



HELICOPTERS ATPL, MPL, TYPE RATING AND INSTRUMENTAL 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		
Applicant Surname(s):		<input type="checkbox"/> Skill test		
		<input type="checkbox"/> 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.		<input type="checkbox"/> ATPL (H)		
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		<input type="checkbox"/> IR		
		RNP APCH ² YES <input type="checkbox"/> NO <input type="checkbox"/>		
Applicant signature:		For Revalidation prerequisites SEE SECTION 5.3:		

(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 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:	



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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	

3. FLIGHT TRAINING:			<input type="checkbox"/> HELICOPTER	<input type="checkbox"/> FSTD
Type of aircraft:		Registration:		Flight control time:
Take offs:				Training aerodromes or sites (take-offs, approaches and landings):
Landings:				
Take-off time:				Landing time
Placer				Type of licence of instructor/examiner
Date				Licence number of instructor
FI <input type="checkbox"/> TRI <input type="checkbox"/> SFI <input type="checkbox"/>				
Instructor signatura:		Name of Instructor		
		Surname of Instructor		

4. TWO WAY RADIOTELEPHONY COMM.:	<input type="checkbox"/> SPANISH	<input type="checkbox"/> ENGLISH
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5. DETAILS OF CHECK/TEST:		<input type="checkbox"/> SKILL TEST <input type="checkbox"/> PROFICIENCY CHECK		
<input type="checkbox"/> SIMULATOR ³		<input type="checkbox"/> HELICOPTER ³		
<input type="checkbox"/> HELICOPTER & SIMULATOR ³				
A/C Date:	Type/variant:	Registration:	Type rating:	
FSTD Date:	Type/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"/> HELICOPTER		
<input type="checkbox"/> FSTD ID N°:		Aerodrome or site:	Total flight time:	
Date:	Place:	Take-off time:	Landing time:	
<input type="checkbox"/> HELICOPTER REGISTRATION:		Aerodrome or site:	Total flight time:	
Fecha:	Lugar:	Take-off time:	Landing time:	
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:	<input type="checkbox"/> SPO	Aerodrome or site:	<input type="checkbox"/> SPO
	Take-off time:		Take-off time:	
<input type="checkbox"/> MPO	Aerodrome or site:	<input type="checkbox"/> MPO	Aerodrome or site:	<input type="checkbox"/> MPO
	Take-off time:		Take-off time:	



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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, LANV-VNAV and/or LPV according to the Operator training recognized by Authorities decisions on the equivalence.</p>			
For Revalidation ONLY: (Tick✓ as applicable)			
<input type="checkbox"/> The candidate has completed at least 2 hours as pilot of the relevant helicopter type (including the duration of this Proficiency check) within the period of validity of the rating. TYPE RATING: _____			
<input type="checkbox"/> The applicant holds more than one type rating for Single-engine Piston helicopters and meets the requirements of FCL.740.H(b) for the revalidation of the following type(s): TYPE RATING: _____			
<input type="checkbox"/> The applicant holds more than one type rating for Single-engine Turbine helicopters with a MTOM up to 3175kg and meets the requirements of FCL.740.H (c) for the revalidation of the following type(s): TYPE RATING: _____			
<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	Name:		
	Surname:		
<i>This signature also implies the acceptance of examiner declaration in Paragraph 8:</i>			
(3) See Paragraph 7.			



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6. 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):

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 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 \(europa.eu\)](#) ⇨ [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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APPLICANT SURNAME(S):	APPLICANT NAME:	FCL LICENCE NUMBER:	TYPE RATING:					
- In the case of skill test or proficiency check for type ratings and the ATPL, applicants shall pass Sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. - In the case of proficiency check for an IR, applicants shall pass Section 5 of the proficiency check. - Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise. - The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.								
<i>Appendix 9</i>								
<i>Mark in: PASS or FAIL</i>								
SINGLE/MULTI-PILOT HELICOPTERS	PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK				
Manoeuvres/procedures	FSTD	H	Instructor initials when training completed	Checked in FSTD	Checked in A/C	Examiner initials when test or check completed		
SECTION 1 – PREFLIGHT PREPARATIONS AND CHECKS							PASS	FAIL
1.1 Helicopter exterior visual inspection; location of each ítem and purpose of inspection		P		M <i>(if performed in the helicopter)</i>				
1.2 Cockpit inspection	P	→		M				
1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	→		M				
1.4 Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	P	→		M				
1.5 Pre-take-off procedures and checks	P	→		M				
SECTION 2 – FLIGHT MANOEUVRES AND PROCEDURES							PASS	FAIL
2.1 Take-offs (various profiles)	P	→		M				
2.2 Sloping ground or crosswind take-offs & landings	P	→						
2.3 Take-off at maximum take-off mass (actual or simulated máximo take-off mass)	P	→						
2.4 Take-off with simulated engine failure shortly before reaching TDP or DPATO	P	→		M				
2.4.1 Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	→		M				



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Manoeuvres/procedures	FSTD	H	Instructor initials when training completed	Checked in FSTD	Checked in A/C	Examiner initials when test or check completed	
2.5 Climbing and descending turns to specified headings	P	→		M			
2.5.1 Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	→		M			
2.6 Autorotative descent	P	→		M			
2.6.1 For single-engine helicopters (SEH): – autorotative landing; or – power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants' logbook by the instructor. For multi-engine helicopters (MEH): power recovery.	P	→		M			
2.7 Landings, various profiles	P	→		M			
2.7.1 Go-around or landing following simulated engine failure before LDP or DPBL	P	→		M			



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Manoeuvres/procedures	FSTD	H	Instructor initials when training completed	Checked in FSTD	Checked in A/C	Examiner initials when test or check completed	
2.7.2 Landing following simulated engine failure after LDP or DPBL	P	→		M			
SECTION 3 – NORMAL AND ABNORMAL OPERATIONS OF THE FOLLOWING SYSTEMS AND PROCEDURES						PASS	FAIL
3. Normal and abnormal operations of the following systems and procedures				M		A mandatory minimum of 3 items shall be selected from this section	
3.1 Engine	p	→					
3.2 Air conditioning (heating, ventilation)	P	→					
3.3 Pitot/static system	P	→					
3.4 Fuel system	P	→					
3.5 Electrical system	P	→					
3.6 Hydraulic system	P	→					
3.7 Flight control and trim system	P	→					
3.8 Anti-icing and de-icing system	P	→					
3.9 Autopilot/flight director	P	→					
3.10 Stability augmentation devices	P	→					
3.11 Weather radar, radio altimeter, transponder	P	→					
3.12 Area navigation system	P	→					
3.13 Landing gear system	P	→					



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Manoeuvres/procedures	FSTD	H	Instructor initials when training completed	Checked in FSTD	Checked in A/C	Examiner initials when test or check completed	
3.14 APU	P	→					
3.15 Radio, navigation equipment, instruments and FMS	P	→					
SECTION 4 – ABNORMAL AND EMERGENCY PROCEDURES						PASS	FAIL
4. Abnormal and emergency procedures				M		A mandatory minimum of 3 items shall be selected from this section	
4.1 Fire drills (including evacuation if applicable)	P	→					
4.2 Smoke control and removal	P	→					
4.3 Engine failures, shutdown and restart at a safe height	P	→					
4.4 Fuel dumping (simulated)	P	→					
4.5 Tail rotor control failure (if applicable)	P	→					
4.5.1 Tail rotor loss (if applicable)	P	See ²					
4.6 Incapacitation of crew member – MPH only	P	→					
4.7 Transmission malfunctions	P	→					

² A helicopter shall not be used for this exercise



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Manoeuvres/procedures	FSTD	H	Instructor initials when training completed	Checked in FSTD	Checked in A/C	Examiner initials when test or check completed	
4.8 Other emergency procedures as outlined in the appropriate flight manual	P	→					
SECTION 5 – INSTRUMENT FLIGHT PROCEDURES (TO BE PERFORMED IN IMC OR SIMULATED IMC)						PASS	FAIL
5.1 Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	p*	→*					
5.1.1 Simulated engine failure during departure	p*	→*		M*			
5.2 Adherence to departure and arrival routes and ATC instructions	p*	→*		M*			
5.3 Holding procedures	p*	→*					
5.4 3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	p*	→*					



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5.4.1 Manually, without flight director. 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 taken into account such limitations (for example, choose an ILS for 5.4.1 in the case of such AFM limitation).	p*	→*					
5.4.2 Manually, with flight director	p*	→*					
5.4.3 With coupled autopilot	p*	→*					
5.4.4 Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	p*	→*					
5.5 2D operations down to the MDA/H	p*	→*					
5.6 Go-around with all engines operating on reaching DA/H or MDA/MDH	p*	→*					
5.6.1 Other missed approach procedures	p*	→*					



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5.6.2 Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	p*	→*		M*			
5.7 MC autorotation with power recovery	p*	→*		M*			
5.8 Recovery from unusual attitudes	p*	→*		M*			
SECTION 6 – USE OF OPTIONAL EQUIPMENT						PASS	FAIL
6. Use of optional equipment	P	→					