standard Practices Rotor – only type specific | **LOC** |  |  |  |  |  |  |  |  |
|  | **60** | Standard Practices Rotor – only  type specific | **SGH** |  |  |  |  |  |  |  |  |
|  | **62A** | Rotors – Monitoring and indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **62A** | Rotors – Monitoring and indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **62A** | Rotors – Monitoring and indicating | **TS** |  |  |  |  |  |  |  |  |
|  | **63A** | Rotor Drives – Monitoring and indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **63A** | Rotor Drives - Monitoring  and indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **63A** | Rotor Drives - Monitoring  and indicating | **TS** |  |  |  |  |  |  |  |  |
|  | **64A** | Tail rotor -Monitoring and indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **64A** | Tail rotor -Monitoring and indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **64A** | Tail rotor -Monitoring and indicating | **TS** |  |  |  |  |  |  |  |  |
|  | **65A** | Tail Rotor Drive - Monitoring  and indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **65A** | Tail Rotor Drive - Monitoring  and indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **65A** | Tail Rotor Drive - Monitoring  and indicating | **TS** |  |  |  |  |  |  |  |  |
|  | **25** | Emergency Flotation  Equipment | **LOC** |  |  |  |  |  |  |  |  |
|  | **25** | Emergency Flotation  Equipment | **FOT** |  |  |  |  |  |  |  |  |
|  | **25** | Emergency Flotation  Equipment | **SGH** |  |  |  |  |  |  |  |  |

| **AIRFRAME STRUCTURES** | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **52** | Doors | **LOC** |  |  |  |  |  |  |  |  | |
|  | **52** | Doors | **SGH** |  |  |  |  |  |  |  |  | |

| **AIRFRAME SYSTEMS** | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **21** | Air Conditioning | **LOC** |  |  |  |  |  |  |  |  |
|  | **21** | Air Conditioning | **FOT** |  |  |  |  |  |  |  |  |
|  | **21** | Air Conditioning | **SGH** |  |  |  |  |  |  |  |  |
|  | **21** | Air Conditioning | **MEL** |  |  |  |  |  |  |  |  |
|  | **21** | Air Conditioning | **TS** |  |  |  |  |  |  |  |  |
|  | **21A** | Air Supply | **LOC** |  |  |  |  |  |  |  |  |
|  | **21A** | Air Supply | **FOT** |  |  |  |  |  |  |  |  |
|  | **21B** | Pressurization | **LOC** |  |  |  |  |  |  |  |  |
|  | **21B** | Pressurization | **FOT** |  |  |  |  |  |  |  |  |
|  | **21B** | Pressurization | **MEL** |  |  |  |  |  |  |  |  |
|  | **21B** | Pressurization | **TS** |  |  |  |  |  |  |  |  |
|  | **21C** | Safety and warning Devices | **LOC** |  |  |  |  |  |  |  |  |
|  | **21C** | Safety and warning Devices | **SGH** |  |  |  |  |  |  |  |  |
|  | **22** | Autoflight | **LOC** |  |  |  |  |  |  |  |  |
|  | **22** | Autoflight | **FOT** |  |  |  |  |  |  |  |  |
|  | **22** | Autoflight | **SGH** |  |  |  |  |  |  |  |  |
|  | **22** | Autoflight | **R/I** |  |  |  |  |  |  |  |  |
|  | **22** | Autoflight | **MEL** |  |  |  |  |  |  |  |  |
|  | **22** | Autoflight | **TS** |  |  |  |  |  |  |  |  |
|  | **23** | Communications | **LOC** |  |  |  |  |  |  |  |  |
|  | **23** | Communications | **FOT** |  |  |  |  |  |  |  |  |
|  | **23** | Communications | **SGH** |  |  |  |  |  |  |  |  |
|  | **23** | Communications | **R/I** |  |  |  |  |  |  |  |  |
|  | **23** | Communications | **MEL** |  |  |  |  |  |  |  |  |
|  | **23** | Communications | **TS** |  |  |  |  |  |  |  |  |
|  | **24** | Electrical Power | **LOC** |  |  |  |  |  |  |  |  |
|  | **24** | Electrical Power | **FOT** |  |  |  |  |  |  |  |  |
|  | **24** | Electrical Power | **SGH** |  |  |  |  |  |  |  |  |
|  | **24** | Electrical Power | **R/I** |  |  |  |  |  |  |  |  |
|  | **24** | Electrical Power | **MEL** |  |  |  |  |  |  |  |  |
|  | **24** | Electrical Power | **TS** |  |  |  |  |  |  |  |  |
|  | **25** | Equipment & Furnishings | **LOC** |  |  |  |  |  |  |  |  |
|  | **25** | Equipment & Furnishings | **FOT** |  |  |  |  |  |  |  |  |
|  | **25** | Equipment & Furnishings | **SGH** |  |  |  |  |  |  |  |  |
|  | **25** | Equipment & Furnishings | **R/I** |  |  |  |  |  |  |  |  |
|  | **25A** | Electronic Equipment including  emergency equipment | **LOC** |  |  |  |  |  |  |  |  |
|  | **25A** | Electronic Equipment including  emergency equipment | **FOT** |  |  |  |  |  |  |  |  |
|  | **25A** | Electronic Equipment including  emergency equipment | **SGH** |  |  |  |  |  |  |  |  |
|  | **25A** | Electronic Equipment including  emergency equipment | **R/I** |  |  |  |  |  |  |  |  |
|  | **26** | Fire Protection | **LOC** |  |  |  |  |  |  |  |  |
|  | **26** | Fire Protection | **FOT** |  |  |  |  |  |  |  |  |
|  | **26** | Fire Protection | **SGH** |  |  |  |  |  |  |  |  |
|  | **26** | Fire Protection | **R/I** |  |  |  |  |  |  |  |  |
|  | **26** | Fire Protection | **MEL** |  |  |  |  |  |  |  |  |
|  | **26** | Fire Protection | **TS** |  |  |  |  |  |  |  |  |
|  | **27** | Flight Controls | **LOC** |  |  |  |  |  |  |  |  |
|  | **27** | Flight Controls | **FOT** |  |  |  |  |  |  |  |  |
|  | **27A** | Sys. Operation: Electrical/Flyby-  Wire | **LOC** |  |  |  |  |  |  |  |  |
|  | **27A** | Sys. Operation: Electrical/Flyby-  Wire | **FOT** |  |  |  |  |  |  |  |  |
|  | **27A** | Sys. Operation: Electrical/Flyby-  Wire | **R/I** |  |  |  |  |  |  |  |  |
|  | **28** | Fuel Systems | **LOC** |  |  |  |  |  |  |  |  |
|  | **28** | Fuel Systems | **FOT** |  |  |  |  |  |  |  |  |
|  | **28** | Fuel Systems | **SGH** |  |  |  |  |  |  |  |  |
|  | **28** | Fuel Systems | **MEL** |  |  |  |  |  |  |  |  |
|  | **28A** | Fuel Systems - Monitoring and  indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **28A** | Fuel Systems - Monitoring and  indicating | **FOT** |  |  |  |  |  |  |  |  |
|  | **28A** | Fuel Systems - Monitoring and  indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **28A** | Fuel Systems - Monitoring and  indicating | **TS** |  |  |  |  |  |  |  |  |
|  | **29** | Hydraulic Power | **LOC** |  |  |  |  |  |  |  |  |
|  | **29** | Hydraulic Power | **FOT** |  |  |  |  |  |  |  |  |
|  | **29** | Hydraulic Power | **SGH** |  |  |  |  |  |  |  |  |
|  | **29** | Hydraulic Power | **MEL** |  |  |  |  |  |  |  |  |
|  | **29A** | Hydraulic Power - Monitoring  and indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **29A** | Hydraulic Power - Monitoring  and indicating | **FOT** |  |  |  |  |  |  |  |  |
|  | **29A** | Hydraulic Power - Monitoring  and indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **29A** | Hydraulic Power - Monitoring  and indicating | **MEL** |  |  |  |  |  |  |  |  |
|  | **29A** | Hydraulic Power - Monitoring  and indicating | **TS** |  |  |  |  |  |  |  |  |
|  | **30** | Ice & Rain Protection | **LOC** |  |  |  |  |  |  |  |  |
|  | **30** | Ice & Rain Protection | **FOT** |  |  |  |  |  |  |  |  |
|  | **30** | Ice & Rain Protection | **R/I** |  |  |  |  |  |  |  |  |
|  | **30** | Ice & Rain Protection | **MEL** |  |  |  |  |  |  |  |  |
|  | **30** | Ice & Rain Protection | **TS** |  |  |  |  |  |  |  |  |
|  | **31** | Indicating/Recording Systems | **LOC** |  |  |  |  |  |  |  |  |
|  | **31** | Indicating/Recording Systems | **FOT** |  |  |  |  |  |  |  |  |
|  | **31** | Indicating/Recording Systems | **SGH** |  |  |  |  |  |  |  |  |
|  | **31** | Indicating/Recording Systems | **R/I** |  |  |  |  |  |  |  |  |
|  | **31** | Indicating/Recording Systems | **MEL** |  |  |  |  |  |  |  |  |
|  | **31** | Indicating/Recording Systems | **TS** |  |  |  |  |  |  |  |  |
|  | **31A** | Instrument Systems | **LOC** |  |  |  |  |  |  |  |  |
|  | **31A** | Instrument Systems | **FOT** |  |  |  |  |  |  |  |  |
|  | **31A** | Instrument Systems | **SGH** |  |  |  |  |  |  |  |  |
|  | **31A** | Instrument Systems | **R/I** |  |  |  |  |  |  |  |  |
|  | **31A** | Instrument Systems | **MEL** |  |  |  |  |  |  |  |  |
|  | **31A** | Instrument Systems | **TS** |  |  |  |  |  |  |  |  |
|  | **32** | Landing Gear | **LOC** |  |  |  |  |  |  |  |  |
|  | **32** | Landing Gear | **FOT** |  |  |  |  |  |  |  |  |
|  | **32** | Landing Gear | **SGH** |  |  |  |  |  |  |  |  |
|  | **32** | Landing Gear | **R/I** |  |  |  |  |  |  |  |  |
|  | **32** | Landing Gear | **MEL** |  |  |  |  |  |  |  |  |
|  | **32A** | Landing Gear - Monitoring  and indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **32A** | Landing Gear - Monitoring  and indicating | **FOT** |  |  |  |  |  |  |  |  |
|  | **32A** | Landing Gear - Monitoring  and indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **32A** | Landing Gear - Monitoring  and indicating | **MEL** |  |  |  |  |  |  |  |  |
|  | **32A** | Landing Gear - Monitoring  and indicating | **TS** |  |  |  |  |  |  |  |  |
|  | **33** | Lights | **LOC** |  |  |  |  |  |  |  |  |
|  | **33** | Lights | **FOT** |  |  |  |  |  |  |  |  |
|  | **33** | Lights | **SGH** |  |  |  |  |  |  |  |  |
|  | **33** | Lights | **R/I** |  |  |  |  |  |  |  |  |
|  | **33** | Lights | **MEL** |  |  |  |  |  |  |  |  |
|  | **34** | Navigation | **LOC** |  |  |  |  |  |  |  |  |
|  | **34** | Navigation | **FOT** |  |  |  |  |  |  |  |  |
|  | **34** | Navigation | **SGH** |  |  |  |  |  |  |  |  |
|  | **34** | Navigation | **R/I** |  |  |  |  |  |  |  |  |
|  | **34** | Navigation | **MEL** |  |  |  |  |  |  |  |  |
|  | **34** | Navigation | **TS** |  |  |  |  |  |  |  |  |
|  | **35** | Oxygen | **FOT** |  |  |  |  |  |  |  |  |
|  | **35** | Oxygen | **SGH** |  |  |  |  |  |  |  |  |
|  | **36** | Pneumatic | **LOC** |  |  |  |  |  |  |  |  |
|  | **36** | Pneumatic | **FOT** |  |  |  |  |  |  |  |  |
|  | **36** | Pneumatic | **R/I** |  |  |  |  |  |  |  |  |
|  | **36** | Pneumatic | **MEL** |  |  |  |  |  |  |  |  |
|  | **36** | Pneumatic | **TS** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoring  and Indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoring  and Indicating | **FOT** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoring  and Indicating | **SGH** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoring  and Indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoring  and Indicating | **MEL** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoring  and Indicating | **TS** |  |  |  |  |  |  |  |  |
|  | **38** | Water/Waste | **LOC** |  |  |  |  |  |  |  |  |
|  | **38** | Water/Waste | **FOT** |  |  |  |  |  |  |  |  |
|  | **38** | Water/Waste | **SGH** |  |  |  |  |  |  |  |  |
|  | **42** | Integrated modular avionics | **LOC** |  |  |  |  |  |  |  |  |
|  | **42** | Integrated modular avionics | **FOT** |  |  |  |  |  |  |  |  |
|  | **42** | Integrated modular avionics | **SGH** |  |  |  |  |  |  |  |  |
|  | **42** | Integrated modular avionics | **R/I** |  |  |  |  |  |  |  |  |
|  | **42** | Integrated modular avionics | **MEL** |  |  |  |  |  |  |  |  |
|  | **42** | Integrated modular avionics | **TS** |  |  |  |  |  |  |  |  |
|  | **44** | Cabin Systems | **LOC** |  |  |  |  |  |  |  |  |
|  | **44** | Cabin Systems | **FOT** |  |  |  |  |  |  |  |  |
|  | **44** | Cabin Systems | **SGH** |  |  |  |  |  |  |  |  |
|  | **44** | Cabin Systems | **R/I** |  |  |  |  |  |  |  |  |
|  | **44** | Cabin Systems | **MEL** |  |  |  |  |  |  |  |  |
|  | **44** | Cabin Systems | **TS** |  |  |  |  |  |  |  |  |
|  | **45** | On-Board Maintenance System  (or covered in 31) | **LOC** |  |  |  |  |  |  |  |  |
|  | **45** | On-Board Maintenance System  (or covered in 31) | **FOT** |  |  |  |  |  |  |  |  |
|  | **45** | On-Board Maintenance System  (or covered in 31) | **SGH** |  |  |  |  |  |  |  |  |
|  | **45** | On-Board Maintenance System  (or covered in 31) | **R/I** |  |  |  |  |  |  |  |  |
|  | **45** | On-Board Maintenance System  (or covered in 31) | **MEL** |  |  |  |  |  |  |  |  |
|  | **45** | On-Board Maintenance System  (or covered in 31) | **TS** |  |  |  |  |  |  |  |  |
|  | **46** | Information Systems | **LOC** |  |  |  |  |  |  |  |  |
|  | **46** | Information Systems | **FOT** |  |  |  |  |  |  |  |  |
|  | **46** | Information Systems | **R/I** |  |  |  |  |  |  |  |  |
|  | **46** | Information Systems | **MEL** |  |  |  |  |  |  |  |  |
|  | **46** | Information Systems | **TS** |  |  |  |  |  |  |  |  |
|  | **50** | Cargo and Accessory  Compartments | **LOC** |  |  |  |  |  |  |  |  |

| **TURBINE/PISTON ENGINE MODULE** | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **70** | Standard Practices - Engines -  only type particular | **SGH** |  |  |  |  |  |  |  |  |
|  | **70A** | Constructional arrangement  and operation | **LOC** |  |  |  |  |  |  |  |  |

| T**URBINE ENGINES** | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **70B** | Engine Performance | **TS** |  |  |  |  |  |  |  |  |
|  | **71** | Power Plant | **SGH** |  |  |  |  |  |  |  |  |
|  | **73** | Engine Fuel and Control | **LOC** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **LOC** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **FOT** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **R/I** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **MEL** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **TS** |  |  |  |  |  |  |  |  |
|  | **74** | Ignition | **LOC** |  |  |  |  |  |  |  |  |
|  | **74** | Ignition | **FOT** |  |  |  |  |  |  |  |  |
|  | **77** | Engine Indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **77** | Engine Indicating | **FOT** |  |  |  |  |  |  |  |  |
|  | **77** | Engine Indicating | **MEL** |  |  |  |  |  |  |  |  |
|  | **77** | Engine Indicating | **TS** |  |  |  |  |  |  |  |  |

| **PISTON ENGINES** | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **70** | Standard Practices - Engines -  only type particular | **SGH** |  |  |  |  |  |  |  |  |
|  | **70A** | Constructional arrangement  and operation | **LOC** |  |  |  |  |  |  |  |  |
|  | **71** | Power Plant | **SGH** |  |  |  |  |  |  |  |  |
|  | **73** | Engine Fuel and Control | **LOC** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **LOC** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **FOT** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **SGH** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **R/I** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **MEL** |  |  |  |  |  |  |  |  |
|  | **73A** | FADEC Systems | **TS** |  |  |  |  |  |  |  |  |
|  | **74** | Ignition | **LOC** |  |  |  |  |  |  |  |  |
|  | **74** | Ignition | **FOT** |  |  |  |  |  |  |  |  |
|  | **77** | Engine Indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **77** | Engine Indicating | **FOT** |  |  |  |  |  |  |  |  |
|  | **77** | Engine Indicating | **MEL** |  |  |  |  |  |  |  |  |
|  | **77** | Engine Indicating | **TS** |  |  |  |  |  |  |  |  |

| **PROPELLERS** | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **61** | Propellers / Propulsion | **LOC** |  |  |  |  |  |  |  |  |
|  | **61A** | Propeller Construction | **LOC** |  |  |  |  |  |  |  |  |
|  | **61C** | Propeller Synchronising | **MEL** |  |  |  |  |  |  |  |  |
|  | **61D** | Propeller Electronic control | **LOC** |  |  |  |  |  |  |  |  |
|  | **61D** | Propeller Electronic control | **FOT** |  |  |  |  |  |  |  |  |
|  | **61D** | Propeller Electronic control | **SGH** |  |  |  |  |  |  |  |  |
|  | **61D** | Propeller Electronic control | **R/I** |  |  |  |  |  |  |  |  |
|  | **61D** | Propeller Electronic control | **MEL** |  |  |  |  |  |  |  |  |
|  | **61D** | Propeller Electronic control | **TS** |  |  |  |  |  |  |  |  |
|  | **61E** | Propeller Ice Protection | **LOC** |  |  |  |  |  |  |  |  |
|  | **61E** | Propeller Ice Protection | **FOT** |  |  |  |  |  |  |  |  |
|  | **61E** | Propeller Ice Protection | **R/I** |  |  |  |  |  |  |  |  |
|  | **61E** | Propeller Ice Protection | **MEL** |  |  |  |  |  |  |  |  |
|  | **61E** | Propeller Ice Protection | **TS** |  |  |  |  |  |  |  |  |
|  | **61F** | Propeller Maintenance | **LOC** |  |  |  |  |  |  |  |  |
|  | **61F** | Propeller Maintenance | **FOT** |  |  |  |  |  |  |  |  |
|  | **61F** | Propeller Maintenance | **SGH** |  |  |  |  |  |  |  |  |
|  | **61F** | Propeller Maintenance | **R/I** |  |  |  |  |  |  |  |  |
|  | **61F** | Propeller Maintenance | **MEL** |  |  |  |  |  |  |  |  |
|  | **61F** | Propeller Maintenance | **TS** |  |  |  |  |  |  |  |  |

# Logbook additional optional records

The completion of this part is optional and intended to be used when the need exist to record additional data which was not possible to be entered in the previous pre-filled logbook. This need may be identified by the organisation delivering the training and/or by the practical instructor.

In particular, when a pre-filled task required in the logbook cannot be completed due to unavailability of the particular maintenance activity, this part may be used to record evidence of a different maintenance task performed to satisfy the same requirement. In this case a cross reference shall be made between the two tables to identify the task which is replaced under the responsibility of the practical assessor countersigning the corresponding raw.

The table below is intended to be hand written (add rows as necessary).

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
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# Compliance Report

The intent of this table is to provide a compliance report demonstrating that the practical type training meets the standard required by Appendix III to Part 66. In particular, the tables shall indicate the percentage of tasks effectively performed against the tasks contained in the Appendix III to Part 66 which are applicable to the aircraft type.

The following table are to be completed by the Organisation delivering the practical type training.

# Percentage by Task type

|  |  |  |  |
| --- | --- | --- | --- |
| **Type of task** | **Number of Tasks**  **applicable to the A/C type** | **Number of tasks**  **effectively performed** | **Percentage (%) of tasks**  **effectively performed against the applicable tasks**  (Should be at least 50% of the applicable tasks on each row) |
| **LOC** |  |  |  |
| **FOT** |  |  |  |
| **SGH** |  |  |  |
| **R/I** |  |  |  |
| **MEL** |  |  |  |
| **TS** |  |  |  |

# Percentage by chapter

**(example)**

|  |  |  |  |
| --- | --- | --- | --- |
| **Chapter** | **Number of Tasks**  **applicable to the A/C type** | **Number of tasks**  **effectively performed** | **Percentage (%) of tasks**  **effectively performed against the applicable tasks**  (should be at least 50% of the applicable tasks on each row) |
| **5** |  |  |  |
| **6** |  |  |  |
| **7** |  |  |  |
| **…..** |  |  |  |
| **21** |  |  |  |

|  |  |  |
| --- | --- | --- |
| ………………………………………..  Place | ………………………………………..  Date | ………………………………………..  Name & Title  Approval signature (\*) |

(\*) this approval signature shall be entered by a responsible person of the Organisation providing the training (i.e. Quality manager). This person undertakes the responsibility on behalf of the Organisation that the practical type training program meets the standard required by Appendix III to Part 66. This report shall be signed before the final assessment.

# Practical assessment record

This is to certify that Mrs./Mr. ………(Trainee`s name SURNAME)…………..:

1. has completed the practical element of the ………..( aircraft type and category)……..type training, for a total duration of ………weeks, as evidenced in the enclosed logbook records (compliance report signed by the Organisation providing the training);
2. has been assessed on the following tasks and successfully passed the practical assessment demonstrating appropriate knowledge and skills:

| **ID** | **ATA** | **Subject** | **Reference** | **A/C Reg** | **Date** | **Operation performed** | **Trainee’s signature** | **Practical Assessor’s**  **signature** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |

*This table is intended to be hand written.* *The number, type and content of task used for the assessment is solely under the discretion of the practical assessor.*

|  |  |  |
| --- | --- | --- |
| ***Remarks:***  *These remark field is intended to leave the practical assessor the possibility to enter additional comments regarding the trainee`s knowledge and skills. The completion of this field is optional* | | |
| ………………………………………..  Place | ………………………………………..  Date | ………………………………………..  Practical Assessor`s signature  (conducting the final assessment) |