



TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM

		RATING:		
Applicant Surname(s):		Aircraft	<input type="checkbox"/> SE-SP	<input type="checkbox"/> ME-SP
Applicant Name:			<input type="checkbox"/> SE-MP	<input type="checkbox"/> ME-MP
Type of licence held:		Form of operation ¹	<input type="checkbox"/> SPO ¹	<input type="checkbox"/> MPO ¹
Licence number:		<input type="checkbox"/> Training record <input type="checkbox"/> Proficiency check <input type="checkbox"/> Skill test <input type="checkbox"/> Class rating <input type="checkbox"/> Type rating <input type="checkbox"/> IR		
Applicant Surname(s):		RNP APCH ² YES <input type="checkbox"/> NO <input type="checkbox"/>		
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. I certify that do not have more than one license per category of aircraft issued under Part-FCL and all my Part-FCL licenses are issued by the same State		For Revalidation tick as appropriate: <input type="checkbox"/> 10 Route Sectors, or <input type="checkbox"/> Route sector <input type="checkbox"/> OPC		
Applicant signature:				

(1) Details of Operation Privileges check/test to be filled in Section 5.2

(2) Details of RNP APCH check/test to be filled in Section 5.1

1. THEORETICAL TRAINING FOR CLASS OR TYPE RATING ISSUE CONDUCTING DURING:					
From:		To:		ATO (Name):	
Score:		%(75% minimum)		HT type of licence:	
				HT licence number:	
HT signature:				HT name:	
				HT surname:	

2. FSTD TRAINING				
FSTD(aircraft type):		Three or more axes: Yes <input type="checkbox"/> No <input type="checkbox"/>	Ready for service and used: Yes <input type="checkbox"/> No <input type="checkbox"/>	
FSTD manufacturer:		Motion or system Yes <input type="checkbox"/> No <input type="checkbox"/>	Visual aid: Yes <input type="checkbox"/> No <input type="checkbox"/>	
FSTD operator:		FSTD ID code:		
Total training time at the controls:		Instrument approaches to aerodromes at decision altitude of:		
Total training time in Simulator:				
Place:		Type of licence:		
Date:		Number of licence:		
Instructor's signature:		Name:		
		Surname:		



**TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING
TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM**

3. FLIGHT TRAINING:	<input type="checkbox"/> AIRCRAFT	<input type="checkbox"/> FSTD (FOR ZFTT)	<input type="checkbox"/> ROUTE SECTOR
Type of aircraft:	Registration:	Flight control time:	
Take offs:	Training aerodromes or sites (take-offs, approaches and landings):		
Landings:			
Take-off time:	Landing time:		
Place:	Type of licence of instructor/examiner:		
Date:	Licence number of instructor/examiner:		
Examiner certificate n°:	Name:		
Instructor/examiner signature:	Surname:		

4. TWO WAY RADIOTELEPHONY COMM.:	<input type="checkbox"/> SPANISH	<input type="checkbox"/> ENGLISH
---	----------------------------------	----------------------------------

5. DETAILS OF THE TEST/CHECK:	<input type="checkbox"/> SKILL TEST	<input type="checkbox"/> PROFICIENCY CHECK	
<input type="checkbox"/> SIMULATOR ³	<input type="checkbox"/> AEROPLANE ³	<input type="checkbox"/> AEROPLANE & SIMULATOR ³	
A/C Date:	Type/class/variant:	Registration:	Type/class rating:
FSTD Date:	Type/class/variant:	FSTD ID N°:	FSTD qualification level:
AERODROME OR SITE	TAKE-OFF TIME	LANDING TIME	FLIGHT TIME
TOTAL FLIGHT TIME:			
5.1 DETAILS OF THE RNP APCH:	<input type="checkbox"/> SIMULATOR	<input type="checkbox"/> AEROPLANE	
<input type="checkbox"/> FSTD ID N°:	Aerodrome or site:	Total flight time:	
Date:	Place:	Landing time:	
<input type="checkbox"/> AEROPLANE REGSITRATION:	Aerodrome or site:	Total flight time:	
Fecha:	Lugar:	Landing time:	



**TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING
TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM**

5.2 SPO/MPO	IN CASE OF CHECK/TEST FOR BOTH SINGLE-PILOT AND MULTI-PILOT OPERATIONS COMPLETE FOLLOWING INFORMATION			
<input type="checkbox"/> SPO	Aerodrome or site:		Total flight time:	
	Take-off time:		Landing time:	
<input type="checkbox"/> MPO	Aerodrome or site:		Total flight time:	
	Take-off time:		Landing time:	
5.3 RESULT OF TEST/CHECK:	PASS <input type="checkbox"/> FAIL <input type="checkbox"/> PARTIAL PASS <input type="checkbox"/>			
Place:				Fail reasons: (see point 6)
Date:				
<i>I received information from the applicant regarding their experience and training and certify that meets the EASA Part-FCL and Part MED requirements.</i>				
<i>I confirm that the test/check has been carried out in full compliance with the provisions of FCL.1005, FCL.1015(c) and FCL.1030.</i>				
<p>PBN: 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.</p> <p>By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.</p> <p>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, LNAV-VNAV and/or LPV according to the Operator training recognized by Authorities decisions on the equivalence.</p>				
<input type="checkbox"/> (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 (see last version)				
Examiner’s certificate number:		Type and number of licence: (if applicable)		
Examiner’s Signature	<i>This signature also implies the acceptance of examiner declaration in Paragraph 8.</i>	Name:		
		Surname:		
(3) Ver Apartado 7.				



**TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING
TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM**

6. TEST, CHECKS AND ASSESSMENTS OF COMPETENCE – NOTICE OF FAILURE (To be completed by examiner)

The applicant has been duly notified that failed in the following:

FAILS

Section:	Subsection:	Justification:

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.

MINIMUM TRAINING RECOMMENDED BY THE EXAMINER:

I understand that I have failed the items notified above. I understand that I may not exercise the privileges ofmy following the failure of this the skill test or proficiency check until the successful completion of training and a further skill test or proficiency check.

Received (Applicants Name):

Signature

Date



TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM

7. TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR THE MPL, AND THE ATPL, AND FOR TYPE AND CLASS RATINGS, AND PROFICIENCY CHECKS FOR THE BIR AND THE IR ¹

1. Applicants for a skill test shall have received instruction in the same class or type of aircraft to be used in the test.
2. The training for MPA and PL type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and PL type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.
3. The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in either of the following:
 - (a) an available and accessible FFS, or in a combination of such FFS and FSTD(s);
 - (b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible;
 - (c) the aircraft if no FSTD is available or accessible.
4. The training, skill test or proficiency check for class or type ratings for non-complex SPA and for non-complex helicopters may be conducted in a combination of FSTD(s) and the aircraft even if an FFS is available and accessible.
5. The training, skill test or proficiency check for any of the following may be conducted in accordance with points 1c(a), (b) or (c), irrespective of the availability and accessibility of FFS or FSTD:
 - (a) non-complex non-high-performance single-pilot aeroplanes;
 - (b) TMGs;
 - (c) non-complex helicopters for which the maximum certified seat configuration does not exceed five seats.

Failure to achieve a pass in all sections of the test in two attempts will require further training..

With regard to the use of simulators, EASA has developed a supporting document for cases in which an FSTD may be used in combination with the aircraft, when an FFS is not available or accessible.

This document can be consulted via the following links:

<https://www.easa.europa.eu/en/domains/aircrew-and-medical/aircrew> ⇒ [https://www.easa.europa.eu/en/downloads/137569/en/Aircrew - Flight Crew Licensing | EASA \(europa.eu\)](https://www.easa.europa.eu/en/downloads/137569/en/Aircrew_-_Flight_Crew_Licensing_|_EASA_(europa.eu)) ⇒ [Position paper on the use of FSTD, other than FFS, in training and checking](#)

8. 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 complies 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

9. HOW TO SUBMITT THE DOCUMENTATION TO AESA

The documentation will be submitted to AESA through one of the options provided in the web link: [Cómo presentar la documentación - Formularios de solicitud de las licencias de vuelo PARTE FCL | AESA-Agencia Estatal de Seguridad Aérea - MTMS](#)

¹ Appendix 9 of [Commission Regulation \(EU\) No 1178/2011 - Aircrew Regulation](#)



**TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING
TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM**

SURNAME:	NAME:	LICENCE N°:	RATING:					
<p><i>For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.</i></p> <p><i>Failure to achieve a pass in all sections of the test in two attempts will require further training.</i></p> <p><i>Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.</i></p> <p align="right"><i>Appendix 9 Regulation UE 1178/2011</i></p>								
TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Checked in FSTD	Checked in A	Examiner initials when test or check completed	
SECTION 1							PASS	FAIL
1. Departure								
1.1. Departure Preflight including: – documentation; – mass and balance; – weather briefing; and – NOTAM.		OTD						
1.2. Pre-start checks								
1.2.1. Externa		OTD P#	P		M			
1.2.2. Internal		OTD P#	P		M			
1.3. Engine starting: Normal Malfunctions.		P →	→		M			
1.4. Taxiing		P →	→		M			
1.5. Pre-departure checks: engine run-up (if applicable)		P →	→		M			
1.6. Take-off procedure: - normal with flight manual flap settings; and - crosswind (if conditions are available).		P →	→		M			
1.7. Climbing: - Vx/Vy; - turns onto headings; and - level off.		P →	→		M			
1.8. ATC liaison — compliance, R/T procedures		P →			M			



TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM

SURNAME:	NAME:	LICENCE Nº:	RATING:					
<p><i>For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.</i></p> <p><i>Failure to achieve a pass in all sections of the test in two attempts will require further training.</i></p> <p><i>Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.</i></p> <p align="right"><i>Appendix 9 Regulation UE 1178/2011</i></p>								
TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Checked in FSTD	Checked in A	Examiner initials when test or check completed	
SECTION 2							PASS	FAIL
2. Airwork (visual meteorological conditions (VMC))								
2.1. Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{mc} when applicable)		P →	→					
2.2. Steep turns (360° left and right at 45° bank)		P →	→		M			
2.3 Stalls and recovery: (i) clean stall; (ii) approach to stall in descending turn with bank with approach configuration and power; (iii) approach to stall in landing configuration and power; and (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only)		P →	→		M			
2.4 Handling using autopilot and flight director (may be conducted in Section 3), if applicable		P →	→		M			
2.5 ATC liaison — compliance, R/T procedures		P →	→		M			
SECTION 3A							PASS	FAIL
3.A. En route procedures VFR								
3.A.1. Flight plan, dead reckoning and map reading (see B.5 (c) and (d))		P →	→					
3.A.2. Maintenance of altitude, heading and speed		P →	→					
3.A.3. Orientation, timing and revision of ETAs		P →	→					
3.A.4. Use of radio navigation aids (if applicable)		P →	→					
3.A.5. Flight management (flight log, routine checks including fuel, systems and icing)		P →	→					
3.A.6. ATC liaison — compliance, R/T procedures		P →	→					



**TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING
TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM**

SURNAME:	NAME:	LICENCE N°:	RATING:						
<p><i>For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.</i></p> <p><i>Failure to achieve a pass in all sections of the test in two attempts will require further training.</i></p> <p><i>Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.</i></p> <p align="right"><i>Appendix 9 Regulation UE 1178/2011</i></p>									
TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK				
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed		Checked in FSTD	Checked in A	Examiner initials when test or check completed	
SECTION 3B								PASS	FAIL
3.B. Instrument flight									
3.B.1. *Departure IFR		P →	→		M				
3.B.2. *En route IFR		P →	→		M				
3.B.3. *Holding procedures		P →	→		M				
3.B.4. *3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)		P →	→		M				
3.B.5. *2D operations to minimum descent height/altitude (MDH/A)		P →	→		M				
3.B.6 *Flight exercises including simulated failure of the compass and attitude indicator: – rate 1 turns; and – recoveries from unusual attitudes		P →	→		M				
3.B.7. *Failure of localiser or glideslope									
3.B.8. *ATC liaison — compliance, R/T procedures									
<i>(intentionally left blank)</i>									
SECTION 4								PASS	FAIL
4. Arrival and landings									
4.1. Aerodrome arrival procedure		P →	→		M				
4.2. Normal landing		P →	→		M				
4.3. Flapless landing		P →	→		M				
4.4. Crosswind landing (if suitable conditions)									
4.5. Approach and landing with idle power from up to 2.000 ft above the runway (single-engine aeroplanes only)									



**TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING
TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM**

SURNAME:	NAME:	LICENCE Nº:	RATING:							
<p><i>For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.</i></p> <p><i>Failure to achieve a pass in all sections of the test in two attempts will require further training.</i></p> <p><i>Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.</i></p> <p align="right"><i>Appendix 9 Regulation UE 1178/2011</i></p>										
TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES			PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK				
Manoeuvres/procedures			FSTD	A	Instructor initials when training completed		Checked in FSTD	Checked in A	Examiner initials when test or check completed	
4.6. Go-around from minimum height			P →	→		M				
4.7. Night go-around and landing (if applicable)										
4.8. ATC liaison — compliance, R/T procedures			P →	→		M				
SECTION 5								PASS	FAIL	
5. Abnormal and emergency procedures (This section may be combined with Sections 1 through 4)										
5.1. Rejected take-off at a reasonable speed			P →	→		M				
5.2. Simulated engine failure after take-off (single-engine aeroplanes only)				P		M				
5.3. Simulated forced landing without power (single-engine aeroplanes only)				P		M				
5.4. Simulated emergencies: (ii) fire or smoke in flight; and (iii) systems' malfunctions as appropriate			P →	→						
5.5. ME aeroplanes and TMG training only: engine shutdown and restart			P →	→						
5.6. ATC liaison — compliance, R/T procedures										
SECTION 6								PASS	FAIL	
6. Simulated asymmetric flight (This section may be combined with Sections 1 through 5)			P →	→ X		M				
6.1 * Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)										
6.2 * Asymmetric approach and go-around			P →	→		M				



TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM

SURNAME:	NAME:	LICENCE Nº:	RATING:					
<p><i>For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.</i></p> <p><i>Failure to achieve a pass in all sections of the test in two attempts will require further training.</i></p> <p><i>Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.</i></p> <p align="right"><i>Appendix 9 Regulation UE 1178/2011</i></p>								
TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Checked in FSTD	Checked in A	Examiner initials when test or check completed	
6.3 *Asymmetric approach and full-stop landing		P →	→		M			
6.4 ATC liaison — compliance, R/T procedures		P →	→		M			
SECTION 7							PASS	FAIL
7 UPRT								
7.1. Flight manoeuvres and procedures								
7.1.1. Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)		P →	→					
7.1.1.1. At different speeds (including slow flight) and altitudes within the FSTD training envelope.		P →	→					
7.1.1.2. Steep turns using 45° bank, 180° to 360° left and right		P →	→					
7.1.1.3. Turns with and without spoilers		P →	→					
7.1.1.4. Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach		P →	→					
7.2. Upset recovery training								
7.2.1 Recovery from stall events in: <ul style="list-style-type: none"> - take-off configuration, - clean configuration at low altitude, - clean configuration near maximum operating altitude, and - landing configuration. 		P →	→					



TMGs AND SINGLE-PILOT NON-HIGH-PERFORMANCE COMPLEX AEROPLANES, EXCLUDING SEA CLASS RATING TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM

SURNAME:	NAME:	LICENCE N°:	RATING:				
<p><i>For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.</i></p> <p><i>Failure to achieve a pass in all sections of the test in two attempts will require further training.</i></p> <p><i>Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.</i></p> <p align="right"><i>Appendix 9 Regulation UE 1178/2011</i></p>							
TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed		Checked in FSTD	Checked in A	Examiner initials when test or check completed
7.2.2 The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles	P	X Note ²					
7.3 Go-around with all engines operating* from various stages during an instrument approach	P →	→					
7.4 Rejected landing with all engines operating: - from various heights below DH/MDH 15 m (50 ft) above the runway threshold - 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 →	→					

² Note: An aeroplane shall not be used for this exercise