



MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE



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:		Operations:	<input type="checkbox"/> SP	<input type="checkbox"/> MP
Licence number:		<input type="checkbox"/> Training record		
		<input type="checkbox"/> Proficiency check		
State of licence issue:		<input type="checkbox"/> Skill test		
		<input type="checkbox"/> Class 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 I 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.				
Applicant's signature:		For Revalidation tick as appropriate:		
		<input type="checkbox"/> 10 Route sectors, or <input type="checkbox"/> V/C Route sector, or <input type="checkbox"/> OPC		
1. THEORETICAL TRAINING FOR CLASS OR TYPE RATING ISSUE CONDUCTING DURING:				
From:		Score:		ATO (Name):
To:		% (minimum 75%):		HT Type of licence:
				HT Number of licence:
HT's 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: 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:		



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3. FLIGHT TRAINING:	AIRCRAFT <input type="checkbox"/> FSTD <input type="checkbox"/> ROUTE SECTOR <input type="checkbox"/>		
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:	
Date:		Number of licence:	
CRI <input type="checkbox"/> CRE <input type="checkbox"/> FI <input type="checkbox"/> FE <input type="checkbox"/>			
Instructor's/Examiner's Signature:		Name:	
		Surname:	



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APPLICANT SURNAME(S):		APPLICANT NAME:		FCL Nº:	TYPE RATING:
4. TWO-WAY RADIOTELEPHONE COMMUNICATIONS IN:				SPANISH <input type="checkbox"/>	ENGLISH <input type="checkbox"/>
5. DETAILS OF CHECK/TEST:		SKILL TEST <input type="checkbox"/>		PROFICIENCY CHECK <input type="checkbox"/>	ROUTE SECTOR IN PROFICIENCY CHECK <input type="checkbox"/>
Skill test or proficiency check details:					
Aerodrome or site:				Total flight time:	
Take off time:				Landing time:	
PASS <input type="checkbox"/> FAIL <input type="checkbox"/> PARTIAL PASS <input type="checkbox"/>					Fail reasons: (see point 6)
Place:			Aircraft or FSTD registration mark:		
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. 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>					
<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 .					
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>					



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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, shall be determined and delivered the required refresher/remedial training prior to the applicant reattempting the skill test, proficiency check. The applicant must provide evidence of this training to the examiner who conducts the next skill test, proficiency check.

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



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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](#)



SEA CLASS RATING TRAINING, SKILL TEST AND PROFICIENCY CHECK FORM

APPLICANT SURNAME(S):	APPLICANT NAME:	FCL N°	RATING:	
Section 6 shall be completed to revalidate a multi-engine class rating sea, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. <i>Appendix 9</i>				
CLASS RATING SEA		PRACTICAL TRAINING	SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		Instructor's initials when training completed	Examiner's initials when test completed	
SECTION 1. DEPARTURE			PASS	FAIL
1. Departure				
1.1. Pre-flight including: <ul style="list-style-type: none"> - Documentation - Mass and Balance - Weather briefing - NOTAM 				
1.2. Pre-start checks External/internal				
1.3. Engine start-up and shutdown: <ul style="list-style-type: none"> - Normal malfunctions 				
1.4. Taxiing				
1.5. Step taxiing				
1.6. Mooring: <ul style="list-style-type: none"> - Beach - Jetty pier - Buoy 				
1.7. Engine-off sailing				
1.8. Pre-departure checks: <ul style="list-style-type: none"> - Engine run-up (if applicable) 				
1.9. Take-off procedure: <ul style="list-style-type: none"> - Normal with Flight Manual flap settings. - Crosswind (if conditions available) 				
1.10. Climbing <ul style="list-style-type: none"> - Turns onto headings - Level off 				
1.11. ATC liaison – Compliance, R/T procedure				



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SECTION 2. AIRWORK (VFR)			PASS	FAIL
2. Airwork (VFR)				
2.1. Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)				
2.2. Steep turns (360° left and right at 45° bank)				
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; iv) approach to stall, climbing turn with take-off flap and climb power (<i>single-engine aeroplane only</i>)				
2.4. ATC liaison – Compliance, R/T procedure				
SECTION 3. EN-ROUTE PROCEDURES VFR			PASS	FAIL
3. En-route procedures VFR				
3.1. Flight plan, dead reckoning and map reading				
3.2. Maintenance of altitude, heading and speed				
3.3. Orientation, timing and revision of ETAs				
3.4. Use of radio navigation aids (<i>if applicable</i>)				
3.5. Flight management (flight log, routine checks including fuel, systems and icing)				
3.6. ATC liaison – Compliance, R/T procedure				



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Manoeuvres/Procedures		Instructor's initials when training completed	Examiner's initials when test completed	
SECTION 4. ARRIVALS AND LANDINGS			PASS	FAIL
4. Arrivals and landings				
4.1. Aerodrome arrival procedure <i>(amphibians only)</i>				
4.2. Normal landing				
4.3. Flapless landing				
4.4. Crosswind landing <i>(if suitable conditions)</i>				
4.5. Approach and landing with idle power from up to 2.000' above the water <i>(single-engine aeroplane only)</i>				
4.6. Go-around from minimum height				
4.7. Glassy water landing Rough water landing				
4.8. ATC liaison – Compliance, R/T procedure				
SECTION 5. ABNORMAL AND EMERGENCY PROCEDURES			PASS	FAIL
5. Abnormal and emergency procedures <i>(This section may be combined with sections 1 through 4)</i>				
5.1. Rejected take-off at a reasonable speed				
5.2. Simulated engine failure after take-off <i>(single-engine aeroplane only)</i>				
5.3. Simulated forced landing without power <i>(single-engine aeroplane only)</i>				
5.4. Simulated emergencies: i) fire or smoke in flight ii) systems' malfunctions as appropriate				
5.5. ATC liaison – Compliance, R/T procedure				



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Manoeuvres/Procedures	Instructor's initials when training completed	Examiner's initials when test completed	
SECTION 6. SIMULATED ASYMMETRIC FLIGHT		PASS	FAIL
6. Simulated asymmetric flight <i>(This section may be combined with sections 1 through 5)</i>			
6.1. Simulated engine failure during take-off <i>(at a safe altitude unless carried out in FFS and FNPT II)</i>			
6.2. Engine shutdown and restart <i>(ME skill test only)</i>			
6.3. Asymmetric approach and go-around			
6.4. Asymmetric approach and full stop landing			
6.5. ATC liaison – Compliance, R/T procedure			