CAAM PART 66 – AIRCRAFT TYPE PRACTICAL TRAINING

AIRCRAFT MAINTENANCE LICENCE'S LOGBOOK

Foreword

This logbook in its current format is the preferred means of recording aircraft type practical training tasks and assessment in order to support an application to the Civil Aviation Authority of Malaysia (CAAM) for the variation of an Aircraft Maintenance Licence (AML).

The format and layout of the logbook will enable a methodical and progressive recording of personal data and type practical training by the user, thereby enabling a quicker and more accurate assessment of the user's technical knowledge and experience by CAAM, employer or assessor.

The logbook has been produced in loose-leaf form so that additional pages may be inserted selectively as and when required, in order to accommodate progressive recording of, and to enable removal of pages containing information, which may be considered redundant or surplus to the user's current needs. The additional pages shall be inserted in progressive sequence for each ATA that require additional practical training tasks.

Used correctly, this logbook should serve as a compact and portable reference document, which would hold a concise history of the holder's training, experience, qualification and employment record, together with a facility to record type practical training tasks and assessment as may be required for the purpose of applying to the CAAM for the variation of an AML.

The design and content of this logbook have been derived from current regulatory requirements. However, please note that completion of this logbook does not preclude the need to produce original documents, such as employment testimonials, training certificates or certified true copies of the same, where these may be required.

The aircraft type practical training logbook developed by Maintenance Training Organisation (MTO) shall at least meet the standard and format published in this logbook.

CONTENTS

Section 1.1 Instructions for use

General Information

This logbook has been developed by the CAAM - Civil Aviation Authority of Malaysia in its current format as the preferred means of recording aircraft type training task's in order to support an application to the CAAM to endorse a new aircraft type in aircraft maintenance licence.

All entries in this logbook shall be made in ink. Dates entered shall follow the format DD/MM/YY.
Each page shall be identified by the logbook owner's name and signature.

When used in support of an application for a licence, any false entry in the logbook will constitute an offence under the legislation currently in force.

Logbook Usage

The usage of this logbook is preferrable, but where a logbook is submitted in support of an application to endorse a new aircraft type in aircraft maintenance licence it will enable the CAAM to process the application more efficiently and reduce the handling time for the application. A general reference to the logbook contents as it applies to the application will continue to be required on the application form, but the logbook, provided that it has been maintained clearly and accurately and is relevant to the application, will be accepted in lieu of detailed worksheets. CAAM reserves the right to request supporting information when further clarification becomes necessary. The logbook may be used to support the applications.

Completion of the logbook

Entries in the logbook are made by 3 categories of persons:

1 The Logbook Holder

It is the responsibility of the logbook holder to record the tasks, qualifications and experience as necessary and overall to maintain the logbook in a clear and accurate manner. It is important to note that engineers may not certify their own entries. However, certain pages require the name and signatureof the logbook holder. This is primarily for traceability and identification purposes, particularly when logbook pages are separated from the logbook and used in isolation.

2 The Validator/Practical Instructor

(Section 2.1 – Aircraft Type Practical Tasks Training)

The Validator may be any one of the following:

a) An appropriately qualified CAAM Part-147 training instructor authorised by the organisation under the terms of its approval to conduct practical training.

b) An appropriately qualified licensed aircraft maintenance engineer employed by a CAAM Part 145 maintenance organisation and authorised to conduct practical training.

c) An appropriately qualified licensed aircraft maintenance engineer employed by a CAAM Part M Subpart F maintenance organization and authorised to conduct practical training.

The validator/practical instructor shall validate the work carried out by the logbook holder under his/her supervision and in accordance with appropriate technical documentation and confirm the required entries by appending his/her name, signature and licence number and/or authorisation number in the appropriate column.

3 The Assessor
(Section 3.1 – Assessment)

The Assessor may be any one of the following:

a) An appropriately qualified CAAM Part-147 training instructor or person appropriately qualified and authorised by the organisation under the terms of its approval to carry out the assessment.

b) An appropriately qualified licensed aircraft maintenance engineer employed by a CAAM Part 145 maintenance organisation and authorised by the CAAM Part 145 approval organisation.

c) An appropriately qualified licensed aircraft maintenance engineer employed by a CAAM Part M Subpart F maintenance organisation and authorized by the CAAM Part M Subpart F maintenance approval organisation.

When confirming entries, assessors shall sign and print their names, and also quote their position within the organisation on behalf of which the assessment has been carried out.

Section 1.2 Personal Data

This section contains

1 Provision for recording the logbook owner's name, nationality, date of birth, licence number and address.

2 Provision for recording personal training. The training record must be a record of completion for the type training attended by the applicant.

Section 1.4 Employment Record

This section has been provided for recording the logbook owner's employment history. Employment record entries should be confirmed by a post holder of the employer's organisation holding the appropriate authority.

Section 2.1 Aircraft Type Practical Training

Aircraft type training shall consist of theoretical training and examination, and, except for the category C ratings, practical training and assessment.

(a) Practical training and assessment shall comply with the following requirements:

(i) Shall be conducted by a maintenance training organisation appropriately approved in accordance with CAD 1821 (Part-147) or, when conducted by OEM subjected to a validation of training to determine that such type training meets the intent of Appendix 3 of CAD 1801, or when conducted by other organisations, as directly approved by CAAM.

(ii) Except as permitted by the differences training described in paragraph 1.1 (c) of Appendix 3 of CAD 1801, the training shall comply with:

A) the relevant elements defined in the standard described in paragraph 3.2 (practical element) of Appendix 3 of CAD 1801, and

B) the type training assessment standard described in paragraph 4.2 of Appendix 3 of CAD 1801.

(iii) Shall include a representative cross section of maintenance activities relevant to the aircraft type.

(iv) Shall include demonstrations using equipment, components, simulators, other training devices or aircraft.

(v) Shall have been started and completed within the 3 years preceding the application for a type rating endorsement.

Section 2.2 Practical Elements

(a) Objective:

The objective of practical training is to gain the required competence in performing safe maintenance, inspections, and routine work according to the maintenance manual and other relevant instructions and tasks as appropriate for the type of aircraft, for

example troubleshooting, repairs, adjustments, replacements, rigging and functional checks. It includes the awareness of the use of all technical literature and documentation for the aircraft, the use of specialist/special tooling and test equipment for performing removal and replacement of components and modules unique to type, including any on-wing maintenance activity.

(b) Practical element of the aircraft type training

i. The practical training may include instruction in a classroom or in simulators but part of the practical training should be conducted in a real maintenance or manufacturer environment.

ii. The tasks should be selected because of their frequency, complexity, variety, safety, criticality, novelty, etc. The selected tasks should cover all the chapters described in the table contained in Appendix 3 to CAD 1801.

iii. The duration of the practical training should ensure that the content of training required by Appendix 3 to CAD 1801 is completed.

Nevertheless, for aeroplanes with a MTOM equal or above 30 000 kg, the duration for the practical element of a type rating training course should not be less than two weeks unless a shorter duration meeting the objectives of the training and taking into account pedagogical aspects (maximum duration per day) is justified to the CAAM.

The following activities are considered relevant for practical elements:

Servicing;

Inspection;

Operational and Functional Testing;

Releasing aircraft to service.

Troubleshooting;

Repairing;

Modifying;

Changing Component;

Supervising these activities;

Section 3.1 Assessment

The assessor must perform the final evaluation of the knowledge, skills and attitude of the trainee following the practical element of the type training.

(a) Objective:

The objective of the assessment is to evaluate whether the candidate has gained the required competence in performing safe maintenance, inspections, and routine work according to the aircraft documentation and other relevant instructions and tasks as appropriate for the type of aircraft. The practical assessment addresses the practical portion of any type training. The practical assessor shall utilise Section 3 and may countersigned the task or group of tasks that are considered relevant in Section 2.2.

(b) Assessment:

The assessment shall be performed by appropriately qualified assessors. It means that the assessors should demonstrate training and experience on the assessment process being undertaken and be authorised to do so by the organisation. The assessment may be:

i. diagnostic (prior to a course),
ii. performed as a group of tasks
iii. formative
iv. partly executed on simulation devices
v. summative (partial or final evaluation)
vi. performed task-by-task
vii. performed as a final assessment

Section 1.2 Personal Data

Title:	**Forename(s):**
Surname:	**Date of Birth:**
Nationality:	**Licence No:**
Permanent Address:	
Post Code:	**(Record changes of address overleaf)**
Logbook 's Name: ..... Signature:	

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Section 1.3 Record of Aircraft Type Training

Phases of Theoretical Training and Practical Training Completed	Theoretical (T)/ or Practical (P)	Training Organisation/ Practical Training organisation	Date		Result
			From	To	

Logbook Holder's Name: ..... Signature: .....

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Section 1.4 Employment Record

Employer:		
From:	**To:**	**Position in Company:**
Nature of Duties:		

Section 2.1 Aircraft Type Practical Training

CAD 1801 Appendix 3 – Type Training

Content:

At least 50 % of the crossed items in the table below, which are relevant to the particular aircraft type, shall be completed as part of the practical training.

Note*: Representative Mix of at least 50 % of the crossed items*. (50% of LOC, 50% of FOT, 50% of SGH, 50% of R/I, 50% of MEL, 50% of TS)

Tasks crossed represent subjects that are important for practical training purposes to ensure that the operation, function, installation and safety significance of key maintenance tasks are adequately addressed; particularly where these cannot be fully explained by theoretical training alone. Although the list details the minimum practical training subjects, other items may be added where applicable to the particular aircraft type.

Tasks to be completed shall be representative of the aircraft and systems both in complexity and in the technical input required to complete that task. While relatively simple tasks may be included, other more complex tasks shall also be incorporated and undertaken as appropriate to the aircraft type.

Glossary of the table: LOC: Location; FOT: Functional/Operational Test; SGH: Service and Ground Handling; R/I: Removal/Installation; MEL: Minimum Equipment List; TS: Trouble Shooting.

Chapters		B1/B2	B1					B2				
		LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
Introduction Module:												
5	Time limits/ maintenance checks	X/X	—	—	—	—	—	—	—	—	—	—
6	Dimensions/ Areas (MTOM, etc)	X/X	—	—	—	—	—	—	—	—	—	—
7	Lifting and Shoring	X/X	—	—	—	—	—	—	—	—	—	—
8	Levelling and weighing	X/X	—	X	—	—	—	—	X	—	—	—
9	Towing and taxiing	X/X	—	X	—	—	—	—	X	—	—	—
10	Parking/ mooring, Storing and Return to Service	X/X	—	X	—	—	—	—	X	—	—	—
11	Placards and Markings	X/X	—	—	—	—	—	—	—	—	—	—
12	Servicing	X/X	—	X	—	—	—	—	X	—	—	—
20	Standard practices — only type particular	X/X	—	X	—	—	—	—	X	—	—	—
Helicopters:												
18	Vibration and Noise Analysis (Blade tracking)	X/—	—	—	—	—	X	—	—	—	—	—
60	Standard Practices Rotor — only type specific	X/X	—	X	—	—	—	—	X	—	—	—
62	Rotors	X/—	—	X	X	—	X	—	—	—	—	—
62A	Rotors — Monitoring and indicating	X/X	X	X	X	X	X	—	—	X	—	X
63	Rotor Drives	X/—	X	—	—	—	X	—	—	—	—	—

Chapters		B1/B2	B1					B2				
		LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
63A	Rotor Drives - Monitoring and indicating	X/X	X	—	X	X	X	—	—	X	—	X
64	Tail Rotor	X/—	—	X	—	—	X	—	—	—	—	—
64A	Tail rotor — Monitoring and indicating	X/X	X	—	X	X	X	—	—	X	—	X
65	Tail Rotor Drive	X/—	X	—	—	—	X	—	—	—	—	—
65A	Tail Rotor Drive — Monitoring and indicating	X/X	X	—	X	X	X	—	—	X	—	X
66	Folding Blades/Pylon	X/—	X	X	—	—	X	—	—	—	—	—
67	Rotors Flight Control	X/—	X	X	—	X	X	—	—	—	—	—
25	Emergency Flotation Equipment	X/X	X	X	X	X	X	X	X	—	—	—
53	Airframe Structure (Helicopter) Note: covered under Airframe structures											
Airframe structures:												
51	Standard Practices and Structures (damage classification, assessment and repair)											
53	Fuselage	X/—	—	—	—	—	X	—	—	—	—	—
54	Nacelles/Pylons	X/—	—	—	—	—	—	—	—	—	—	—
55	Stabilisers	X/—	—	—	—	—	—	—	—	—	—	—
56	Windows	X/—	—	—	—	—	X	—	—	—	—	—
57	Wings	X/—	—	—	—	—	—	—	—	—	—	—
27A	Flight Control Surfaces	X/—	—	—	—	—	X	—	—	—	—	—

Chapters		B1/B2	B1					B2				
		LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
52	Doors	X/X	X	X	—	—	—	—	X	—	—	—
Airframe systems:												
21	Air Conditioning	X/X	X	X	—	X	X	X	X	—	X	X
21A	Air Supply	X/X	X	—	—	—	—	X	—	—	—	—
21B	Pressurisation	X/X	X	—	—	X	X	X	—	—	X	X
21C	Safety and warning Devices	X/X	—	X	—	—	—	—	X	—	—	—
22	Autoflight	X/X	—	—	—	X	—	X	X	X	X	X
23	Communications	X/X	—	X	—	X	—	X	X	X	X	X
24	Electrical Power	X/X	X	X	X	X	X	X	X	X	X	X
25	Equipment and Furnishings	X/X	X	X	X	—	—	X	X	X	—	—
25A	Electronic equipment including emergency equipment	X/X	X	X	X	—	—	X	X	X	—	—
26	Fire Protection	X/X	X	X	X	X	X	X	X	X	X	X
27	Flight Controls	X/X	X	X	X	X	X	X	—	—	—	—
27A	Sys. Operation: Electrical/ Fly-by-Wire	X/X	X	X	X	X	—	X	—	X	X	X
28	Fuel Systems	X/X	X	X	X	X	X	X	X	—	X	—
28A	Fuel Systems — Monitoring and indicating	X/X	X	—	—	—	—	X	—	X	—	X
29	Hydraulic Power	X/X	X	X	X	X	X	X	X	—	X	—
29A	Hydraulic Power — Monitoring and indicating	X/X	X	—	X	X	X	X	—	X	X	X
30	Ice and Rain Protection	X/X	X	X	X	X	X	X	X	X	X	X

Chapters		B1/B2	B1					B2					
		LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
31	Indicating/Recording Systems	X/X	X	X	X	X	X	X	X	X	X	X
31A	Instrument Systems	X/X	X	X	X	X	X	X	X	X	X	X
32	Landing Gear	X/X	X	X	X	X	X	X	X	X	X	—
32A	Landing Gear — Monitoring and indicating	X/X	X	—	X	X	X	X	—	X	X	X
33	Lights	X/X	X	X	X	X	—	X	X	X	X	—
34	Navigation	X/X	—	X	—	X	—	X	X	X	X	X
35	Oxygen	X/—	X	X	X	—	—	X	X	—	—	—
36	Pneumatic	X/—	X	—	X	X	X	X	—	X	X	X
36A	Pneumatic — Monitoring and indicating	X/X	X	X	X	X	X	X	X	X	X	X
37	Vacuum	X/—	X	—	X	X	X	—	—	—	—	—
38	Water/Waste	X/—	X	X	—	—	—	X	X	—	—	—
41	Water Ballast	X/—	—	—	—	—	—	—	—	—	—	—
42	Integrated modular avionics	X/X	—	—	—	—	—	X	X	X	X	X
44	Cabin Systems	X/X	—	—	—	—	—	X	X	X	X	X
45	On-Board Maintenance System (or covered in 31)	X/X	X	X	X	X	X	X	X	X	X	X
46	Information Systems	X/X	—	—	—	—	—	X	—	X	X	X
50	Cargo and Accessory Compartments	X/X	—	X	—	—	—	—	—	—	—	—
Turbine/Piston Engine Module:													

Chapters		B1/B2	B1					B2				
		LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
70	Standard Practices — Engines — only type particular	—	—	X	—	—	—	—	X	—	—	—
70A	Constructional arrangement and operation (Installation Inlet, Compressors, Combustion Section, Turbine Section, Bearings and Seals, Lubrication Systems)	X/X	—	—	—	—	—	—	—	—	—	—
Turbine engines:												
70B	Engine Performance	—	—	—	—	—	X	—	—	—	—	—
71	Power Plant	X/—	X	X	—	—	—	—	X	—	—	—
72	Engine Turbine/Turbo Prop/Ducted Fan/ Unducted fan	X/—	—	—	—	—	—	—	—	—	—	—
73	Engine Fuel and Control	X/X	X	—	—	—	—	—	—	—	—	—
73A	FADEC Systems	X/X	X	—	X	X	X	X	—	X	X	X
74	Ignition	X/X	X	—	—	—	—	X	—	—	—	—
75	Air	X/—	—	—	X	—	X	—	—	—	—	—
76	Engine Controls	X/—	X	—	—	—	X	—	—	—	—	—
77	Engine Indicating	X/X	X	—	—	X	X	X	—	—	X	X
78	Exhaust	X/—	X	—	—	X	—	—	—	—	—	—
79	Oil	X/—	—	X	X	—	—	—	—	—	—	—
80	Starting	X/—	X	—	—	X	X	—	—	—	—	—
82	Water Injection	X/—	X	—	—	—	—	—	—	—	—	—

Chapters		B1/B2	B1					B2				
		LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
83	Accessory Gearboxes	X/—	—	X	—	—	—	—	—	—	—	—
84	Propulsion Augmentation	X/—	X	—	—	—	—	—	—	—	—	—
Auxiliary Power Units (APUs)												
49	Auxiliary Power Units (APUs)	X/—	X	X	—	—	X	—	—	—	—	—
Piston Engines:												
70	Standard Practices — Engines — only type particular	—	—	X	—	—	—	—	X	—	—	—
70A	Constructional arrangement and operation (Installation Inlet, Compressors, Combustion Section, Turbine Section, Bearings and Seals, Lubrication Systems)	X/X	—	—	—	—	—	—	—	—	—	—
70B	Engine Performance	—	—	—	—	—	X	—	—	—	—	—
71	Power Plant	X/—	X	X	—	—	—	—	X	—	—	—
73	Engine Fuel and Control	X/X	X	—	—	—	—	—	—	—	—	—
73A	FADEC Systems	X/X	X	—	X	X	X	X	X	X	X	X
74	Ignition	X/X	X	—	—	—	—	X	—	—	—	—
76	Engine Controls	X/ X	X	—	—	—	X	X	—	—	—	X
77	Engine Indicating	X/X	X	—	—	X	X	X	—	—	X	X
78	Exhaust	X/—	X	—	—	X	X	—	—	—	—	—
79	Oil	X/—	—	X	X	—	—	—	—	—	—	—

Chapters		B1/B2	B1					B2				
		LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
80	Starting	X/—	X	—	—	X	X	—	—	—	—	—
81	Turbines	X/—	X	X	X	—	X	—	—	—	—	—
82	Water Injection	X/—	X	—	—	—	—	—	—	—	—	—
83	Accessory Gearbox	X/—	—	X	X	—	—	—	—	—	—	—
84	Propulsion Augmentation	X/—	X	—	—	—	—	—	—	—	—	—
Propellers:												
	Standard Practices — Propeller	—	—	—	X	—	—	—	—	—	—	—
61	Propellers/ Propulsion	X/X	X	X	—	X	X	—	—	—	—	—
61A	Propeller Construction	X/X	—	X	—	—	—	—	—	—	—	—
61B	Propeller Pitch Control	X/—	X	—	X	X	X	—	—	—	—	—
61C	Propeller Synchronising	X/—	X	—	—	—	X	—	—	—	X	—
61D	Propeller Electronic control	X/X	X	X	X	X	X	X	X	X	X	X
61E	Propeller Ice Protection	X/—	X	—	X	X	X	—	—	—	—	—
61F	Propeller Maintenance	X/X	X	X	X	X	X	X	X	X	X	X

Section 2.2 Practical Elements

Logbook Entry (Sample)

Aircraft Type:

.....

(Aircraft/Engine combination)

1. ID	2. ATA CH.	3. SUBJECT	4. TASK TYPE	5. REFERENCE	6. A/C REG	7. START DATE	8. END DATE	9. OPERATION PERFORMED	10. LOGBOOK HOLDER'S SIGNATURE	11. PRACTICAL INSTRUCTOR'S SIGNATURE	12. PRACTICAL ASSESSOR'S SIGNATURE
1.	12	No. 1 Engine Replacement	R/I	A320 AMM 72-00-00 Rev 23 dated 01092021	9M-ABC	01/01/2022	02/01/2022	Participated in carrying out No.1 engine replacement procedure. Logbook/Work package/Job card (if applicable)	R.	NE.	Z.

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Instruction for logbook entry

ID	Option	Description/ Remarks
1. ID	-	Task progressive identification number.
2. ATA CH.	-	ATA Chapter identification.
3. Subject	-	Subject identification.
4. Task type	LOC	Location.
	FOT	Functional / Operational Test.
	SGH	Service and Ground Handling.
	R/I	Removal / Installation.
	MEL	Minimum Equipment List.
	TS	Trouble Shooting.
5. Reference	-	Maintenance data task description and identification number (i.e. AMM ATA-Sub-Task).
6. A/C Reg	-	A/C registration marks. 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.
7. Start Date	-	Date when the specific task is started.
8. End Date	-	Date when the specific task is completed.
9. Operation performed	-	This field is used to provide detailed task carried out as per ID no. 3. (Participated/Assisted/Observed) Precise reference to the aircraft logbook and/or work card / work package shall be entered in this block to retrieve the evidence of the task carried out, if applicable.
10. Logbook Holder's signature	-	Self-explanatory.
11. Practical Instructor's signature	-	Self-explanatory.
12. Practical Assessor's signature	-	Self-explanatory.

Section 2.3 Tasks Performed For Each ATA On Each Task Code (Sample)

Chapters		Min tasks for each ATA	B1/B2	B1					B2					
			LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS	Total Tasks performed on each ATA
e.g.:Propellers:														
60A	Standard Practices — Propeller	5	–	-	-	X	-	-	-	-	-	-	-	5
61	Propellers/Propulsion	5	X/X	X	X	-	X	X	-	-	-	-	-	5
61A	Propeller Construction	5	X/X	-	X	-	-	-	-	-	-	-	-	5
61B	Propeller Pitch Control	5	X/–	X	-	X	X	X	-	-	-	-	-	5
61C	Propeller Synchronising	5	X/–	X	-	-	-	X	-	-	-	X	-	5
61D	Propeller Electronic control	10	X/X	X	X	X	X	X	X	X	X	X	X	10
61E	Propeller Ice Protection	5	X/–	X	-	X	X	X	-	-	-	-	-	5
61F	Propeller Maintenance	10	X/X	X	X	X	X	X	X	X	X	X	X	10

THE VALIDATOR/INSTRUCTOR MUST NOT SIGN AND STAMP THIS SECTION UNLESS ALL ATA TASK COMPLETED EQUAL or EXCEED THE MINIMUMS SHOWN AGAINST EACH ATA CHAPTER	*INSTRUCTOR NAME:*	*DATE:*	*SIGNATURE AND STAMP:*

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Section 3.1 Assessment

ID	ATA	Task type	Task Description and Reference Material	Competent (Y/N)	Logbook Holder's signature	Practical Assessor`s Signature, stamp and date	Practical Assessor's comments or Remarks

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Section 3.2 Elements of the assessment

Assessor to initial/stamp each block as applicable reference the above tasks (as applicable)			
The Candidate:	**Assessment 1**	**Assessment 2**	**Assessment 3**
Reads available reports and observes associated indications			
Interprets report correctly			
Consults the MEL reference			
Correctly interprets the MEL regarding dispatch of the aircraft			
Finds the correct FIM procedure			
Correctly interprets FIM in relation to the AMM and other related documentation, as required			
Follows the procedure steps, with correct actions			
Takes into account the working environment			
Interprets and follows safety warnings			
Communicates with other team members			
Reacts accordingly with respect to changes during the task			
Analyses consequences on associated systems			
Takes account of the above analyses during their actions			
Restores aircraft back to initial condition			

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Section 3.3 Assessors Signatories and Declaration

Assessors Signatories and Declaration

PRACTICAL ASSESSMENT RECORDS

This is to certify that Ms. / Mrs. / Mr _____ (Student's Name)

1. has completed the practical element of the (aircraft type rating) type training, for a total duration of ___days, as evidenced in the enclosed logbook records.;

2. has been assessed on the following tasks and successfully passed the practical assessment demonstrating appropriate knowledge and skills

3. that all entries made by the logbook holder and instructor reflect the extent of practical skills and maintenance experience necessary for the holder to submit an application for type endorsement in CAAM Part-66 Aircraft Maintenance Licence in the relevant category.

1.	*Assessor's name:*	*Signature:*	*Authorisation No. & Stamp and Licence No.:*	*Date:*
2.	*Assessor's name:*	*Signature:*	*Authorisation No. & Stamp and Licence No.:*	*Date:*
3.	*Assessor's name*	*Signature:*	*Authorisation No. & Stamp and Licence No.:*	*Date:*
4.	*Assessor's name*	*Signature:*	*Authorisation No. & Stamp and Licence No.:*	*Date:*