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#  Scope and applicability

EASA is the Competent Authority for maintenance organisations having their principal place of business located outside the EU, as established by EASA Part 145.1 “General” and is therefore responsible for the final approval of these maintenance organisations and for establishing procedures detailing how EASA Part-145 applications and approvals are managed.

This Logbook is applicable to EASA Part-145 applicant and EASA Part-145 AMOs’ (hereafter referred as maintenance organisations) having their principal place of business located outside the EU Member States and which are not certified under the provisions of a bilateral agreement signed with the EU.

The provisions of this Logbook are complementary to the requirements of Part-145 regulation “as amended” and does not supersede or replace the associated regulatory requirements

#  Purpose

The practical element of the type training shall be followed in an EASA Part-147 AMTO . 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 maintenance organisation. The use of this practical training logbook is intended to be strictly limited to those exceptional cases

This practical training log book is intended to:

* be used by the maintenance organisation delivering the practical element of the type training. The the maintenance organisation shall be appropriately approved on the specific aircraft type in accordance with Annex II (EASA 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 EASA 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 C/S - S/S individual authorisation
* be used for recording the required information (tasks performed, personnel data, assessment, etc..)

**Note: The Practical element may be performed either following or integrated with the theoretical elements. However, it is not considered acceptable that practical element is performed before the theoretical element**

# 4. 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.*

# 5.Practical type training programme

1.
2.

# 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 EASA Part-66 Appendix III. This field is pre-filled  |
| 1. Subject
 | - | Subject identification as per table 3.2 of EASA 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 EASA 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
 | - | Identification of the maintenance task selected by the organisation including reference of the relevant maintenance Data document (i.e. AMM, TSM , SRM, MEL, etc.) . For instance “locate engine oil service panel as per AMM 12-10-00” .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. Tr. Sign.
 | - | Self explanatory. To be filled by the trainee |
| 1. Pr. Inst. Sign.
 | - | 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 EASA Part-66.

In order to ensure that this logbook complies with the Appendix III to EASA Part-66 the following has to be considered:

**PREPARATION SEQUENCE** (the information identified in the logbook table grey area are pre-filled by the organisation delivering the training):

1. Selection of the tasks applicable to the A/C type:
* 100% of the tasks addressed in the Appendix III to EASA Part-66 for the certifying staff category identified above have been included by default in this logbook template; The organisation shall delete the tasks that are not applicable to the aircraft type (For instance “piston engines” and “propellers” modules must be removed for B737 or A320 type training);
* As a result, the remaining tasks will represent 100 % of the tasks which are applicable to the aircraft type.
1. Records of the number of tasks that are applicable to the A/C Type:
* The total number of applicable tasks so identified shall be entered in the compliance report in chapter **Error! Reference source not found.** of this logbook distributed by ATA chapters and task categories (LOC, FOT, SGH, R/I, MEL, TS) using the grey area related to Number of tasks applicable to the A/C type;
1. Selection of the mandatory tasks:

A minimum of 50% of the tasks applicable to the A/C type shall be selected and identified as mandatory. The selection shall ensure that these tasks:

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

**COMPLETION SEQUENCE** (information to be hand filled by the instructor/assessor/trainee identified in the white area of the logbook table):

1. Task performance:

As a minimum, all tasks identified as mandatory according to the above criteria have to be performed and recorded as such. In addition optional tasks may be carried out at the discretion of the instructor/assessor. The total represents the number of tasks effectively performed;

1. Compliance demonstration:
The compliance report in chapter **Error! Reference source not found.** of this logbook shall be filled at the completion of the training, to demonstrate that the practical type training meets the standard required by Appendix III to EASA Part-66.

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 – onlytype 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 - Monitoringand indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **63A** | Rotor Drives - Monitoringand 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 - Monitoringand indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **65A** | Tail Rotor Drive - Monitoringand indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **65A** | Tail Rotor Drive - Monitoringand indicating | **TS** |  |  |  |  |  |  |  |  |
|  | **25** | Emergency FlotationEquipment | **LOC** |  |  |  |  |  |  |  |  |
|  | **25** | Emergency FlotationEquipment | **FOT** |  |  |  |  |  |  |  |  |
|  | **25** | Emergency FlotationEquipment | **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 includingemergency equipment | **LOC** |  |  |  |  |  |  |  |  |
|  | **25A** | Electronic Equipment includingemergency equipment | **FOT** |  |  |  |  |  |  |  |  |
|  | **25A** | Electronic Equipment includingemergency equipment | **SGH** |  |  |  |  |  |  |  |  |
|  | **25A** | Electronic Equipment includingemergency 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 andindicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **28A** | Fuel Systems - Monitoring andindicating | **FOT** |  |  |  |  |  |  |  |  |
|  | **28A** | Fuel Systems - Monitoring andindicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **28A** | Fuel Systems - Monitoring andindicating | **TS** |  |  |  |  |  |  |  |  |
|  | **29** | Hydraulic Power | **LOC** |  |  |  |  |  |  |  |  |
|  | **29** | Hydraulic Power | **FOT** |  |  |  |  |  |  |  |  |
|  | **29** | Hydraulic Power | **SGH** |  |  |  |  |  |  |  |  |
|  | **29** | Hydraulic Power | **MEL** |  |  |  |  |  |  |  |  |
|  | **29A** | Hydraulic Power - Monitoringand indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **29A** | Hydraulic Power - Monitoringand indicating | **FOT** |  |  |  |  |  |  |  |  |
|  | **29A** | Hydraulic Power - Monitoringand indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **29A** | Hydraulic Power - Monitoringand indicating | **MEL** |  |  |  |  |  |  |  |  |
|  | **29A** | Hydraulic Power - Monitoringand 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 - Monitoringand indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **32A** | Landing Gear - Monitoringand indicating | **FOT** |  |  |  |  |  |  |  |  |
|  | **32A** | Landing Gear - Monitoringand indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **32A** | Landing Gear - Monitoringand indicating | **MEL** |  |  |  |  |  |  |  |  |
|  | **32A** | Landing Gear - Monitoringand 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 - Monitoringand Indicating | **LOC** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoringand Indicating | **FOT** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoringand Indicating | **SGH** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoringand Indicating | **R/I** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoringand Indicating | **MEL** |  |  |  |  |  |  |  |  |
|  | **36A** | Pneumatic - Monitoringand 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 AccessoryCompartments | **LOC** |  |  |  |  |  |  |  |  |

| **TURBINE/PISTON ENGINE MODULE** |
| --- |
|  | **70** | Standard Practices - Engines -only type particular | **SGH** |  |  |  |  |  |  |  |  |
|  | **70A** | Constructional arrangementand 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 arrangementand 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).

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |

# 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 EASA 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. For further clarification on how compliance with Appendix III to EASA Part-66 is ensured, refer to the guidance given in chapter **Error! Reference source not found.** of this logbook

The following table are to be completed by the maintenance 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%)** |
| **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%) |
| **5** |  |  |  |
| **6** |  |  |  |
| **7** |  |  |  |
| **…..** |  |  |  |
| **21** |  |  |  |

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

(\*) this approval signature shall be entered by a responsible person of the maintenance organisation providing the training (i.e. Quality manager). This person undertakes the responsibility on behalf of the maintenance organisation that the practical type training program meets the standard required by Appendix III to EASA 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 (add as necessary):

*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.*

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

1. the assessment has focused on all the following competence categories:

|  |  |  |  |
| --- | --- | --- | --- |
|  | Environment awareness (act safely, apply safety precautions and prevent dangerous situations) |  | Using reports and indications (the ability to read and interpret) |
|  | Systems integration (demonstrate understanding of aircraft systems interaction – identify, describe, explain, plan, execute); |  | Aircraft documentation finding and handling (identify the appropriate aircraft documentation, navigate, execute and obey the prescribed maintenance procedures) |
|  | Knowledge and understanding of areas requiring special emphasis or novelty |  | Perform maintenance actions (demonstrate safe handling of aircraft, engines, components and tools); |
|  | Aircraft final/close-up and report (apply close up, initiate appropriate actions/follow-up/records of testing, establish and sign maintenance records/logbooks). |  | Other (specify): |

1. has successfully passed the practical assessment demonstrating appropriate knowledge, skills and attitude.

|  |
| --- |
| ***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) |