Lesson in Momook	Abreviation	Exercise Nr.	Task	Detailled exercises	Planned		Actual																		
					Appr./ Land.	Time	Flights No.	Time	Dual	Dual Basic UPRT	SOLO	SPIC VFR	SPIC IFR	PBN	En-route DUAL	En-route PIC/SPIC	IFR	VFRN	T2002	C172	MEP	FNPT	Aircraft Reg. No.	Instructor	Date of flight
PHASE 1				**To prepare student pilot for FIRST SOLO flight**																					
ATPL 1.1 D	1.1	1	Familiarization flight	Pre-flight operations, mass and balance determination, aeroplane inspection and servicing	1	0:30	1	0:30	0:30									0:30	0:30						
ATPL 1.2 D	1.2	2	Effects of flight controls Straight and level	Control of the aeroplane by external visual references	1	1:00	1	1:00	1:00									1:00	1:00						
ATPL 1.3 D	1.3	3	Timely and appropriate intervention Flight path management	Arresting divergence of the aeroplane from intended flight path Steep turns Avoiding spin	1	1:00	1	1:00		1:00								1:00		1:00					
ATPL 1.4 D	1.4	4	Flight path management	Aerodrome and traffick pattern oprations, collision avoidance and precaution Slow flight (including flight at critically low airspeed) High airspeed (including flight at relatively high airspeed)	1	1:00	1	1:00		1:00								1:00		1:00					
ATPL 1.5 D	1.5	5	Traffic circuits flights	Normal take-offs and landings	6	1:00	6	1:00	1:00									1:00	1:00						
ATPL 1.6 D	1.6	6	Application of OEM recommendations during developing upsets Stall events in the following configurations	Nose-high attitudes at various bank angles Nose-low attitudes at various bank angles (including spiral dive) Stalls: -Take-off configuration -Clean configuration -Landing configuration	1	1:00	1	1:00		1:00								1:00		1:00					
ATPL 1.7 D	1.7	7	Traffic circuits flights		6	1:00	6	1:00	1:00									1:00	1:00						
ATPL 1.8 D	1.8	8	Traffic circuits flights Emergencies Piloting skills improvement	Preventing flight at airspeeds inappropriate for the (intended flight) condition Simulated engine failure	3	1:30	3	0:30 1:00	0:30 1:00									1:30		1:30					
ATPL 1.9 D	1.9	9	Flight with crosswind conditions Landing technique		9	1:30	9	1:30	1:30									1:30	1:30						
ATPL 1.10 D	1.10	10	Preparation for the first SOLO Traffic circuit	Emergencies in traffic circuit	6	1:00	6	1:00	1:00									1:00	1:00						
ATPL 1.11 D	1.11	11	Progress check before the first solo flight First traffic circuit solo flight	Checking before first traffic circuit solo flight. At least 3 traffic pattern flights are performed.	4	0:40	3	0:30	0:30									0:30	0:30						
ATPL 1.11 S	1.11						1	0:10			0:10							0:10	0:10						
PHASE 1, TOTAL:					39	**11:10**	0	11:10	7:00	4:00	0:10	0:00	0:00		0:00	0:00	0:00	11:10	6:40	4:30	0:00	0:00	0:00	0:00	0:00
PHASE 2				**preparation for first SOLO enroute flight**																					
ATPL 2.1 D	2.1	12	Improvement of piloting skills Improvement of SOLO flying skills	Normal traffic circuit	6	1:00	3	0:30	0:30									0:30	0:30						
ATPL 2.1 S	2.2						3	0:30			0:30							0:30	0:30						
ATPL 2.2 D	2.1	13	Improvement of piloting skills Improvement of SOLO flying skills	Cross wind take-offs and landings	6	1:00	3	0:30	0:30									0:30	0:30						
ATPL 2.2 S	2.2						3	0:30			0:30							0:30	0:30						
ATPL 2.3 D	2.3	14	Review of airplane performance capabilities	Maximum performance (short field and obstacle clearance) take-offs and short field	12	2:00	3	0:30	0:30									0:30	0:30						
ATPL 2.3 S							9	1:30			1:30							1:30	1:30						
ATPL 2.4 S	2.4	15	SOLO traffic circuit flight practice Improvement of SOLO flying skills		9	1:30	9	1:30			1:30							1:30	1:30						
ATPL 2.5 D	2.5	16	Procedures for leaving and joining traffic pattern	Slow flight; High airspeed Flight by reference solely to instruments,	1	1:00	1	0:40	0:40									0:40	0:40						
								0:20		0:20								0:20		0:20					
ATPL 2.6 D	2.6	17	Intermediate progress check	Flight to training zone and traffic circuits flights. Maneuvers in the training zone. Approach to stall and recovery. Simulated engine failure and forced landing procedures. Short-field approach. Flapless approach. Go-around.	2	0:50	2	0:50	0:50									0:50	0:50						
ATPL 2.7 S	2.7	18	SOLO flight outside traffic circuit area SOLO traffic circuit flight practice		3	1:30	3	1:30			1:30							1:30	1:30						
ATPL 2.8 D	2.8	19	Familiarization enroute flight	Knowledge of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS	1	1:00	1	1:00	1:00									1:00	1:00						
ATPL 2.9 D	2.9	20	Enroute flight	Operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology	1	1:30	1	1:30	1:30									1:30	1:30						
ATPL 2.10 D	2.10	21	Enroute flight with ldg at an intermediate airfield	Aerodrome and traffic pattern operations at different aerodromes	2	2:00	2	2:00	2:00									2:00	2:00						
ATPL 2.11 S	2.11	22	SOLO flight outside traffic circuit area SOLO traffic circuit flight practice		3	1:30	3	1:30			1:30							1:30	1:30						
ATPL 2.12 D	2.12	23	Enroute flights with 2 landings at intermediate aerodromes. Transiting controlled airspace of international aerodrome (CTR)	Dual cross country flying using external visual references, DR and radio navigation aids, diversion procedures; Aerodrome and traffic pattern operations at different aerodromes	3	3:30	3	3:30	3:30									3:30	3:30						
ATPL 2.13 S	2.13	24	SOLO traffic circuit flight practice SOLO flight to improving the joining and leaving the traffic circuit procedures		3	1:30	3	1:30			1:30							1:30	1:30						
ATPL 2.14 S	2.14	25	SOLO traffic circuit flight practice Leaving the traffic circuit procedures		6	1:30	6	1:30			1:30							1:30	1:30						
ATPL 2.15 D	2.15	26	Review of emergency procedures Recovery from Nose HIGH upset at various bank angles; Recovery from	Abnormal and emergency procedures and manouvers, including simulated aeroplane equipment malfunctions	1	1:30	1	0:50	0:50									0:50	0:50						
								0:40		0:40								0:40		0:40					
ATPL 2.16 D	2.16	27	Enroute progress check before the first SOLO enroute flight	Pre-flight planning to be done by student oneself. Flight according navigation plan with full-stop landing at intermediate aerodrome. Approach, landing and departure planning at intermediate aerodrome. Remark: Instructor allows student pilot to take solo enroute flight by writing endorsement to student logbook.	2	2:00	2	2:00	2:00									2:00	2:00						
PHASE 2, TOTAL:						**24:50:00**	61	24:50:00	13:50:00	1:00:00	10:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	24:50:00	23:50:00	1:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
SUB TOTAL						**36:00:00**	61	36:00:00	20:50:00	5:00:00	10:10:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	36:00:00	30:30:00	5:30:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
PHASE 3				**to confirm piloting and navigation skills and perform navigation progress test.**																					
ATPL 3.1 S	3.1	28	First SOLO enroute flight		1	1:30:00	1	1:30:00			1:30:00							1:30:00	1:30:00						
ATPL 3.2 S	3.2	29	SOLO enroute flights	Repetition of exercises from lesson 2.9 of phase 2	1	1:30:00	1	1:30:00			1:30:00							1:30:00	1:30:00						
ATPL 3.3 D	3.3	30	Enroute flight		1	2:00:00	1	2:00:00				2:00:00						2:00:00	2:00:00						
ATPL 3.4 S	3.4	31	SOLO traffic circuit flights SOLO traffic circuit flights	Repetition of exercises from lesson 2.4 of phase 2, traffic circuit.	6	1:00:00	6	1:00:00			1:00:00							1:00:00	1:00:00						

Please check if UPRT will be done in Cessna

ATPL 3.5 D	3.5	32	Long enroute flight with an approach and landing at an intermediate airfield.	Operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology	2	2:30:00	2	2:30:00				2:30:00						2:30:00	2:30:00						
ATPL 3.6 S	3.6	33	Enroute SOLO flight with an approach and landing at an intermediate airfield.		2	2:30:00	2	2:30:00			2:30:00							2:30:00	2:30:00						
ATPL 3.7 D	3.7	34	Enroute flight with an approach and landing at an intermediate airfield.	Repetition of exercises from lesson 2.10. of phase 2 Dual cross country flying using external visual references, DR and radio navigation aids, diversion procedures; Aerodrome and traffic pattern operations at different aerodromes	2	1:30:00	2	1:30:00	1:30:00									1:30:00	1:30:00						
ATPL 3.8 D	3.8	35	Navigation skills improvement. Approach and landing at 2 intermediate airfields. The flight is performed via CTR.		3	3:00:00	3	3:00:00				3:00:00						3:00:00	3:00:00						
ATPL 3.9 D	3.9	36	Application of OEM recommendations during developing upsets Stall events in the following configurations	Repetition of exercises from lesson 1.6. of phase 1. Nose-high attitudes at various bank angles Nose-low attitudes at various bank angles (including spiral dive) Stalls: -Take-off configuration -Clean configuration -Landing configuration	1	1:00	1	1:00		1:00								1:00		1:00					
ATPL 3.10 S	3.10	37	SOLO enroute flight with an approach and landing into an intermediate airfield. The flight is performed via CTR.		2	3:00:00	2	3:00:00			3:00:00							3:00:00	3:00:00						
ATPL 3.11 S	3.11	38	SOLO enroute flights. SOLO enroute flight according to FI instructions. Approach and landing at an intermediate airfield.	Repetition of exercises from lesson 2.16. of phase 2.	2	3:00	2	3:00			3:00							3:00	3:00						
ATPL 3.12 S	3.12	39	SOLO traffic circuit flights SOLO traffic circuit flights	Repetition of exercises from lesson 2.4. of phase 2, traffick circuit.	6	1:00	6	1:00			1:00							1:00	1:00						
ATPL 3.13 S	3.13	40	SOLO enroute flights. SOLO enroute flight according to FI instructions. Approach and landing at an intermediate airfield.	Repetition of exercises from lesson 2.16 of phase 2.	2	3:00:00	2	3:00:00			3:00:00							3:00:00	3:00:00						
ATPL 3.14 D	3.14	41	Enroute flights. Approach and landing at an intermediate airfield. The flight is performed via CTR.	Operations to, from and transiting controlled aerodromes, compliance with ATS procedures, R/T procedures and phraseology	2	3:30:00	2	3:30:00				3:30:00						3:30:00	3:30:00						
ATPL 3.15 S	3.15	42	SOLO enroute flights. Approach and landing at an intermediate airfield. The flight is performed via CTR.		2	3:30:00	2	3:30:00			3:30:00							3:30:00	3:30:00						
ATPL 3.16 S	3.16	43	SOLO enroute flight. Approach and landings at 2 intermediate airfields. Route length at least 300 NM.	Long SOLO enroute flight	3	4:30:00	3	4:30:00			4:30:00							4:30:00	4:30:00						
ATPL 3.17 D	3.17	44	VFR navigation progress test. Flight planning. Navigation by the flight plan. Approaches and landing at 2 intermediate airfields. The flight is performed via CTR.	Completed by an FI not connected with the applicant's training.	3	2:30	3	2:30				2:30						2:30	2:30						
PHASE 3.1 - TOTAL:						**40:30:00**	41	40:30:00	1:30:00	1:00:00	24:30:00	13:30:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	40:30:00	39:30:00	1:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
SUB TOTAL						**76:30:00**	102	76:30:00	22:20:00	6:00:00	34:40:00	13:30:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	76:30:00	70:00:00	6:30:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Night visual flight training program				to confirm piloting and navigation skills and perform navigation progress test.																					
VFRN 1	3.18	45	Review of basic maneuvers when flying by sole reference to instruments.	Repetition of exercises from lesson 8 of phase 1	1	2:00	1	0:30	0:30									0:30	0:30						
VFRN 2	3.19				4		4	0:40	0:40									0:40	0:40						
VFRN 3	3.20		Night traffic circuit flights.		5		5	0:50	0:50									0:50	0:50						
VFRN 4	3.21	46	Night cross-country flight.	Repetition of exercises from lesson 2.8. of phase 2	1	3:00	1	1:00							1:00			1:00	1:00						
VFRN 5	3.22		Night cross-country flight. Progress flight test.		4		4	1:20				1:20						1:20	1:20						
VFRN 6	3.23				2		2	0:40										0:40	0:40						
TOTAL			**(VFRN) PHASE 3.2 => 5h**		0:00:00	**5:00:00**	0:00:00	5:00:00	2:00:00	0:00:00	0:00:00	1:20:00	0:00:00	0:00:00	1:00:00	0:00:00	0:00:00	5:00:00	5:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
SUB TOTAL						**81:30:00**	102	81:30:00	24:20:00	6:00:00	34:40:00	14:50:00	0:00:00	0:00:00	1:00:00	0:00:00	0:00:00	81:30:00	75:00:00	6:30:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Transition training to fly in another type of aircraft of the same class				to prepare a pilot for an independent flight of the same class of another type of airplane.																					
T-1	3.24	47	Familiarization flight to training area		4	1:00	1	0:30				0:30						0:30		0:30					
T-2	3.25	48	Traffic circuits flights.				3	0:30				0:30						0:30		0:30					
T-3	3.26	49	Emergency procedures SOLO traffic circuit flights.		4	1:30	1	1:00				1:00						1:00		1:00					
T-4	3.27	50	For second transition if needed				3	0:30			0:30							0:30		0:30					
TOTAL			**TRANSITION TO ANOTHER AIRPLANE TYPE PHASE 3.3 => 2:30h**		8	**2:30:00**	8	2:30:00	0:00:00	0:00:00	0:30:00	2:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	2:30:00	0:00:00	2:30:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
TOTAL			**PHASE 3 (3.1+3.2+3.3)**		8	**48:00**	49	48:00	3:30	1:00	25:00	16:50	0:00	0:00	1:00	0:00	0:00	48:00	44:30	3:30	0:00	0:00	0:00	0:00	0:00
SUB TOTAL						**84:00:00**	110	84:00:00	24:20:00	6:00:00	35:10:00	16:50:00	0:00:00	0:00:00	1:00:00	0:00:00	0:00:00	84:00:00	75:00:00	9:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
PHASE 4: Instrument rating flight INITIAL training - Basic Instrument Flight Module Training				This 10 hour module is focused on the basics of flying by sole references to instruments, including limited panel and unusual attitude recovery.																					
ATPL 4.1.1	4.1	51	Attitude flying, turns, climbing and descending also with the turns Timely and appropriate intervention	Basic visual flying without external visual cues. Horizontal flight; power changes for acceleration or deceleration. Maintain straight and level flight. Turns in level flight with 15° and 25° bank (Left and Right). Roll-out onto predetermined headings. Climbing, descending; maintaining heading and speed, transition to horizontal flight. Climbing and descending turns. Arresting divergence of the aeroplane from intended flight path Preventing flight at airspeeds inappropriate	1	1:30:00	1	1:10:00	1:10:00								1:10:00			1:10:00					
								0:20:00		0:20:00							0:20:00			0:20:00					

ATPL 4.1.2	4.2	52	Instrument pattern	Instrument pattern: decelerate to approach speed, flaps into approach configuration – Initiate standard turn (left) – Roll out on opposite heading, maintain new heading for 1 minute – Standard turn (left) and descend 500 ft/min – Roll out on initial heading, maintain descend (500 ft/min) and new heading for 1 minute – Transition to horizontal flight, 1000 ft below initial flight level – Initiate go-around – climb at best rate of climb speed. Repeat the same pattern with right turns. Repeat lesson 51.	1	1:30:00	1	1:30:00	1:30:00								1:30:00			1:30:00					
ATPL 4.1.3	4.3	53	Repeat lesson 4.1. Flight path management	Steep turns with 45° bank (L and R). Radio navigation using VOR, NDB or if available VDF. Interception of predetermined QDM, QDR.	1	1:30:00	1	1:30:00	1:30:00								1:10:00			1:10:00					
																	0:20:00			0:20:00					
ATPL 4.1.4	4.4	54	Repeat lesson 4.1. Turns, level change and recovery from unusual attitudes with simulated failure of the artificial horizon or directional gyro. Application of OEM recommendations (if applicable) during developing upsets	Steep turns with 45° bank (L and R). Recovery from Nose HIGH upset at various bank angles; Recovery from Nose LOW upset at various bank angles; Avoiding spins	1	1:30:00	1	1:10:00	1:10:00								1:10:00			1:10:00					
								0:20:00		0:20:00							0:20:00			0:20:00					
ATPL 4.1.5	4.5	55	Repeat lesson 4.1. Steep turns with 45° bank (L and R). Stall events in the following configurations	Stalls: -Take-off configuration -Clean configuration -Landing configuration	1	1:30:00	1	1:10:00	1:10:00								1:10:00			1:10:00					
								0:20:00		0:20:00							0:20:00			0:20:00					
ATPL 4.1.6	4.6	56	Repeat lesson 4.1. Flight path management	Radio navigation using VOR, NDB or if available VDF. Interception of predetermined QDM, QDR. Turns, level change and recovery from unusual attitudes with simulated failure of the artificial horizon or directional gyro. Slow flight (including flight at critically low airspeed) High airspeed (including flight at relatively high airspeed) Steep turns	1	1:30:00	1	0:50:00	0:50:00								0:50:00			0:50:00					
								0:40:00		0:40:00							0:40:00			0:40:00					
ATPL 4.1.7	4.7	57	Progress check: Repeat lesson	Repeat lesson 4.1. Steep turns with 45° bank (L and R). Recoveries from unusual attitudes. Turns, level change and recovery from unusual attitudes with simulated failure of the artificial horizon or directional gyro.	1	1:00:00	1	1:00:00	1:00:00								1:00:00			1:00:00					
		TOTAL	PHASE 4.1.			10:00:00	7	10:00:00	8:20:00	1:40:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	10:00:00	0:00:00	0:00:00	10:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
				SUB TOTAL		94:00:00	117	94:00:00	32:40:00	7:40:00	35:10:00	16:50:00	0:00:00	0:00:00	1:00:00	0:00:00	10:00:00	84:00:00	75:00:00	19:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
Instrument flight skills improvement on FNPT II				This FNPT II module is focusing on improving the basics of instrument flying skills, including limited panel and unusual attitude recovery as well as introduce the instrument approach procedures																					
ATPL 4.1.8	4.8	58	Climbs, descents, 30° and 45° bank angle turns; holding the flight parameters. Standard turns, holding. Use of secondary instruments for position determination (altimeter, VSI, side-slip and turn indicator), instrument scan manner; holding the flight parameters; climbs, descents.		1	3:00	1	3:00	3:00								3:00					3:00			
ATPL 4.1.9	4.9	59	Use of secondary instruments for position determination (altimeter, VSI, side-slip and turn indicator). Using all instruments for reference, cross checking. Turning points, navigation by the radio navigation equipment (VOR/NDB/DME).		1	3:00	1	3:00	3:00								3:00					3:00			
ATPL 4.1.10	4.10	60	VOR/DME approach according to the charts. Missed approach procedure. VOR/DME/NDB and ILS/DME approach practice. Missed approach procedure.	Procedures and manouvres for IFR operation under normal, abnormal and emergency connitions at least: Holding procedures Instrument approach procedures Missed approach procedures Landings from instrument approaches	2	3:00	2	3:00	3:00								3:00					3:00			
ATPL 4.1.11	4.11	61	VOR/DME/NDB and ILS/DME approach practice. Missed approach procedure.		2	3:00	2	3:00	3:00								3:00					3:00			
ATPL 4.1.12	4.12	62	ILS/DME approach according to the charts. Missed approach procedure. ILS/DME approach according to the charts. Missed approach procedure.	Procedures and manouvres for IFR operation under normal, abnormal and emergency connitions at least: Holding procedures Instrument approach procedures Missed approach procedures Landings from instrument approaches	2	3:00	2	3:00	3:00								3:00					3:00			
ATPL 4.1.13	4.13	63	VOR/DME approach according to the charts. Missed approach procedure. ILS/DME approach according to the charts. Missed approach procedure.		2	3:00	2	3:00	3:00								3:00					3:00			
ATPL 4.1.14	4.14	64	Instrument approach practice. ILS, VOR, NDB approach practice. Missed approach procedure.		2	3:00	2	3:00	3:00								3:00					3:00			
ATPL 4.1.15	4.15	65	Instrument approach practice. ILS, VOR, NDB approach practice. Missed approach procedure. Instrument approach practice, RNP LNAV approach practice. Missed approach procedure.		2	3:00	2	3:00	3:00					1:00			3:00					3:00			

ATPL 4.1.16	4.16	66	Precise SID execution. Crew work organization, complex use of navigation equipment (VOR/ADF/DME). STAR execution, ILS and VOR approach, missed approach procedure.		2	3:00	2	3:00	3:00								3:00					3:00			
ATPL 4.1.17	4.17	67	Precise SID execution. Crew work organization, complex use of navigation equipment (VOR/ADF/DME). STAR execution, holding pattern. ILS and VOR approach, missed approach procedure.	Procedures and manouvres for IFR operation under normal, abnormal and emergency connitions at least: SIDs and arrivals Enroute IFR procedures Holding procedures Instrument approach procedures Missed approach procedures Landings from instrument approaches, including circling	2	3:00	2	3:00	3:00								3:00					3:00			
ATPL 4.1.18	4.18	68	RNAV SID execution. Crew work organization, complex use of navigation equipment RNP approach, LNAV, LNAV/VNAV. RNAV STAR execution. ILS with RNP transition approach, missed approach procedure.		2	3:00	2	3:00						3:00			3:00					3:00			
ATPL 4.1.19	4.19	69	Precise SID execution. Crew work organization, complex use of navigation equipment (VOR/ADF/DME/RNAV). STAR execution, holding pattern. ILS and VOR approach, missed approach procedure. Instrument approach practice. ILS, VOR, NDB, RNP approach practice. Missed approach procedure.		2	4:00	2	4:00	2:00					2:00			4:00					4:00			
TOTAL			PHASE 4.2			37:00:00	22	37:00:00	32:00:00	0:00:00	0:00:00	0:00:00	0:00:00	6:00:00	0:00:00	0:00:00	37:00:00	0:00:00	0:00:00	0:00:00	0:00:00	37:00:00	0:00:00	0:00:00	0:00:00
			SUB TOTAL			131:00:00	139	131:00:00	64:40:00	7:40:00	35:10:00	16:50:00	0:00:00	6:00:00	1:00:00	0:00:00	47:00:00	84:00:00	75:00:00	19:00:00	0:00:00	37:00:00	0:00:00	0:00:00	0:00:00
Instrument rating flight FINAL training				Final stage of instrument flying. IFR progress test.																					
ATPL 4.2.1	4.20	70	Turning points, navigation by the radio navigational equipment (VOR/NDB/DME).	Transition from visual to instrument flight on take-off Climbs, descents, 30° and 45° bank angle turns; holding the flight parameters. Standard turns, holding. Use of secondary instruments for position determination (altimeter, VSI, side-slip and turn indicator), instrument scan manner; holding the flight parameters; climbs, descents.	1	2:00	1	2:00	2:00								2:00			2:00					
ATPL 4.2.2	4.21	71	En-route flight.	Pre-flight procedures for IFR flights, including the use of the flight manual and appropriate ATS documents in the preparation of an IFR flight plan Instrument en-route flight meant to check the instrument flight skills achieved so far. ILS approaches. ILS/DME approach according to the charts. Missed approach procedure.	2	3:00	2	3:00	3:00								3:00			3:00					
ATPL 4.2.3	4.22	72	En-route flight.	VOR approaches. VOR/DME approach according to the charts. Missed approach procedure. SID and STAR execution, use of ILS/VOR/DME/NDB.	2	3:00	2	3:00	3:00								3:00			3:00					
ATPL 4.2.4	4.23	73	En-route flight.	SID and STAR execution, use of ILS/VOR/DME/NDB. En-route flight. RNAV SID and RNAV STAR execution. RNP approach.	2	3:00	2	3:00	1:30					1:30			3:00			3:00					
ATPL 4.2.5	4.24	74	En-route flight.	SID and STAR execution. Holding pattern, missed approach procedure.	2	3:00	2	3:00	3:00								3:00			3:00					
ATPL 4.2.6	4.25	75	Instrument en-route flight.	Radio equipment and instrument pre-flight inspection. Precise SID execution. Crew work organization, complex use of navigation equipment (VOR/ADF/DME). STAR execution, ILS approach, missed approach procedure.	2	3:00	2	3:00				3:00					3:00			3:00					
ATPL 4.2.7	4.26	76	Instrument approach.	ILS/DME, VOR/DME, NDB approach procedure execution. Missed approach procedure.	2	2:00	2	2:00	2:00								2:00			2:00					
ATPL 4.2.8	4.27	77	Instrument en-route flight.	SID and STAR execution, use of ILS/VOR/DME/NDB.	2	2:00	2	2:00	2:00								2:00			2:00					
ATPL 4.2.9	4.28	78	En-route flight with a safety pilot.	SID and STAR execution. Complex use of navigation equipment. Flight with a safety pilot.	2	2:00	2	2:00				2:00					2:00			2:00					
ATPL 4.2.10	4.29	79	Orientation and position determination according to secondary instrument indications.	Turns, climbs, descents. Traffic pattern; simulated engine failure approach and landing. Choice of field for a forced landing, go-around. Short field operations.	2	2:00	2	2:00	2:00								2:00			2:00					
ATPL 4.2.11	4.30	80	Instrument en-route flight.	Radio equipment and instrument pre-flight inspection. Precise SID execution. Crew work organization, complex use of navigation equipment (VOR/ADF/DME). STAR execution, holding pattern. ILS and VOR approach, missed approach procedure. Instrument approach. ILS/DME and VOR/DME approach practice. Missed approach procedure.	2	3:00	2	3:00	3:00								3:00			3:00					
ATPL 4.2.12	4.31	81	Instrument en-route flight skills improvement on aircraft.	Radio equipment and instrument pre-flight inspection. Precise SID execution. Crew work organization, complex use of navigation equipment (VOR/ADF/DME). STAR execution, ILS and VOR approach, missed approach procedure.	2	3:00	2	3:00				3:00					3:00			3:00					
ATPL 4.2.13	4.32	82	Instrument en-route flight.	Crew work organization, complex use of navigation equipment (VOR/ADF/DME). STAR execution, holding pattern. ILS and VOR approach, missed approach procedure. Instrument approach; ILS/DME and VOR/DME and RNP approach practice. Missed approach procedure.	2	3:00	2	3:00	2:30					0:30			3:00			3:00					

ATPL 4.2.14	4.33	83	Instrument en-route flight skills improvement.	Precise SID execution. Complex use of navigation equipment (VOR/ADF/DME). STAR execution, holding pattern. ILS and VOR approach, missed approach procedure.	2	4:00	2	4:00					4:00				4:00			4:00					
ATPL 4.2.15	4.34	84	Instrument en-route flight skills improvement.	Precise SID execution. Complex use of navigation equipment (VOR/ADF/DME). STAR execution, holding pattern. ILS and VOR approach, missed approach procedure.	2	4:00	2	4:00					4:00				4:00			4:00					
ATPL 4.2.16	4.35	85	Instrument en-route flight skills improvement.	Precise SID execution. Crew work organization, complex use of navigation equipment (VOR/ADF/DME). STAR execution, holding pattern. ILS and VOR approach, missed approach procedure.	2	4:00	2	4:00					4:00				4:00			4:00					
ATPL 4.2.17	4.36	86	Complex instrument progress check.	Complex use of navigation equipment (VOR/ADF/DME/RNP). SID/STAR execution. Holding pattern. Descent; ILS, VOR and RNP approaches. Missed approach procedure.	2	2:00	2	2:00	1:30					0:30			2:00			2:00					
TOTAL			PHASE 4.3			48:00:00	33	48:00:00	25:30:00	0:00:00	0:00:00	8:00:00	12:00:00	2:30:00	0:00:00	0:00:00	48:00:00	0:00:00	0:00:00	48:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
SUB TOTAL						179:00:00	172	179:00:00	90:10:00	7:40:00	35:10:00	24:50:00	12:00:00	8:30:00	1:00:00	0:00:00	95:00:00	84:00:00	75:00:00	67:00:00	0:00:00	37:00:00	0:00:00	0:00:00	0:00:00
Multi engine flight skills on aircraft				Multi engine class rating studies.																						
MEP 1	5.1	87	Familiarization with the controls of MEP ACFT.	Take-off, flight profile, approach and landing. Engine power settings. Checklist use. Flight at critically slow speed. Recovery from Nose HIGH upset at various bank angles; Recovery from Nose LOW upset at various bank angles; Recovery from Incipient stall events in take off-cleand and landing configuration. Traffic pattern flights. Take-off and landings in various ACFT configuration. Short field take-off. Go arounds.	1	2:00	1	2:00	2:00									2:00			2:00					
MEP 2	5.2	88	Traffic pattern flights.	Take-off and landings in various ACFT configuration. Short field take-off. Go arounds. Simulated engine failures. Flight profiles with simulated engine failure in cruise, at take-off and during climb. Engine shut down and inflight start. Landing and go-around with simulated one engine inoperative.	6	2:00	6	2:00	2:00									2:00			2:00					
MEP 3	5.3	89	Improvement of simulated engine failures procedures.	Flight profiles with simulated engine failure in cruise, at take-off and during climb. Engine shut down and inflight start. Landing and go-around with simulated one engine inoperative.	2	2:00	2	2:00	2:00									2:00			2:00					
MEP 4	5.4	91	Procedures and manovres for IFR operation under normal, abnormal and emergency conditions ILS, VOR, NDB and RNP approaches (FNPT II).	Transition from visual to instrument flight on take-off, SIDs and arrivals, en-route IFR procedures, holding procedures, instrument approaches to specified minima, missed approach procedures, landing from instrument approaches, including circling	2	3:00	2	3:00	2:00					1:00			3:00					3:00				
MEP 5	5.5	90	Procedures and maneuvers for IFR operation under normal, abnormal and emergency conditions Final enroute progress check flight.	Transition from visual to instrument flight on take-off, SIDs and arrivals, en-route IFR procedures, holding procedures, instrument approaches to specified minima, missed approach procedures, landing from instrument approaches, including circling	2	2:00	2	2:00	2:00								2:00				2:00					
PHASE MEP						11:00:00	13	11:00:00	10:00:00	0:00:00	0:00:00	0:00:00	0:00:00	1:00:00	0:00:00	0:00:00	5:00:00	6:00:00	0:00:00	0:00:00	8:00:00	3:00:00	0:00:00	0:00:00	0:00:00
SUB TOTAL						190:00:00	185	190:00:00	100:10:00	7:40:00	35:10:00	24:50:00	12:00:00	9:30:00	1:00:00	0:00:00	100:00:00	90:00:00	75:00:00	67:00:00	8:00:00	40:00:00	0:00:00	0:00:00	0:00:00
Advanced UPRT training				Multi engine class rating studies.																						
UPRT 1	6.1	UPRT 1,2,3		Recovery from nose high (max 30) upsets at various bank angles (max. 60) Recovery from nose low (max 30°) upsets at various bank angles (max. 60°) Recovery from Spiral Dive Recovery from Stall Event Recovery from Incipient Spin	3	3:00	3	3:00		3:00								3:00		3:00					
			PLEASE CHECK THE EXAM DURATION.	IN ATPL4 THE HOURS ARE THE FOLLOWING (HOWEVER IN IFR EXAM IS ABOUT 2:30 AND IN MEP 4:00)																					
SEP skill test		Exam	SEP skill test		5/4	1:00	4	1:00		1:00							1:00			1:00			MEP>= 1:00	MEP/IR>= 1:00	Total>= 2:00
SEP/IR skill test		Exam	SEP/IR skill test		3/2	1:00	2	1:00			1:00			1:00			1:00			1:00					
CPL and MEP Skill Test		Exam	CPL and MEP Skill Test		8/6	2:00	8	2:00		2:00			1:00					2:00			2:00				
MEP/IR Skill Test		Exam	MEP/IR Skill Test		4/2	1:00	3	1:00			1:00			1:00			1:00				1:00		1:00	1:00	4920:00
PHASE MEP						5:00:00	17	5:00:00	0:00:00	3:00:00	2:00:00	0:00:00	1:00:00	2:00:00	0:00:00	0:00:00	3:00:00	2:00:00	0:00:00	2:00:00	3:00:00	0:00:00	1:00:00	1:00:00	4920:00:00
TOTAL						198:00:00	205	198:00:00	100:10:00	13:40:00	37:10:00	24:50:00	13:00:00	11:30:00	1:00:00	0:00:00	103:00:00	95:00:00	75:00:00	72:00:00	11:00:00	40:00:00	1:00:00	1:00:00	4920:00:00