



IR(H) SKILL TEST FORM

1. APPLICATION FOR IR(H) SKILL TEST				
Applicant's last name(s):				
Applicant's first name(s):				
Signature of applicant:	I certify that I do not hold more than one license per category of aircraft issued under Part-FCL and all my Part-FCL licenses are issued by the same State. Please keep in mind that if the medical report data that supports your aero-medical certificate will not act in Aviation Medicine Unit of AESA your application may be rejected			
Type of licence (*):		FCL Nº (*):		State of licence issue:
1.1 DETAILS OF THE AIRCRAFT FLIGHT			RNP APCH INCLUDED <input type="checkbox"/>	
GROUP, CLASS, TYPE OF AIRCRAFT:			A/C REGISTRATION:	
AERODROME OR SITE:	TAKE-OFF TIME	LANDING TIME	FLIGHT TIME	
			TOTAL FLIGHT TIME:	
1.2 DETAILS OF THE FSTD FLIGHT (ONLY IN CASE RNP APCH NOT PRACTICABLE IN AIRCRAFT)				
FSTD QUALIFICATION LEVEL:	<input type="checkbox"/> FNPT II	<input type="checkbox"/> FNPT III	FSTD CERTIFICATE Nº:	
<input type="checkbox"/> FTD2	<input type="checkbox"/> FTD3	<input type="checkbox"/> FFS		
AERODROME OR SITE:	TAKE-OFF TIME:	LANDING TIME:	FLIGHT TIME:	
			TOTAL FLIGHT TIME:	
1.3 REMARKS				
TWO WAY RADIOTELEPHONY COMM.:	<input type="checkbox"/> SPANISH		<input type="checkbox"/> ENGLISH	
2. RESULT OF THE TEST				
Skill test details:				
I have received information from the applicant regarding their experience and training and certify that meets the EASA Part-FCL requirements				
<input type="checkbox"/> PASS		<input type="checkbox"/> FAIL		<input type="checkbox"/> PARTIAL PASS



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PBN: To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

PBN endorsement to their instrument rating (IR) privileges will be signed by the examiner in the pilot's logbook or equivalent record entering PBN APPROVED when the four RNP APCH, theoretical and practical training, was completed at an ATO or entering PBN followed by LNAV, LP, LANV-VNAV and/or LPV according to the Operator training recognized by Authorities decisions on the equivalence.

- (Tick as appropriate)** To examiners who have been certified by another competent authority. I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in current version of the Examiner Differences Document.

Location and date:

Examiner's certificate number:

Type of licence:

Number of licence:

Signature of examiner (**):

Name(s):

Surname:

(*) If applicable

(**) This signature also implies the acceptance of **examiner declaration** in Paragraph 4.



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3. TEST, CHECKS AND ASSESSMENTS OF COMPETENCE – NOTICE OF FAILURE (To be completed by examiner)		
Applicant has been duly notified that failed in the following:		
FAILS		
SECTION:	SUBSECTION:	JUSTIFICATION:
<p>In accordance with Part FCL, if the applicant fails to pass all sections of the second examination, the examiner shall determine the additional training to be undertaken; furthermore, the applicant shall be required to retake the full skill test. The applicant must provide evidence of this training to the examiner who conducts the next skill test.</p>		
MINIMUM TRAINING RECOMMENDED BY THE EXAMINER:		
<p>I understand that I have failed the items notified above. I understand that I may not exercise the privileges of my following the failure of this skill test, proficiency check until the successful completion of training and a further skill test, proficiency check.</p>		
Received (Applicant's Name):		
Signature	Date	



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4. EXAMINER DECLARATION – SEE FCL.1030

I confirm that:

1. Communication with the applicant can be established without language barriers
2. I have received information from the applicant regarding his or her experience and instruction, and have found that the experience and instruction comply with the applicable requirements in Part-FCL
3. The applicant complies with all the qualification, training and experience requirements of Part-FCL for the issue, validation, revalidation or renewal of the licence and/or type rating and/or IR for which this skill test or proficiency check is taken
4. I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to his/her training and flight experience.
5. I have reviewed and applied the national procedures and requirements of the applicant's competent authority (only applicable where the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate)
6. I have made the applicant aware of his or her right of appeal to the result of the skill test / proficiency check

In application of FCL.1030 and in accordance with the procedures established by AESA,

- Original document of the form shall be submitted to the applicant's competent authority, and
- Copies to:
 - The applicant
 - The examiner
 - The examiner's competent authority

5. HOW TO SUBMIT THE DOCUMENTATION TO AESA

The documentation shall be submitted to AESA using one of the following options:

- AESA [E-office](#) by your own
- [AESA E-office](#) by a person authorized by you. In this case must include a written authorisation that includes the personnel details (name and surname, DNI/Passport) yours and the person authorized by you. the authorisation must be signed by you.

If you are a foreign citizen and need to carry out procedures at the AESA E-Office [Sede Electrónica](#) de AESA you can consult the [Guide to the means of registration and identification at the E-Office for foreign citizens](#)

- Spanish Embassy or consular section
- an office of a public body on Spanish territory
- CORREOS 's office /ORVE system (in Spain)
- via postal service, courier service or by your own or person authorized by you, in our AESA 's offices sited in Madrid:

Agencia Estatal de Seguridad Aérea-AESA
 División de Licencias al Personal Aeronáutico
 Paseo de la Castellana 112
 28046.Madrid. España

Please take note: due to Spanish National regulations documents sent via email are not accepted.

CONTACT

If you have any questions, please, contact us by email to licpiloto.aesa@seguridadaerea.es



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APPLICANT'S LAST NAME(S)	APPLICANT'S FIRST NAME(S)	FCL #	AIRCRAFT:	
<i>Appendix 7 to Annex 1 (Part-FCL) of Commission Regulation (EU) No 1178/2011 of 3 November 2011</i>				
<i>Examiner initials when test or check completed</i>				
SECTION 1 — DEPARTURE			PASS	FAIL
Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections				
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance			
b	Use of Air Traffic Services document, weather document			
c	Preparation of ATC flight plan, IFR flight plan/log			
d	Identification of the required navaids for departure, arrival and approach procedures			
e	Pre-flight inspection			
f	Weather Minima			
g	Taxiing/Air taxi in compliance with ATC or instructions of instructor			
h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.			
i	Pre-take-off briefing, procedures and checks			
j	Transition to instrument Flight			
k	Instrument departure procedures, including PBN procedures			
SECTION 2 — GENERAL HANDLING			PASS	FAIL
a	Control of the helicopter by reference solely to instruments, including:			
b	Climbing and descending turns with sustained Rate 1 turn			
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns			
SECTION 3 — EN-ROUTE IFR PROCEDURES			PASS	FAIL
a	Tracking, including interception, e.g. NDB, VOR, RNAV			
b	Use of radio aids			
c	Level flight, control of heading, altitude and airspeed, power setting			
d	Altimeter settings			
e	Timing and revision of ETAs			
f	Monitoring of flight progress, flight log, fuel usage, systems management			
g	Ice protection procedures, simulated if necessary and if applicable			
h	ATC liaison — compliance, R/T procedures			



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SECTION 3a — ARRIVAL PROCEDURES			PASS	FAIL
a	Setting and checking of navigational aids, if applicable			
b	Arrival procedures, altimeter checks			
c	Altitude and speed constraints, if applicable			
d	PBN arrival (if applicable) — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the arrival chart.			
SECTION 4 (*) — 3D OPERATIONS (+)			PASS	FAIL
a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: (a) Check that the correct procedure has been loaded in the navigation system; and (b) Cross-check between the navigation system display and the approach chart.			
b	Approach and landing briefing, including descent/approach/landing checks			
c (*)	Holding procedure			
d	Compliance with published approach procedure			
e	Approach timing			
f	Altitude, speed heading control (stabilised approach)			
g (*)	Go-around action			
h (*)	Missed approach procedure/landing			
i	ATC liaison — compliance, R/T procedures			
SECTION 5 (*) — 2D OPERATIONS (+)			PASS	FAIL
a	Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.			
b	Approach and landing briefing, including descent/approach/landing checks and identification of facilities			
c (*)	Holding procedure			
d	Compliance with published approach procedure			
e	Approach timing			
f	Altitude, speed, heading control (stabilised approach)			
g (*)	Go-around action			
h (*)	Missed approach procedure (*)/landing			
i	ATC liaison — compliance, R/T procedures			



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Examiner initials when test or check completed*

SSECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES		PASS	FAIL
This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations:			
a	Simulated engine failure after take-off and on/during approach (**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3)		
b	Failure of stability augmentation devices/hydraulic system (if applicable)		
c	Limited panel		
d	Autorotation and recovery to a pre-set altitude		
e	3D operations manually without flight director (***) 3D operations manually with flight director (***)		

(*) To establish PBN privileges, one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

(*) To be performed in Section 4 or Section 5.

(**) Multi-engine helicopter only.

(***) Only one item to be tested.