## To indicate at least 5500 flight hours in total, you should submit your logbook pages as below.

1	2		3			4	SINGLE PILO	TTIME	6	7	8
DATE	AIRCE			RTURE	PLACE	TIME	SINGLE PILL		MULTI PILOT TIME	TOTAL	NAME PIC
0.01		REGISTRATION	PLACE	22:32	GYD	01:10	JL.	20.0	2:38		Self
02.0824	A321	SEO		02:12	IST	05:19		101	3:07	3107	n
03.08.24	A321 A321	JEO JRD		04:27	SJT	06:22	1	15.15	1:55	1:55	n
E4.08.24 E4.08.24	and the second se	JRD		07:52	IST	09:42	1	12:11	1:50	1:50	ч
06.08.24		LSY		03:45	US	08:31	1	1:53	4:46	4:46	И
07.08.24		LSH	415	10:05	IST	14:37		144	4:32	4:32	2)
10.08.24		ISO	159	09:58	SJT	H:40		2.00	1:42	1:42	4
10.08.24	A321	150	SIJ	12:22	IST	14:13		_	1:51	1:51	4
11.08.24	the second se	32U	IST	09:21	EBL	11:40			2:19	2:19	M
11.08.24	A319	JU	EBL	12:35	IST	15:29			2:54	2:54	4
		0203	EADA	05:30	LHBP	09:30		12.21			
	EU-F	0203	HTEM	05:30	LITEM	09:30					1
					PAGE TOTA		_		27:34	22:34	
Tren 200						PAGE TOTAL	169:20	20:20	5998:54	6188:49	1.5%
1 Paris					TOTAL		169:20	20:20	6026:29	6216:23	12 No.2

The last page of your logbook

## To indicate 250 hours on the type B737 in the last 12 months, you should submit your logbook pages as below.

1			3			4	5		6	7	8												
DATE	AIRC	RAFT	DEPA	RTURE	ARRIVAL		SINGLE PIL	ILOT TIME	MULTI	TOTAL	NAME PIC	1		2	3		4		5		6	7	8
		REGISTRATION	PLACE	TIME	PLACE	TIME	SE	ME	PILOT TIME	TIME		DATE	AIR	CRAFT	DEPA	RTURE	- A	RRIVAL	SINGLE PILOT TIME		MULTI	TOTAL	NAME PIC
-0.01.	A321	JEO	IST	22:32	GYD	01:10		249	2:38	2:38	Self	And States and Dise	TYPE	REGISTRATION	PLACE	TIME	PLACE	TIME	SE	ME	PILOT TIME	TIME	0
0824				-		05:19		STUDE		3107	и	01.08.23	A321	332	BGW	03:00	IST	06:10			3:10	5:10	Self
.08.24	A321	520		02:12	IST	06:22		15.70	1:55	1:55	N	02.08.23		LUE			JED	23:04	Second 1	12.812	3:44	3:44	O. KIREC
.08.24		JRD				09:42	1	17 - 11	1:50	1:50	ч	03.08.23		LUE		00:16		03:39		SOF	3:23	3:23	4
.08.24	A321			07:52	IST			Pre-h	4:46		U	04.08.23			SAW					1226	1:16	1:16	Self
.08.24	A321	LSY		03:45		08:31	-	200			27	04.08.23		LUJ				07:20		5 57 63	1:13	1:13	self
7.08.24	A321	LSH	419	10:05	IST	14:37		A NOR		4:32		04.08.23	and the second division of the second divisio			1:40		13:00		000	1:20	1:20	Sulf
08.24	A321	ISO	159	09:58		H:40		5:00	1:42	1:42	4			LSE				05:38		CLIT	2:04		Self.
08.24	A321	ISO	SJJ	12:22	IST	14:13			1:51	1:51	4	08.08.23			TBS		IST	09:12		102 + 62	2:23		self
08.24	A319	32U	IST	09:21	EBL	11:40				2:19	M	08.08.23		JTE			and the second se			100000	2:27	2:27	self
1.08.24	A319	JU	ERL	12:35	IST	15:29			2:54	2:54	4	09.08.25		the second division of				06:28		100		2:55	self
1.0 p . 21		90203		05:30	LHBP	09:30		1111				09.08.23				07:23		10:18	1	20-20-22	2:55	2:55	sut.
	20-	10203	CATLON	103.20							Lange I	and the second		-A0203						25143	- South	Sec. C. S.	
			-	-									EU	- A0203	LTEM	\$:30	LTEM	09:30	1	3818	0000		
		-											12.00	1	100		1.000		1	2.24	BLACK		
				05.00	imn	0.00							2.2							2 Mars	2 miles	ALC: N	A Property
-	EU-1	10203	FILM	05:50	FIHIT	09:30													1	1			1
								-	07.24	22:34		1					1000		1	1	1	-	1
					PAGE TOTA	L	-	1	21:37	1 1000 16		No.					PAGE TOTA	L		States 1	23:57	23:57	1121
					PREVIOUS	PAGE TOTAL	169:20	20:20	0 5998:54	6188.9	STALL PROVIDE	1 1 2 - 5 3 3					PREVIOUS	PAGE TOTAL	169:35	20:20	5503:00	5493:01	2 000 1
					TOTAL		169:25	20:20	0 6026:2	6216:23	- the lat						TOTAL		169:35	120:70	0 5323-03	5516:58	V. SALA

The last page of your logbook

At least 250 hours before the last page

The difference between the two highlighted should be at least 250 hours.

## To indicate 1000 flight hours as a captain on the type B737, you should submit your logbook pages as below.

	2 AIRCRAFT		3 DEPARTUR		ARRI		SINGLE PILOT	OT TIME	6 MULTI	TOTAL	NAME PIC	· F	9 LANDING	10 OPERATIC	N CONDITION TIME	II PILO	1 T FUNCTION TIME			2	3	4		5	6	7	8	9	10		11
T	YPE REGISTRAT	TION PLAC	E TI	AE	PLACE	TIME	SE		PILOT TIME		1-00		DAY NIGHT		IFR	PIC			DATE	AIRCRAFT	DEPARTURE			SINGLE PILOT TIN		TOTAL		LANDING	OPERATION	IN CONDITION TIME	PILOT FUNCTIO
24 43	321 JRC	OF	T 22:	32 G	YD C	01:10			2:38 2				A	1.24	2:38	5 2:38	2	10:25		TYPE REGISTRATIO	ION PLACE TIM		TIME	SE ME				DAY NIGH	HT NIGHT	IFR	PIC CO-PILOT
.24 Az			D OZ:			5:19	18		3:07	3107	- 4	1	1	1.89532	3:07		3	0.000	26.03.23	A320 JPR	IST 22:0	00 EUN	3:27	155 1	1:27		2 M. DIKSAC	(	1:27		127
.24 A		N IC	T 04:	27 5	TT	6:22		1	1:55	1:55	1 11	1		1,389					27.03.23	A320 JPR	ECN 00:1	18 BT C	2:04	811.6	1:46	1:46		1	1:46	1:46	1:46
	221 201	2 00	50 Ti	30 10	TK	9:42	1	P	1:50 1	1:50	Ч	T	1 37	1 520	1:50	1.50°		V	98.03.23	ASZI JTP	IST 07:2	S ECN C	9:23	10	1:48	1248	Self	1	1.150	1:48	1:48
24 #	SZI JKI	2 20	TO CT	lor i	10 0	08:31	17		4:46		И	7		1 112.					28.03.23 1	A321 JFF	= RON 10:5	12 IST 1	2:29	3 53	1:37	1:48 1:37 5:47 2:42	Self	1	21,2019	1:37	1:37
	A321 251	Y 1=	ST 03:	95 4	>				4:32	4:32	21	H		1.00		4:46		V	30.03.23	A321 LTC	D FRU QU	37 157 1	0:24	155	5:47	5:47	- Self	1 1	210515	547	5:47
	A321 2.SH	1 11.		05 1.		14:37				1:42		1	1	Lasar??		2 4:32	the second second	13. V		A321 JSO	IST 18:0	IS BAW S	1:27	3.61	2:42	2:42	- Self	4	2:42	2:42	5:47
	A321 JSC					H:40							1 10	1 Parto		2 1:42		11.11	01.04.23 4	1321 JSC	BGW 22: 3	34 IST C	1:39	10101	3:05	3:05	5 Self	1 1		3:05	
24 A	A321 ISC	2 S	JJ DI	22 1	ST	14:13				1:51	4	1	<u></u>	1300			1.1	DA V		AJU JR7			6:11			1:28	SIL	1	1.00	1:28	1:28
	A319 J2L	1) 1'	T CA	21 4	EBL	11:40				2:19	M	1	1	1 dis			100	15.6		HOU DET	ATH DE		8:33	a luce		1:34	Sul		1 mary	1:34 1	
.24 A	A319 J2L	IE	RL D:	35 1	ST	15:29		1	2:54 2	2:54	4	1	1	11.551	2:54	2:54	No.	harden		A321 JRZ	the work	12 (2) 0	3:48	11-11-11-11-11-11-11-11-11-11-11-11-11-	2:31	2:3)	8.19	11	2:31	2:31	2:31
	EU - AO20	03 E	200 (090	304	HBP .	09:30	1				1		C	A 1 P 2 3	1-1-1-1			1511 1		A321 LT1	1ST 21:1	T EUL L	5:45	1000	2.31	2:51	S.D.		12:51		
	EU-AUL		thin co			-								ALPET	1 24.207			1		A321 LT1	EBL 00:4	1 157 0	3:00	CAL	2:51	2.31	SUL SUL SPLORENOC	1	210	2:5/ 2	2:39
				-							1		-	-		++		-			1ST 07:3	56 GWY C	4:20	1 8 02	1.54	1:34	SFLOKENCIG	A SU SALUD	W. Absc	1:54 1	:34
							++	·	$\rightarrow$	-				-	+	+ +			11.04.23 1	A321 JRS A319 JLU	GNY 10:1	7 IST K	:19	10010	2:02	102	4	1	A.F.C	2:02 2	2.04
			-				1	$\rightarrow$	$ \longrightarrow $	-			-		-	++			11.04.23	A319 320	IST ISI	3 ASR 1	\$:39	11.23	1:26	1:26	4	10	1423	1:26	1:26
	EU-A020	13 4	FMOS	:30 1	TFAT	9:30	1			-	'								11.04.23 F	A319 JLU	ASR 17:2		SS	105	1:36	1:36	4	1		1:36	1:36
						1	1					9	-	_	00.01				13.04.23 1	A319 JLT	1ST 17:2	8 ASR 1	150	68	1:22	1:22	Self	1	1:22	1:22 1	:22
e el				PA	GE TOTAL		-	- 1	27:34	22:34				_		4 27:34		-		and the second s		PAGE TOTAL		and a strength	34.44	34:44	5 8	8 8	16:45	34:44 10	1:13 20:31
				PR	EVIOUS PA	GE TOTAL	169:20 2	20:20	5998:54	6188:40	1						3232:19 242:		1 . Alternation			PREVIOUS PAGE	TOTAL 16	7:35 20:20	5 4995:04	5184:59	1 610 382	1003 418	2210:38	5021:09 17	4:13 20:31 182:02 325:24 194:15 3145:55
					TAL		169:20 2	120:20	14026:29	1 6216:22	1	125	58 544		6052:3	53 2206:31	3232:19 277:	1:33	and the second			TOTAL	IN INC	7:35 20:20	2019:48	019:43	- 910 E00	1011 426	2227:23	805:53 12	96:15 3145:55

The page of the last PIC flight

At least 1000 hours before the last PIC flight

The difference between the two highlighted should be at least 1000 hours.

## To indicate 3000 hours with 27+ tons aircraft, you should submit your logbook pages as below.

1			3				5		6	7	8	-											
DATE	AIRC	RAFT	DEPA	RTURE	AR	RIVAL	SINGLE PIL	OT TIME	MULTI PILOT TIME	TOTAL TIME	NAME PIC	PIC 1				1.000 6000				-	1 6	7	9
DATE		REGISTRATION	PLACE	TIME	PLACE	TIME	SE	ME						2 3 AIRCRAFT DEPARTURE		3	4 ARRIVAL		CINICI	E PILOT TIME	MULTI	TOTAL	
				22:32		01:10		P.U.S	2:38	2:38	Self	DATE	TYPE	RCRAFT		TIME	PLACE	TIME	SINGL	ME	PILOT TIME		NAME PI
2.0824	A321	250						O VI I		3107						14:45	MLE	16:08		inp.K	1:23	1:23	T.KOMUR
3.08.24	A321			02:12		05:19		St. Pr. L	the second se					TC-JN2				01:15			7:49		T. KOMUR
4.08.24	A321	JRD	IST	04:27	SJJ	06:22		1	1:55		0			7C-3N2		17:26							A ANBARPI
4.08.24	A321		TTZ	07:52	IST	09:42		14:11	1:50	1:50	Ч	05.08.P					JED_	22:57		-	3:41		
	A321	LSY		03:45		08:31		87:1	4:46	4:46	M	06.08.10					SAW	04:52		139493	3:36		A.ANBRICA
6.08.24				10:05		14:37		1151	4:32	4:32	21	10.08.19	A330	TC-302		00:50		18:27	2.2.2		10:37		A AGATHC
7.08.24	A321	LSH						21.00	1:42		4	11.08.19	A330	TC-JOE	CPT	14:56	IST	d:54		PRO	10:58	10:58	A. AGATHC
0.08.24	A321	JSO		09:58		H:40			1:51		4	19.08.19	A330	R-10D	IST	06:03	TUN	08:51	112 9		2:48	2:48	M.ZAFERI
0.08.24	A321	ISO		12:22		14:13		-		1:51		19.08.19			TUN	11:07	IST	13:47		1 6 2 5 6	2:40	2:40	M.ZAFEIR
11.08.24	A319	32U	IST	09:21	EBL	11:40				2:19	M	30.08.19					DAC	22:33			7:15	7:17	MATAKA
1.08.24	A319	JU	ERL	12:35	IST	15:29	1		2:54	2:54	4		EU-AO		LTBA		and the second se	and the second se	-		000		1 11.11.11
1.0p.21		A 0203	FADD	105:20		09:30		1000					EU-HU	OST	LIDH	01.50	LIDA	13.00	1.2.2.2			1000	
	20-	10203	CHIM	103.30	ingi		-						20						1			110	
			-			-			-										00			6	
				-					-	-										-			
	2.315.15		1	1				-															
	EU-A	10203	LIFM	05:30	LITEM	09:30					19/		-										
														1000									
	1	1	-		PAGE TOTA		-		27:34	22:34		The second					PAGE TOTA		-	- Ne	50:47	50:47	£ 9
						PAGE TOTAL	NO.90	20:20	5998:54	6188:44	7	The state					PREVIOUS	PAGE TOTAL	169:35	20:20	3001:28	191:23	11.41.8
					TOTAL	PAGE IUTAL	101.20	and	6026:2	1216.02	COLORIS NO.	1					TOTAL	15 61	169:55	20:20	3052:15 2	202:10	a source

The page that shows the last flight with 27+ tons aircraft

At least 3000 hours before the page that shows the last flight with 27+ tons aircraft

The difference between the two highlighted should be at least 3000 hours.