



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES ATPL, MPL, TYPE OR CLASS RATING AND INSTRUMENTAL RATING TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM

		RATING:		
Applicant Surname(s):		Aircraft	☐ SE-SP	☐ ME-SP
Applicant Name:			☐ SE-MP	☐ ME-MP
Type of licence held:		Form of operation¹	☐ SPO ¹	☐ MPO ¹
Licence number:		☐ Training record		
		☐ Proficiency check		
Applicant Surname(s):		☐ Skill test		
		☐ Type rating		
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		☐ ATPL	☐ MPL	
		☐ IR		
Applicant signature		RNP APCH ²		
		YES ☐ NO ☐		
		For Revalidation tick as appropriate:		
		☐ 10 Route Sectors, or		
		☐ Route sector		
		☐ OPC		

(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:		Score:		ATO (Name):	
To:		% (75% minimum):		HT type of licence:	
HT signature:				HT licence number:	
				HT name:	
				HT surname:	



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2. FSTD TRAINING			
FSTD (aircraft type):		Three or more axes: Yes ☐ No ☐	Ready for service and used: Yes ☐ No ☐
FSTD manufacturer:		Motion or system Yes ☐ No ☐	Visual aid: Yes ☐ No ☐
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:	

3. FLIGHT TRAINING:	AIRCRAFT ☐		FSTD (FOR ZFTT) ☐		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 nº:				Name:		
Instructor/examiner's signature:				Surname:		

4. TWO WAY RADIOTELEPHONY COMM.:	☐ SPANISH	☐ ENGLISH
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5.DETAILS OF THE TEST/CHECK:		☐ SKILL TEST		☐ PROFICIENCY CHECK	
☐ SIMULATOR ³		☐ AEROPLANE ³		☐ AEROPLANE & SIMULATOR ³	
A/C Date:		Type/class/variant:		Registration:	
FSTD Date:		Type/class/variant:		FSTD ID Nº:	
				FSTD qualification level:	
AERODROME OR SITE		TAKE-OFF TIME		LANDING TIME	
TOTAL FLIGHT TIME:					
5.1 DETAILS OF THE RNP APCH:		☐ SIMULATOR		☐ AEROPLANE	
☐ FSTD ID Nº:		Aerodrome or site:		Total flight time:	
Date:	Place:	Take-off time:		Landing time:	
☐ AEROPLANE REGISTRATION:		Aerodrome or site:		Total flight time:	
Date:	Place:	Take-off time:		Landing time:	

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5.2 SPO/MPO	IN CASE OF CHECK/TEST FOR BOTH SINGLE-PILOT AND MULTI-PILOT OPERATIONS COMPLETE FOLLOWING INFORMATION			
☐ SPO	Aerodrome or site:		Total flight time:	
	Take-off time:		Landing time:	
☐ MPO	Aerodrome or site:		Total flight time:	
	Take-off time:		Landing time:	
5.3 RESULT OF TEST/CHECK:	PASS ☐ FAIL ☐ PARTIAL PASS ☐			
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>				
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. 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. 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.				
☐ (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) See Paragraph 7.



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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 of.....
my 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):

Applicant Signature:

Date:

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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 IR¹

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 \(europa.eu\)](#) ⇒ [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 SUBMIT 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](#).



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Manoeuvres/procedures	FSTD	A	Instructor initials when training completed		Checked in FSTD	Checked in A	Examiner initials when test or check completed	
SECTION 1. FLIGHT PREPARATION							PASS	FAIL
1.1 Performance calculation	OTD P							
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P						
1.3 Cockpit inspection	P→	→						
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.	P→	→		M				
1.5 Taxiing in compliance with ATC instructions or instructions of instructor	P→	→						
1.6 Before take-off checks	P→	→		M				
SECTION 2. TAKE-OFFs							PASS	FAIL
2.1. Normal take-offs with different flap settings, including expedited take-off	P→	→						
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P→	→						
2.3 Crosswind take-off	P→	→						
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P→	→						
2.5. Take-offs with simulated engine failure: 2.5.1* shortly after reaching V2	P→	→						
(In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of								

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500 ft above the runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)								
2.5.2* between V1 and V2	P	X		M FFS only				
2.6. Rejected take-off at a reasonable speed before reaching V1	P→	→ X		M				
SECTION 3. FLIGHT MANOEUVRES AND PROCEDURES							PASS	FAIL
3.1. Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→						
3.1.1. At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→						
3.1.2. Steep turns using 45° bank, 180° to 360° left and right	P→	→						
3.1.3. Turns with and without spoilers	P→	→						
3.1.4. Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→						
3.2. Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P→	→X Note ²		FFS only				
3.3. Normal operation of systems and controls engineer's panel (if applicable)	OTD P→	→						

² An aeroplane shall not be used for this exercise

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Manoeuvres/procedures	FSTD	A	Instructor initials when training completed
3.4. Normal and abnormal operations of following systems:			M
3.4.0. Engine (if necessary, propeller)	OTD P→	→	
3.4.1. Pressurisation and air conditioning	OTD P→	→	
3.4.2. Pitot/static system	OTD P→	→	
3.4.3. Fuel system	OTD P→	→	
3.4.4. Electrical system	OTD P→	→	
3.4.5. Hydraulic system	OTD P→	→	
3.4.6. Flight control and trim system	OTD P→	→	
3.4.7. Anti-icing/de-icing system, glare shield heating	OTD P→	→	
3.4.8. Autopilot/flight director	OTD P→	→	M Note ³
3.4.9. Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P→	→	
3.4.10. Ground proximity warning system, weather radar, radio altimeter, transponder	P→	→	
3.4.11. Radios, navigation equipment, instruments, FMS	OTD P→	→	

³ (single pilot only)

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Manoeuvres/procedures	FSTD	A	Instructor initials when training completed
3.4.12. Landing gear and brake	OTD P→	→	
3.4.13. Slat and flap system	OTD	→	
3.4.14. Auxiliary power unit (APU)	OTD P→	→	
<i>(Intentionally left blank)</i>			
3.6. Abnormal and emergency procedures:			M A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive
3.6.1. Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P→	→	
3.6.2. Smoke control and removal	P→	→	
3.6.3. Engine failures, shutdown and restart at a safe height	P→	→	
3.6.4. Fuel dumping (simulated)	P→	→	
3.6.5. Wind shear at take-off/landing	P	X	FFS only
3.6.6. Simulated cabin pressure failure/emergency descent	P→	→	
3.6.7. Incapacitation of flight crew member	P→	→	
3.6.8. Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P→	→	

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Manoeuvres/procedures	FSTD	A	Instructor initials when training completed		Checked in FSTD	Checked in A	Examiner initials when test or check completed	
3.6.9. TCAS event	OTD P→	See ⁴		FFS only				
3.7. Upset recovery training 3.7.1. Recovery from stall events in: - take-off configuration; - clean configuration at low altitude; - clean configuration near maximum operating altitude; and - landing configuration.	P FFS qualified for the training task only	X See ⁵						
3.7.2. The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles	P FFS qualified for the training task only	X See ⁵		FFS only				
3.8. Instrument flight procedures								
3.8.1* Adherence to departure and arrival routes and ATC instruction	P→	→		M				
3.8.2* Holding procedures	P→	→						
3.8.3* 3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure								

⁴ An aeroplane shall not be used

⁵ An aeroplane shall not be used for this exercise



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Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).								
3.8.3.1* Manually, without flight director	P→	→		M (skill test only)				
3.8.3.2* Manually, with flight director	P→	→						
3.8.3.3* With autopilot	P→	→						
3.8.3.4* Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go- around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go- around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor	P→	→		M				



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Manoeuvres/procedures	FSTD	A	Instructor initials when training completed
may simulate the engine failure in accordance with exercise 3.8.3.4.			
3.8.4* 2D operations down to the MDH/A	P*→	→	M
3.8.5. Circling approach under the following conditions: a) *approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude. <i>Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</i>	P*→	→	
3.8.6. Visual approaches	P→	→	
SECTION 4. MISSED APPROACH PROCEDURES			PASS FAIL
4.1. Go-around with all engines operating* during a 3D operation on reaching decision height	P*→	→	
4.2. Go-around with all engines operating* from various stages during an instrument approach	P*→	→	
4.3. Other missed approach procedures	P*→	→	

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Manoeuvres/procedures	FSTD	A	Instructor initials when training completed
4.4 *Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*→	→	M
4.5. Rejected landing with all engines operating: - from various heights below DH/MDH; - 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→	→	
SECTION 5. LANDINGS			PASS FAIL
5.1. Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P		
5.2. Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P→	Note ₆	FFS only
5.3. Crosswind landings (aircraft, if practicable)	P→	→	
5.4. Traffic pattern and landing without extended or with partly extended flaps and slats.	P→	→	
5.5. Landing with critical engine simulated inoperative	P→	→	M

⁶ An aeroplane shall not be used for this exercise



MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH PERFORMANCE COMPLEX AEROPLANES ATPL, MPL, TYPE OR CLASS RATING AND INSTRUMENTAL RATING TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM

SURNAME:	NAME:	LICENCE Nº:	RATING:				
<i>Failure in more than five items will require applicants to take the entire test or check again. Applicants failing five or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again.</i> <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> <i>Appendix 9 Regulation UE 1178/2011</i>							
MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK			
Manoeuvres/procedures	FSTD	A	Instructor initials when training completed		Checked in FSTD	Checked in A	Examiner initials when test or check completed
5.6. Landing with two engines inoperative: - aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and - aeroplanes with four engines: two engines at one side	P	X		M			
				FFS only (skill test only)			