

PRILOGA I – Navodila za izpolnjevanje pilotskega dnevnika – motorna letala



PILOTSKI DNEVNIK
PILOT LOGBOOK

AGENCIJA ZA CIVILNO LETALSTVO
CIVIL AVIATION AGENCY, SLOVENIA

CAA



PILOTSKI DNEVNIK *PILOT LOGBOOK*

Ime in priimek imetnika
Holder's name(s)

Številka licence imetnika
Holder's licence number

Številka pilotskega dnevnika:
Logbook Number:

Prenos iz pilotskega dnevnika številka:
Entries from Logbook Number:

Izdana v skladu z delom FCL.

Issued in accordance with Part-FCL.

Primerna za zapisovanje letalskih izkušenj s helikopterjev, letal, motornih jadralnih letal, zrakoplovov z navpičnim vzletom in pristankom in zračnih ladij.

Appropriate for the record of flying experience in helicopters, aeroplanes, touring motor gliders, powered-lift aircraft and airships.

NAMENOMA PRAZNA STRAN
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NASLOV IMETNIKA <i>HOLDER'S ADDRESS</i>	
Prostor za naslov / <i>Space for address</i>	Prostor za spremembo naslova / <i>Space for address change</i>
Prostor za spremembo naslova / <i>Space for address change</i>	Prostor za spremembo naslova / <i>Space for address change</i>
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NAVODILA ZA UPORABO

- (a) Zahteve iz dela FCL 050 določajo, da mora imetnik licence vpisati natančne podatke o vsakem končanem letu. Pilotski dnevnik omogoča imetnikom licenc, da svoje letalske izkušnje zapisujejo na enostaven način, ki hkrati zagotavlja trajno dokumentiranje njihovega naleta. Priporočljivo je, da piloti, ki redno letijo na letalih in helikopterjih ali z drugimi kategorijami zrakoplovov, za vsako posamezno kategorijo zrakoplova vodijo ločen pilotski dnevnik.
- (b) Podatke vpišite v pilotski dnevnik po vsakem končanem letu, takoj ko je to mogoče. Vpisovati morate s črnilom ali svinčnikom, ki ga ni mogoče izbrisati.
- (c) Imetnik licence v ustrezno rubriko vpiše natančne podatke o vsakem letu, med katerim je opravljal naloge dejavnega člana letalske posadke. Vsak let se vpiše v ločeno vrstico. Če se z zrakoplovom v enem dnevu opravi več letov in se vsakič vrne na kraj vzleta ter če čas med zaporednimi leti ni daljši od 30 minut, lahko serijo takih letov vpiše kot en vpis.
- (d) Čas letenja se vpišuje na sledeči način:
- (1) za letala, motorna jadralna letala in zrakoplove z navpičnim vzletom in pristankom pomeni skupni čas letenja od trenutka, ko se zrakoplov začne premikati za vzlet, do trenutka, ko se po končanem letu popolnoma ustavi;
 - (2) za helikoptere pomeni skupni čas letenja od trenutka, ko se lopatice rotorja začnejo vrteti, do trenutka, ko se po končanem letu helikopter in lopatice rotorja popolnoma ustavijo;
 - (3) za zračne ladje pomeni skupni čas letenja od trenutka, ko zračna ladja zapusti steber zaradi vzleta do trenutka, ko se po končanem letu popolnoma ustavi in pritrudi na steber; in
 - (4) čas leta po pravilih instrumentalnega letenja (IFR) pomeni skupni čas letenja, ko se zrakoplov upravlja po pravilih instrumentalnega letenja.
- (e) Kadar je v zrakoplovu več pilotov, ki so dejavni člani posadke, letalski prevoznik v skladu s predpisi in drugimi pravnimi akti, ki urejajo letalske operacije, pred začetkom leta enega od njih imenuje za vodjo zrakoplova. Ta lahko izvedbo leta zaupa drugemu ustreznemu usposobljenemu pilotu. Vsak let, ki ga opravi kot »vodja zrakoplova«, vpiše v rubriko »vodja zrakoplova«. Pilot, ki opravlja naloge vodje zrakoplova pod nadzorom (PICUS) ali pilot pripravnik za vodjo zrakoplova (SPIC), let vpiše v rubriko »vodja zrakoplova«. Vsak tak vpis s svojim podpisom potrdi dejanski vodja zrakoplova ali inštruktor letenja v rubriki »Opombe in vpiši«.

- (f) Opombe v zvezi z vpisovanjem časa letenja:
STOLPEC 1: vpišite datum začetka leta (dd/mm/ll);
STOLPEC 2 in 3: vpišite polno ime kraja vzleta in pristanka oziroma ju označite z uveljavljeno mednarodno tri ali štiri črkovno kodo. Vsi navedeni časi morajo biti UTC;
STOLPEC 5: vpišite ime vodje zrakoplova ali svoje ime, kadar ste dejansko sami vodja zrakoplova – glej točko (i);
STOLPEC 6: označite, ali ste leteli z zrakoplovom, ki ga upravlja enočlanska posadka (SP) ali veččlanska posadka (MP) in ko ste leteli z zrakoplovom, ki ga upravlja enočlanska posadka (SP), vpišite, ali je letenje potekalo na enomotornem (SE) ali večmotornem (ME) zrakoplovu;
STOLPEC 7: skupni nalet/trajanje leta lahko vpišete v urah in minutah ali z decimalnimi števili;
STOLPEC 8: vpišite število pristankov podnevi in/ali ponoči, vendar le, če ste jih dejansko opravili kot letеči pilot;
STOLPEC 9: vpišite let podnevi, nočni let ali let po pravilih instrumentalnega letenja (IFR), kar ustreza okoliščinam. Če je bil let izveden ponoči, po pravilih instrumentalnega letenja, se let vpiše v obe rubriki;
STOLPEC 10: vloga pilota med letom:
– v stolpec vodja zrakoplova (PIC) se vpiše čas letenja, ko je pilot dejanski vodja zrakoplova pod nadzorom (PICUS) ali ko je pilot pripravnik za vodjo zrakoplova (SPIC);
– ko koplilot opravlja naloge vodje zrakoplova pod nadzorom (PICUS) ali je pripravnik za vodjo zrakoplova (SPIC) ali pilot opravlja naloge koplilota, to v stolpcu 12 (»Opombe in vpisi«) s podpisom potrdi dejanski vodja zrakoplova ali inštruktor letenja;
– kot čas letenja v vlogi vodje zrakoplova (PIC) se više tudi čas letenja, koplilot opravlja naloge inštruktorja;
STOLPEC 11: naprave za simulacijo letenja (FSTD):
– pri napravah za simulacijo letenja (FSTD) vpišite tipa zrakoplova in število potrdila naprave. Pri drugih napravah vpišite FNPT I ali FNPT II, kar ustreza okoliščinam;
– skupni čas usposabljanja obsega vse vaje, opravljene na napravi za simulacijo letenja, vključno s preizkusi pred poletom in po njem;
– v stolpcu 12 (»Opombe in vpisi«) vpišite vrsto opravljene naloge (npr. preverjanje strokovnosti, oceno usposobljenosti, ipd.);
STOLPEC 12: v rubriko »Opombe in vpisi« lahko imetnik po lastni presoji vpiše podrobnosti o letu. Obvezni so naslednji podatki:
– instrumentalno letenje med usposabljanjem za pridobitev licence ali ratinga;
– podrobnosti o vseh preizkusih praktične usposobljenosti, preverjanju strokovnosti in ocene usposobljenosti;
– podpis vodje zrakoplova (PIC), če se vpisani čas letenja nanaša na letenje v vlogi pripravnika za vodjo zrakoplova (SPIC) ali kandidata za vodjo zrakoplova pod nadzorom (PICUS);
– koplilot opravlja naloge vodje zrakoplova pod nadzorom (PICUS) ali je pripravnik za vodjo zrakoplova (SPIC) ali koplilot opravlja naloge koplilota;
– podpis inštruktorja letenja, če je let del podaljšanja za rating za razred SEP ali TMG.
(g) Ko je stran izpolnjena, seštejete skupni nalet in ga vpišete v ustrezne rubrike. Vpis potrdite s svojim podpisom v rubriki »Opombe in vpisi«.

ZAPISI O ČASU LETENJA – glej primere na koncu pilotskega dnevnika

- (h) Če je pilot z določenega letališča ali kraja v istem dnevu opravil več letov in presledki med posameznimi leti niso bili daljši od 30 minut, se taki leti lahko vpišejo kot en vpis.
(i) Vpis časa letenja kot vodja zrakoplova:
(1) imetnik licence lahko za let kot vodja zrakoplova vpiše skupni čas letenja, ko je dejansko opravljal naloge in dolžnosti vodje zrakoplova;
(2) kandidat za licenco ali imetnik licence lahko za let kot vodja zrakoplova vpiše skupni čas samostojnega letenja (SOLO), ko opravlja naloge vodje zrakoplova pod nadzorom (PICUS) ali ko je pilot pripravnik za vodjo zrakoplova (SPIC), če ta čas s podpisom potrdi inštruktor letenja;
(3) imetnik potrdila inštruktorja letenja lahko za let kot vodja zrakoplova vpiše skupni čas letenja, ko je opravljal naloge in dolžnosti inštruktorja letenja;
(4) imetnik potrdila izpraševalca lahko za let kot vodja zrakoplova vpiše skupni čas letenja, ko je sedel na pilotskem sedežu in opravljal naloge ter dolžnosti izpraševalca;
(5) koplilot, ki opravlja naloge vodje zrakoplova pod nadzorom (PICUS), pod nadzorom dejanskega vodje zrakoplova na zrakoplovu, ki ga upravlja veččlanska posadka (MP), lahko vpiše skupni čas letenja kot vodja zrakoplova pod nadzorom, če ta čas letenja s podpisom potrdi dejanski vodja zrakoplova.
(j) Vpis časa letenja kot koplilot: imetnik pilotske licence, ki leti kot koplilot, lahko vpiše skupni čas letenja kot koplilot na zrakoplovu, kjer se zahteva, da ga upravlja veččlanska posadka (MP).
(k) Vpis časa letenja med usposabljanjem: seštevek skupnega časa letenja, ki ga opravi kandidat med praktičnim usposabljanjem za pridobitev licence ali ratinga, usposabljanjem za instrumentalno letenje na zrakoplovu ali napravi za simulacijo letenja (FSTD), ipd. mora potrditi inštruktor z ustreznim potrdilom inštruktorja letenja, ki je kandidata usposabljal.
(l) Vpis skupnega časa letenja kot vodja zrakoplova pod nadzorom (PICUS): če je pristojni organ potrdil način nadzora, lahko koplilot za let kot vodja zrakoplova (PIC) vpiše skupni čas letenja, ko opravlja naloge vodje zrakoplova pod nadzorom (PICUS), če je uspešno opravil vse zahtevane naloge in dolžnosti vodje zrakoplova zaradi ogrožanja letalske varnosti med letom ni bila potrebna.

INSTRUCTION FOR USE

- (a) FCL.050 requires holders of a pilot licence to record details of all flights flown. This logbook enables pilot licence holders to record flying experience in a manner which will facilitate this process while providing a permanent record of the licence holders flying. Pilots who fly regularly aeroplanes and helicopters or other aircraft categories are recommended to maintain separate logbooks for each aircraft category.
- (b) Flight crew logbook entries should be made as soon as practicable after any flight undertaken. All entries in the logbook should be made in ink or indelible pencil.
- (c) The particulars of every flight in the course of which the holder of a flight crew licence acts as a member of the operating crew of an aircraft are to be recorded in the appropriate columns using one line for each flight, provided that if an aircraft carries out a number of flights on the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights may be recorded as a single entry.
- (d) Flight time is recorded:
- (1) for aeroplanes, touring motor gliders and powered-lift aircraft, from the moment an aircraft first moves to taking off until the moment it finally comes to rest at the end of the flight;
 - (2) for helicopters, from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;
 - (3) for airships, from the moment an airship is released from the mast to taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;
 - (4) flight time under Instrument Flight Rules (IFR) means all flight time during which the aircraft is being operated under the Instrument Flight Rules.
- (e) When an aircraft carries two or more pilots as members of the operating crew, one of them shall, before the flight commences, be designated by the operator as the aircraft PIC, according to operational requirements, who may delegate the conduct of the flight to another suitably qualified pilot. All flying carried out as PIC is entered in the logbook as 'PIC'. A pilot flying as 'PICUS' or 'SPIC' enters flying time as 'PIC' but all such entries are to be certified by the PIC or FI in the 'Remarks' column of the logbook.
- (f) Notes on recording of flight time:
 COLUMN 1: enter the date (dd/mm/yy) on which the flight commences;
- COLUMN 2 and 3: enter the place of departure and destination either in full or the internationally recognised three or four letter designator. All times should be in UTC;
- COLUMN 5: enter the name(s) of PIC or SELF if you are a PIC – see also item (i);
- COLUMN 6: indicate whether the operation was SP or MP, and for SP operation whether SE or ME;
- COLUMN 7: total time of flight may be entered in hours and minutes or decimal notation as desired;
- COLUMN 8: indicate the number of landings as pilot flying by day or night;
- COLUMN 9: enter flight time undertaken at day, at night or under IFR, if applicable. If a flight has been fully or partially carried out at night under IFR, the flight shall be entered in both columns; night and IFR;
- COLUMN 10: pilot function time:
- enter flight time as PIC, SPIC and PICUS as PIC;
 - all time recorded as SPIC or PICUS is countersigned by the aircraft PIC/FI in the 'remarks' (column 12);
 - instructor time should be recorded as appropriate and also entered as PIC;
- COLUMN 11: FSTD:
- for any FSTD enter the type of aircraft and qualification number of the device. For other flight training devices enter either FNPT I or FNPT II as appropriate;
 - total time of session includes all exercises carried out in the device, including pre- and after-flight checks;
 - enter the type of exercise performed in the 'remarks' (column 12), for example: operator proficiency check, revalidation, etc.
- COLUMN 12: the 'remarks' column may be used to record details of the flight at the holder's discretion. The following entries, however, should always be made:
- instrument flight time undertaken as part of the training for a licence or rating;
 - details of all skill tests, proficiency checks and assessments of competence;
 - signature of PIC if the pilot is recording flight time as SPIC or PICUS;
 - signature of instructor if flight is part of an SEP or TMG class rating revalidation.
- (g) When each page is completed, accumulated flight time or hours should be entered in the appropriate columns and certified by the pilot in the 'remarks' column.
- LOGGING OF TIMES – see the examples at the end of the pilot's logbook
- (h) If the holder of a licence carries out a number of flights on the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights may be recorded as a single entry.

- (i) Logging of PIC flight time:
 - (1) the holder of a licence may log as PIC time all of the flight time during which he or she is the PIC;
 - (2) the applicant for or the holder of a pilot licence may log as PIC time all solo flight time, flight time as SPIC and flight time under supervision provided that such SPIC time and flight time under supervision are countersigned by the instructor;
 - (3) the holder of an instructor certificate may log as PIC all flight time during which he or she acts as an instructor in an aircraft;
 - (4) the holder of an examiner's certificate may log as PIC all flight time during which he or she occupies a pilot's seat and acts as an examiner in an aircraft;
 - (5) a co-pilot acting as PICUS on an aircraft on which more than one pilot is required under the type certification of the aircraft or as required by operational requirements provided that such PICUS time is countersigned by the PIC.
- (j) Logging CO-PILOT flight time: the holder of a pilot licence occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on an aircraft on which more than one pilot is required;
- (k) Logging instruction time: a summary of all time logged by an applicant for a licence or rating as flight instruction, instrument flight instruction, instrument ground time, etc., may be logged if certified by the appropriately rated or authorised instructor from whom it was received.
- (l) Logging PICUS flight time: provided that the method of supervision is acceptable to the competent authority, a co-pilot may log as PIC flight time flown as PICUS when all the duties and functions of PIC on that flight were carried out in such a way that the intervention of the PIC in the interest of safety was not required.

1 Datum Date (dd/mm/yy)	2 Odhod Departure		3 Prihod Arrival		4 Zrakoplov Aircraft		5 Ime vodje zrakoplova Name(s) PIC	6 Enočlanska posadka Single-pilot time		7 Veččlanska posadka Multi-pilot time	8 Št. Pristankov Landings No.	9 Dnevno Day	10 Nočno Night
	Kraj Place	Čas Time	Kraj Place	Čas Time	Model, varianta Model, variant	Registracija Registration		SE	ME				
20													
Skupni nalet na tej strani: Total time on this page:													
Skupni nalet iz prejšnjega pilotskega dnevnika: Total time of flight from previous pilot logbook:													
Skupni nalet: Total time:													

9 Operativni pogoji Operational condition time			10 Vloga pilota med letom Pilot function time				11 Skupni čas na FSTD FSTD session total time	12 Opombe in vpisi Remarks and endorsements
Dnevno Day	Nočno Night	IFR IFR	Vodja zrakoplova PIC	Kopilot Co-pilot	Dvojne komande Dual	Inštruktor Instructor		
								Potrjujem, da so vpisani podatki točni. I certify that the entries in this log are true.
								Podpis pilota: Pilot's signature:

KRATKA NAVODILA ZA VPISOVANJE

1 Datum Date (dd/mm/yy)	2 Odhod Departure		3 Prihod Arrival		4 Zrakoplov Aircraft		5 Ime vodje zrakoplova Name(s) PIC	6 Enočlanska posadka Single-pilot time		7 Veččlanska posadka Multi-pilot time	8 Št. Pristankov Landings No.	
	Kraj Place	Čas Time	Kraj Place	Čas Time	Model, varianta Model, variant	Registracija Registration		SE	ME		Dnevno Day	Nočno Night

Franc, kandidat za licenco PPL, se usposablja na dvojnih komandah na zrakoplovu, ki ga upravlja en pilot. Peter je njegov inštruktor.

Franc:

12.01.14	LJLJ	9:00	LJLJ	10:00	BELL206	S5-HPE	Peter	1:00	-	-	1:00	5	-
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Peter:

12.01.14	LJLJ	9:00	LJLJ	10:00	BELL206	S5-HPE	SELF	1:00	-	-	1:00	5	-
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Franc, kandidat za licenco PPL, opravlja samostojno letenje pod nadzorom na zrakoplovu, ki ga upravlja en pilot. Peter je njegov inštruktor.

Franc:

12.01.14	LJLJ	9:00	LJLJ	10:00	BELL206	S5-HPE	SELF	1:00	-	-	1:00	5	-
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Peter: SE NE VPISUJE! / SHALL NOT BE ENTERED!

Franc, imetnik licence PPL, se usposablja za rating za nočno letenje na dvojnih komandah na dvomotornem zrakoplovu, ki ga upravlja en pilot.

Peter je njegov inštruktor. Franc:

12.01.14	LJLJ	19:00	LJLJ	20:00	EC135	S5-HPH	Peter	-	1:00	-	1:00	-	5
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Peter:

12.01.14	LJLJ	19:00	LJLJ	20:00	EC135	S5-HPH	SELF	-	1:00	-	1:00	-	5
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Franc (leteči pilot) in Nik (pilot, ki asistira), kandidata za vpis novega ratinga zrakoplova, ki ga upravljata dva pilota, se usposabljata na simulatorju. Peter je njun inštruktor na »tretjem« sedežu. Franc:

12.01.14	LJLJ	9:00	LJLJ	10:00	AS332/EC225	FR-109	Peter			✓			
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Nik:

12.01.14	LJLJ	9:00	LJLJ	10:00	AS332/EC225	FR-109	Peter			✓			
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Peter: SE NE VPISUJE! / SHALL NOT BE ENTERED!

Franc, kandidata za vpis novega ratinga zrakoplova, ki ga upravljata dva pilota in se usposabljata na zrakoplovu. Peter je njegov inštruktor na pilotskem sedežu. Franc:

12.01.14	LJLJ	9:00	LJLJ	10:00	AS332/EC225	S5-HCX	Peter	-	-	1:00	1:00	5	-
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Peter:

12.01.14	LJLJ	9:00	LJLJ	10:00	AS332/EC225	S5-HCX	SELF	-	-	1:00	1:00	-	-
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Franc (vodja zrakoplova, pilot, ki asistira) in Nik (kopilot, leteči pilot), člana posadke zrakoplova, ki ga upravljata dva pilota, letita po pravilih IFR. Pol leta se izvaja ponoči. Franc:

12.01.14	LJLJ	18:30	LJLJ	20:00	AS332/EC225	S5-HCX	SELF	-	-	1:30	1:30	-	-
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Peter:

12.01.14	LJLJ	18:30	LJLJ	20:00	AS332/EC225	S5-HCX	Franc	-	-	1:30	1:30	-	1
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BRIEF INSTRUCTIONS FOR ENTERING

9 Operativni pogoji Operational condition time			10 Vloga pilota med letom Pilot function time				11 Skupni čas na FSTD FSTD session Total time		12 Opombe in vpisi Remarks and endorsements	
Dnevno Day	Nočno Night	IFR	Vodja zrakoplova PIC	Kopilot Co-pilot	Dvojne komande Dual	Inštruktor Instructor				

Franc, the applicant for a PPL, has dual flight instruction on single pilot aircraft. Peter is his instructor.

Franc:

1	00	-	-	-	-	-	-	-	-	1	00	-	-	-	-	Exercise 5, Peter
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1	00	-	-	-	-	-	-	-	-	-	-	1	00	-	-	Franc, PPL
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Franc, the applicant for a PPL, has supervised solo flight on single pilot aircraft. Peter is his instructor.

1	00	-	-	-	-	1	00	-	-	-	-	-	-	-	-	Exercise 5, Peter
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Franc, the PPL holder, the applicant for the Night rating, has dual flight instruction on multi-engine, single pilot aircraft. Peter is his instructor.

-	-	1	00	-	-	-	-	-	-	1	00	-	-	-	-	Exercise 5, Peter
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-	-	1	00	-	-	1	00	-	-	-	-	1	00	-	-	Franc, night
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Franc (PF) and Nik (PNF), applicants for the issue of the additional multi pilot type rating, have ground instruction on FFS. Peter is their instructor on "jump" seat.

						✓						1	00			Exercise TR3, Peter
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							✓					1	00			Exercise TR3, Peter
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Franc, the applicant for the issue of the additional multi pilot type rating, has ground instruction on aircraft. Peter is his instructor on the pilot's seat.

1	00	-	-	-	-	1	00	-	-	-	-	-	-	-	-	Exercise TR3, Peter
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1	00	-	-	-	-	1	00	-	-	-	-	1	00	-	-	Exercise TR3
---	----	---	---	---	---	---	----	---	---	---	---	---	----	---	---	--------------

Franc (Commander, PNF) and Nik (Co-pilot, PF), flying crew members on multi pilot type aircraft, fly under IFR. Half of the flight shall be executed at night.

-	-	1	00	1	30	1	30	-	-	-	-	-	-	-	-	
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-	-	1	00	1	30	-	-	1	30	-	-	-	-	-	-	Franc
---	---	---	----	---	----	---	---	---	----	---	---	---	---	---	---	-------

1 Datum Date (dd/mm/yy)	2 Odhod Departure		3 Prihod Arrival		4 Zrakoplov Aircraft		5 Ime vodje zrakoplova Name(s) PIC	6 Enočlanska posadka Single-pilot time		7 Veščlanska posadka Multi-pilot time	8 Skupni čas letenja Total time of flight	9 Št. Pristankov Landings No.	
	Kraj Place	Čas Time	Kraj Place	Čas Time	Model, varianta Model, variant	Registracija Registration		SE	ME			Dnevno Day	Nočno Night

Franc (vodja zrakoplova, leteči pilot), ki ga upravljata dva pilota, opravlja praktični preizkus za podaljšanje ratinga za tip skupaj z ratingom IR na zrakoplovu. Peter je njegov izpraševalec na pilotskem sedežu, ki hkrati opravlja vlogo kopilota.

12.01.14	LJLJ	9:00	LJLJ	11:00	AS332/EC225	S5-HCX	SELF	-	-	2:00	2:00	5	-
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Peter:

12.01.14	LJLJ	9:00	LJLJ	11:00	AS332/EC225	S5-HCX	SELF	-	-	2:00	2:00	-	-
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Franc (vodja zrakoplova, leteči pilot), ki ga upravljata dva pilota, opravlja praktični preizkus za podaljšanje ratinga za tip skupaj z ratingom IR na zrakoplovu. Nik je kopilot. Peter je njegov izpraševalec na »tretjem« sedežu. Franc:

12.01.14	LJLJ	9:00	LJLJ	11:00	AS332/EC225	S5-HCX	SELF	-	-	2:00	2:00	-	-
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Nik:

12.01.14	LJLJ	9:00	LJLJ	11:00	AS332/EC225	S5-HCX	Franc	-	-	2:00	2:00	-	1
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Peter: SE NE VPISUJE! / SHALL NOT BE ENTERED!

Franc (vodja zrakoplova, leteči pilot), ki ga upravljata dva pilota, opravlja praktični preizkus za podaljšanje ratinga za tip skupaj z ratingom IR na simulatorju. Nik je kopilot. Peter je njegov izpraševalec na »tretjem« sedežu. Franc:

12.01.14	LJLJ	9:00	LJLJ	11:00	AS332/EC225	FR-109	Peter			✓			
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Nik

12.01.14	LJLJ	9:00	LJLJ	11:00	AS332/EC225	FR-109	Peter			✓			
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Peter: SE NE VPISUJE! / SHALL NOT BE ENTERED!

9 Operativni pogoji Operational condition time			10 Vloga pilota med letom Pilot function time					11 Skupni čas na FSTD FSTD session Total time	12 Opombe in vpisi Remarks and endorsements
Dnevno Day	Nočno Night	IFR IFR	Vodja zrakoplova PIC	Kopilot Co-pilot	Dvoje komande Dual	Inštruktor Instructor			

Franc (Commander, PF), the applicant for revalidation of the multi pilot type rating together with IR, on aircraft. Peter is his examiner on the pilot's seat and his function is also PNF.

1	00	-	-	1	00	2	00	-	-	-	-	-	-	-	Proficiency Checked and Passed, Peter
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1	00	-	-	1	00	2	00	-	-	-	-	2	00	-	-
---	----	---	---	---	----	---	----	---	---	---	---	---	----	---	---

Franc (Commander, PF), the applicant for the revalidation of the multi pilot type rating together with IR, on aircraft. Nik is co-pilot (PNF). Peter is his examiner on "jump" seat.

1	00	-	-	1	00	1	30	-	-	-	-	-	-	-	Proficiency Checked and Passed, Peter
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1	00	-	-	1	00	-	-	1	30	-	-	-	-	-	Franc
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Franc (Commander, PF), the applicant for the revalidation of the multi pilot type rating together with IR, on aircraft. Nik is co-pilot (PNF). Peter is his examiner on "jump" seat.

								✓					2	00	Proficiency Checked and Passed, Peter
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								✓					2	00	Peter
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