

Part 1 – APLIKIMI / APPLICATION

Shënim 1: Eshtë një shkelje për një person të bëjë, prokurë, ose të marrë pjesë në bërjen e një përfaqësimi të rremë për qëllim të përfuturit të lëshimit, validimit, zgjatjes ose ri-lëshimit të një license ose lëshimit rivalidimit ose rinjohjes të një Kategorizimi, autorizimi ose certificate, qoftë për atë person ose ndonjë person tjetër.

NOTE 1: It is an offence for a person to make, procure to be made, or assist in making any false representations for the purpose of procuring for any reason the issue, validation, extension or re-issue of a licence or the issue, renewal or revalidation of a rating, authorisation or certificate, whether for that person or any other person.

Shënim 2: Urdhri i Ministrisë Nr.178, datë 20.12.2023, i ndryshuar, i cili transponon Rregulloren e KE Nr.1178/2011 (e amenduar), kërkon që një individ të ketë të gjithë licensat e trajtuara nga Autoriteti i Aviacionit Civil i cili mban rekordet e tij Mjekësore (Part MED.A.030 dhe FCL.015). **Nëse Rekordet tuaja mjekësore nuk mbahen nga Autoriteti i Aviacionit Civil Shqiptar, aplikimi juaj do të refuzohet.**

NOTE 2: Minister Order No.178, date 20.12.2023, as amended, transposing Commission Regulation (EU) No. 1178/2011 (as amended), requires that an individual has all of their licences administered by the National Aviation Authority that holds their medical records (Part MED.A.030 and FCL.015). **If your medical records are not held by the AAC, your application will be rejected.**

Ju lutem plotësoni me **SHKRIM KAPITAL** mbasi të lexoni shënimet udhëzuese bashkëlidhur kësaj forme.

Please complete the form in **BLOCK CAPITALS** having read the guidance notes attached to this form.

1. TË DHËNAT PERSONALE TE APLIKANTIT APPLICANT'S PERSONAL DETAILS	Të plotësohet nga aplikanti To be completed by the applicant
Mbiemër Surname	Emri Name
Titulli Title	Dita e lindjes Date of Birth (dd/mm/yyyy)
Kombësia/ Nationality	Vendi i lindjes Place of Birth
Adresa Permanent address	
Kodi postar/ Post code	Kontakt/Contact Nr.Tel./Tel. No:
Adresa e korespondencës/ Address for correspondence	Celular/Mobile Nr.Tel./Tel. No:
Kodi postar/ Post code	E-mail:

2. DETAJE TË LICENSES/LICENSAVE EKZISTUESE TË PILOTIT DETAILS OF APPLICATION	Të plotësohet nga aplikanti To be completed by the applicant
Aplikoj për lëshimin e një licence pilot sipas Pjesës-FCL, siç tregohet më poshtë: I am applying for the issue of a pilot licence according to Part-FCL, as indicated below:	
<input type="checkbox"/> ATPL(A) (ICAO Conversion) <input type="checkbox"/> ATPL(A) (Part-FCL)	TR(MPA)

3. DETAJE TË LICENSES/LICENSAVE EKZISTUESE TË PILOTIT DETAILS OF EXISTING FLIGHT CREW LICENCE(S) HELD	Të plotësohet nga aplikanti To be completed by the applicant			
Shteti i Lëshimit State of Issue	Tipi i licensës Type of Licence	Kategoria e Licensës Category of Licence	Nr. i Licensës Licence No.	Data e skadencës Expiry Date

**4. CERTIFIKATA MJEKSORE
MEDICAL CERTIFICATE**

Të plotësohet nga aplikanti
To be completed by the applicant

Shteti i Lëshimit <i>State of Issue</i>	Klasa <i>Class</i>	Data e ekzaminimit <i>Date of examination</i>	Data e skadencës së <i>Expiry Date</i>	Emri i AME <i>AME Name</i>	AME Nr. <i>AME No.</i>	Limitimeve <i>Limitations</i>

**5. TESTIMI I NJOHURIVE TEORIKE
THEORETICAL KNOWLEDGE EXAMINATIONS**

Të plotësohet nga aplikanti
To be completed by the applicant

Niveli i ekzaminimeve të kaluara <i>Level of examinations passed (e.g. ATPL(A))</i>	Shteti anëtar nën të cilin janë kaluar provimet <i>Member State under whose authority exams were passed</i>	Data e kalimit me sukses të provimit <i>Date of final examination pass</i>	Data e skadencës të kalimit të Provimit <i>Expiry date of examination pass</i>

**6. AFTËSIA E GJUHES ANGLEZE
ENGLISH LANGUAGE PROFICIENCY (ELP)**

Të plotësohet nga aplikanti
To be completed by the applicant

Data e vlerësimit të ELP <i>Date of ELP Assessment</i>	Niveli i arritur <i>Level achieved</i>	Emri i Ekzaminuesit <i>Name of Examiner</i>	Numri i Ekzaminuesit <i>Examiner Number</i>

**7. DEKLARATË APLIKANTI
APPLICANT'S DECLARATION**

Të plotësohet nga aplikanti
To be completed by the applicant

Unë deklaroj se:

- Unë nuk mbaj një licencë Pjesa-FCL të lëshuar nga një shtet tjetër Anëtar i EASA-s;
- Unë nuk kam aplikuar për një licencë PJESA-FCL të ekuipazhit të fluturimit në një shtet tjetër anëtar;
- Unë kurrë nuk kam mbajtur një licencë të ekuipazhit të fluturimit, lëshuar nga një tjetër Shtet Anëtar, i cila është revokuar apo pezulluar.

Unë deklaroj se informacionet e dhëna në këtë formular janë të vërteta dhe të sakta për më të mirën e njohurive dhe besimit tim.

I hereby declare that:

- I do not hold a Part-FCL licence issued by another EASA Member State;*
- I have not applied for a Part-FCL flight crew licence in another Member State;*
- I have never held a flight crew licence, issued another Member State, which was revoked or suspended.*

I further declare that the information given in this form is true and correct to the best of my knowledge and belief.

Firma e Aplikantit:
Signature of Applicant:

8. PARAKUSHTET DHE PËRVOJA
PREREQUISITES AND EXPERIENCE

Të plotësohet nga aplikanti
To be completed by the applicant

FLIGHT EXPERIENCE ON AEROPLANES		Completed	Part-FCL Minimum	
1 Total flight time as pilot on aeroplanes			1500 hours	
2 Total FSTD time:			Max 100 ur / hrs FSTD Max 25 ur / hrs on FNPT II	
3 Flight time in multi-pilot operations on aeroplanes (MPO)			500 hours	
4 PICUS / PIC total flight time:			Ver 1: Min. PIC 250 hrs Ver 2: Min PICUS 500 hrs Ver 3: Min PIC/PICUS. 250 hrs	
4a Flight time as pilot-in-command (PIC)				
4b Flight time or PICUS				
5 Hours of cross-country flight time (min. 100 hours shall be as PIC or PICUS)			200 hours	
6 Hours of instrument time:			75 hours	
7 Hours of night flight time			100 hours	
CREDITING OF FLIGHT TIME ON OTHER AIRCRAFT CATEGORIES		Total hours of PIC	Hours credited	Part-FCL Maximum
Koha totale e fluturimit si PIC në Helikopterë / Total Flight time as PIC on Helicopters				50% of total flight time
Koha totale e fluturimit si PIC në Planorë / Total Flight time as PIC on Sailplanes				30 hours
Koha totale e fluturimit si PIC në TMG / Total Flight time as PIC on TMG				30 hours
		Koha Totale e Fluturimit / Total Flight Time	Hours completed	Part-FCL Minimum
				1500 hours

9. KONFIRMIMI I PLOTËSIMIT TË PARAKUSHTEVE
CONFIRMATION OF PREREQUISITES COMPLETION

Të plotësohet nga ekzaminuesit të fluturimit
To be completed by the Flight Examiner

Unë deklaroj që (emri) / I certify that (name):

[Click or tap here to enter text.](#)

Unë vërtetoj se kandidati i përmendur më sipër ka plotësuar parakushtet dhe kërkesat në përputhje me Nën-pjesën F të Aneksit I (Pjesa-FCL) UM Nr.178/2023.të ndryshuar, për dhënien e Licencës së Pilotit të Transportit Ajror (Aeroplan). Për të konfirmuar se libri i fluturimit të pilotit dhe certifikatat e tjera përkatëse janë shqyrtuar.

Me anë të kësaj konfirmoj se kërkesat para kryerjes së provës së aftësisë ATPL(A) janë plotësuar.

I certify that above named candidate has met the pre-requisite and requirements in accordance with Subpart F of Annex I (Part-FCL) of Regulation (EU) 1178/2011 as amended for the grant of Airline Transport Pilot Licence (Aeroplane). In order to confirm that the pilot logbook and other relevant certificates were examined.

I hereby confirm that requirements before conduct of ATPL(A) Skill test are met.

Emri i ekzaminuesit të fluturimit:

Name of Flight examiner

Firma, date :

Signature, date:

Part 2 – RAPORI I EKZAMINUESIT PËR TESTIN E AFTËSISË / SKILL TEST REPORT FORM

**1 DEKLARIME PËR EKZAMINUESIT
 DECLARATION OF EXAMINER**

Të plotësohet nga ekzaminuesit të fluturimit
 To be completed by the Flight Examiner

Unë vërtetoj se, në bazë të FCL.1030(a)(2), kam shqyrtuar ditarin(ët) e fluturimit të pilotit të: /
I certify that I have, on the basis of FCL.1030(a)(2), examined the pilot logbook(s) of:

Click or tap here to enter text.

dhe se shënimet që përfshihen aty përbushin, tërësisht, kriteret e kualifikimit, trajnimit dhe eksperiencës në për lëshimin fillestar të një Licenca e Pilotit të Transportit Ajror (Aeroplan). Unë e kam bërë aplikantin të vetëdijshëm për pasojat e një informacioni jo të plotë, të pasaktë ose të rremë në lidhje me trajnimin dhe përvojën e fluturimit..

and that the entries contained therein meet, in full, the qualification and experience requirements for the initial issue of a Part- FCL Airline Transport Pilot Licence (Aeroplane). I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.

**2 DETAJE TË FLUTURIMIT
 DETAILS OF FLIGHT(S)**

Të plotësohet nga ekzaminuesit të fluturimit
 To be completed by the Flight Examiner

Date:	Aircraft type/model:	Registration (FSTD):
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Departure aerodrome:	Destination aerodrome:	Block off time:	Block on time:	No. of landings:	Flight time:

Candidate's role:	Type of operation:	Number of engines:	Type of RNP approach
<input type="checkbox"/> PIC	<input type="checkbox"/> MP	<input type="checkbox"/> ME	<input type="checkbox"/> LNAV (2D) <input type="checkbox"/> LNAV/VNAV (3D)
<input type="checkbox"/> Co-pilot	<input type="checkbox"/> SP	<input type="checkbox"/> SE	<input type="checkbox"/> LP (2D) <input type="checkbox"/> LPV (3D)

In case of FSTD is not available and accessible
I hereby confirm that: <input type="checkbox"/> FSTD is not available <input type="checkbox"/> FSTD is not accessible due to:
In addition, I confirm that conduct of test or check including mitigation measures, were agreed with ACAA: <input type="checkbox"/> YES <input type="checkbox"/> NO

3 **REZULTATI I TESTIT TË AFTËSIVE**
RESULT OF TEST

Të plotësohet nga ekzaminuesit të fluturimit
To be completed by the Flight Examiner

Përshkrimi i përmbajtjes së testit të aftësive (intinerari, ushtrimet kryesore, vërejtjet) / Description of skill test content (route, main exercises, remarks):

Rezultati i testit të aftësive:

Result of test:

☐

PASS

☐

PARTIAL PASS

☐

FAIL

Vërejtje ose arsye për testin apo kontrollin e Dështuar: / Remarks or reasons for FAILED test or check:

E mri i ekzaminuesit të fluturimit:

Name of Flight examiner:

Firma e ekzaminuesit:

Signature of Flight Examiner:

Numri i Licencës së Ekzaminuesit:

Examiner's Licence Number:

Emri i aplikantit:

Name of Applicant:

Firma e Aplikantit:

Signature of Applicant:

Numri i Licencës së Kandidatit:

Candidate's Licence Number

**4 TEST I AFTËSIVE
SKILL TEST**

Të plotësohet nga ekzaminuesit të fluturimit
To be completed by the Flight Examiner

APPENDIX 9 MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Chkd in FFS A	Attempt 1 2		Examiners initials when test completed	
SECTION 1: FLIGHT PREPARATION								
1.1	Performance calculation	OTD P						
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P					
1.3	Cockpit inspection	P>	>					
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P>	>		M			
1.5	Taxiing in compliance with air traffic control or instructions of instructor	P>	>					
1.6	Before take-off checks	P>	>		M			
SECTION 2: TAKE-OFFS								
2.1	Normal take-offs with different flap settings, including expedited take-off	P>	>					
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P>	>					
2.3	Crosswind take-off	P>	>					
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P>	>					
2.5	Take-offs with simulated engine failure:							<input type="checkbox"/> SPO
2.5.1*	- shortly after reaching V2	P>	>					
(In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)								
2.5.2*	- between V1 and V2	P	X		M FFS only			
2.6	Rejected take-off at a reasonable speed before reaching V1	P>	>		M			
SECTION 3: FLIGHT MANOEUVRES AND PROCEDURES								
3.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P>	>					
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P>	>					
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P>	>					

APPENDIX 9 MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Chkd in FFS A	Attempt 1 2		Examiners initials when test completed
3.1.3	Turns with and without spoilers	P>	>					
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P>	>					
3.2	Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P>	> <small>>X An aircraft may not be used for this exercise</small>		FFS only			
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P>	>					
3.4	Normal and abnormal operations of following systems:				M			A MANDATORY MINIMUM OF 3 ABNORMAL SHALL BE SELECTED FROM 3.4.0 TO 3.4.14 INCLUSIVE
3.4.0	Engine (if necessary propeller)	OTD P>	>					
3.4.1	Pressurisation and air-conditioning	OTD P>	>					
3.4.2	Pitot/static system	OTD P>	>					
3.4.3	Fuel system	OTD P>	>					
3.4.4	Electrical system	OTD P>	>					
3.4.5	Hydraulic system	OTD P>	>					
3.4.6	Flight control and Trim system	OTD P>	>					
3.4.7	Anti-icing/de-icing system, Glare shield heating	OTD P>	>					
3.4.8	Autopilot/Flight director	OTD P>			M Single pilot only			
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P>						
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P>						
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P>						
3.4.12	Landing gear and brake	OTD P>	>					
3.4.13	Slat and flap system	OTD	>					
3.4.14	Auxiliary power unit (APU)	OTD P>	>					

APPENDIX 9 MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Chkd in FFS A	Attempt 1 2		Examiners initials when test completed
3.5	Intentionally left blank							
3.6	Abnormal and emergency procedures				M			A MANDATORY MINIMUM OF 3 ITEMS SHALL BE SELECTED FROM 3.6.1 TO 3.6.9 INCLUSIVE
3.6.1	Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P>	>					
3.6.2	Smoke control and removal	P>	>					
3.6.3	Engine failures, shutdown and restart at a safe height	P>	>					
3.6.4	Fuel dumping (simulated)	P>	>					
3.6.5	Wind shear at take-off/landing	P	X		FFS only			
3.6.6	Simulated cabin pressure failure/emergency descent	P>	>					
3.6.7	Incapacitation of flight crew member	P>	>					
3.6.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual (AFM)	P>	>					
3.6.9	TCAS event	OTD P>	An aeroplane shall not be used		FFS only			
3.7	Upset recovery training							
3.7.1	Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration.	P FFS qualified for the training task only	X An aero- plane shall not be used for this exercise					
3.7.2	The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aero- plane shall not be used for this exercise		FFS only			
3.8	Instrument flight procedures							
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P>	>		M			
3.8.2*	Holding procedures	P>	>					
3.8.3*	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure							

APPENDIX 9 MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROFICIENCY CHECK		
Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Chkd in FFS A	Attempt 1 2	Examiners initials when test completed

Note:

According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in case of such AFM limitation).

3.8.3.1*	Manually, without flight director	P>	>		M Skill test only			
3.8.3.2*	Manually, with flight director	P>	>					
3.8.3.3*	With autopilot	P>	>					
3.8.3.4*	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 feet above aerodrome level until touchdown or through the complete missed approach procedure. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the nonprecision approach as described in 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however not later than reaching a minimum descent height/altitude (MDH/A) of 500 feet above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.8.3.4.	P>	>		M			
3.8.4*	2D operations down to the MDH/A	P>	>		M			
3.8.5	Circling approach under following conditions: (a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by (b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude. Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.	P>	>					
3.8.6	Visual approaches	P>	>					

SECTION 4: MISSED APPROACH PROCEDURES

4.1	Go-around with all engines operating* during a 3D operation on reaching decision height	P>	>					
4.2	Go-around with all engines operating* from various stages during an instrument approach	P>	>					
4.3	Other missed approach procedures	P>	>					
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P>	>		M			
4.5	Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P>	>					

APPENDIX 9 MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Chkd in FFS A	Attempt		Examiners initials when test completed	
					1	2		
SECTION 5: LANDINGS								
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P						
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P>	An aircraft may not be used for this exercise		FFS only			
5.3	Crosswind landings (aircraft, if practicable)	P>	>					
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P>	>					
5.5	Landing with critical engine simulated inoperative	P>	>		M			
5.6	Landing with two engines inoperative: - aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM; - aeroplanes with 4 engines: 2 engines at one side	P	X		M FFS only (skill test only)			

General remarks:

To establish or maintain PBN privileges one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

In the case of single-pilot high-performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 have to be completed in addition as single-pilot.

CONTENTS OF THE SKILL TEST

Unless otherwise determined in the operational suitability data established in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 (OSD), the syllabus of flight instruction, the skill test and the proficiency check shall comply with this Appendix. The syllabus, skill test and proficiency check may be reduced to give credit for previous experience on similar aircraft types, as determined in the OSD.

The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aircraft extending to the duties of a PIC, irrespective of whether the applicants act as PF or PM:

- (a) managing crew cooperation;
- (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
- (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

In the case of multi-pilot and single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing five or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again.

FLIGHT TEST TOLERANCE

Applicants shall demonstrate the ability to:

- (a) operate the aeroplane within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
- (g) communicate effectively with the other crew members, if applicable.

The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height	
Generally	± 100 ft
Starting a go-around at decision height/altitude	+ 50 ft/- 0 ft
Minimum descent height/MAPt/altitude	+ 50 ft/- 0 ft
Tracking	
On radio aids	±5°
For 'angular' deviations	Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) 'linear' lateral deviations	cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than - 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.
Heading	
all engines operating	± 5°
with simulated engine failure	± 10°
Speed	
all engines operating	± 5 knots
with simulated engine failure	+ 10 knots/- 5 knots (ii) all other flight regimes ± 15 knots

SHTOJCAT / ATTACHMENTS

Dërgoni formularin tuaj të plotësuar në / *Send your completed form to:*

Autoriteti i Aviacionit Civil, Drejtoria e Trajnimeve dhe Licensimit, Sektori i Licencimit të Personelit, Rr. Sulejman Delvina, pranë Parkut të Delegacioneve.

Ju lutemi bashkangjitni në vijim / *Please attach the following:*

☐ **Të gjithë librat e fluturimit të Pilotit**

All pilot logbooks

☐ **Kopje të vlefshme të Certifikatës Mjeksores Part-MED klasi 1**

Copy of your valid Part-MED 1 Medical Certificate

☐ **Kopje të Pasaportës ose Kartës kombëtare të Identitetit si evidence të identitetit**

Copy of your Passport or National Identity card as evidence of identity

☐ **Kopje të rezultateve tuaja të provimeve teorike**

Copy of your theoretical knowledge examination results

☐ **Fatura e pagesës**

Completed payment

Nëse është e Aplikueshme / If Applicable:

- Kopje përkatëse të licensave kualifikimeve të ekuipazhit fluturues dhe certificateve të vlefshme mjeksores (nëse kërkohet kredit për seksionin 7 për **experience fluturuese në një kategori të ndryshme nga Aeroplan**).
Copy of relevant flight crew licence(s) / qualification(s) and validating medical certificate(s) (if claiming credit in for flight experience in an aircraft category other than Aeroplanes).
- Niveli i vlerësimit të gjuhës Angleze nga ICAO niveli IV.
English Language Proficiency ICAO level IV.
- Kopje të licenses së Pilotit për ekzaminuesin e Fluturimit si edhe Autorizimin e Ekzaminuesit (nëse **skill test ose testi i Aftësisë është kryer me ekzaminues jo të certifikuar nga AAC Shqiptare**).
Copy of the Flight Examiner's flight crew licence and examiner certificate (if skill test was completed with a non-AAC certificated Examiner).
- Kopje të certifikatës së Kualifikimit të FSTD.
Copy of the FSTD Qualification Certificate.

Ju lutem vini re se pamundësia ose dështimi për të paraqitur të gjithë dokumentacionin e kërkuar mund të rezultojë në një një kthim të aplikimit tuaj.

Please note that failure to submit all required documentation may result in the return of your application.