

		<b>RATING</b>		
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		
State of licence issue:		<input type="checkbox"/> Skill test	<input type="checkbox"/> Proficiency check	
<p>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</p>		<input type="checkbox"/> Type rating	<input type="checkbox"/> Class rating	
		IR PBN <input type="checkbox"/>	PBN ONLY	
		RNP APCH COMPLETED YES <input type="checkbox"/> NO <input type="checkbox"/>		
Applicant's signature		For Revalidation tick as appropriate	<input type="checkbox"/> 10 Route sectors ,or  Route sector, or  OPC	

<b>1 THEORETICAL TRAINING FOR CLASS OR TYPE RATING ISSUE CONDUCTING DURING:</b>				
From:		To:		Place:
Score:		% (minimum 75%):		Type of licence:
				Number of licence
				Name
				Surname

<b>2 FSTD TRAINING</b>			
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			

<b>3 FLIGHT TRAINING: AIRCRAFT <input type="checkbox"/> FSTD (FOR ZFTT) <input type="checkbox"/> ROUTE SECTOR <input type="checkbox"/></b>			
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	



**APPLICATION FORM FOR TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES**

**F-DLA-PVLO-26**  
Edición 1.1  
**DESATI**

Applicant Surname(s):	Applicant Name:	FCL #	RATING

<b>RTF:</b>	<input type="checkbox"/> SPANISH	<input type="checkbox"/> ENGLISH
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**4 SKILL TEST**       **PROFICIENCY CHECK**       **ROUTE SECTOR IN PROFICIENCY CHECK**

Skill test or proficiency check details:

Aerodrome or site:	Total flight time:
Take off time:	Landing time:

**PASS**       **FAIL**

Place	Aircraft or FSTD registration mark:
Date	

I received information from the applicant regarding their experience and training and certify that meets the EASA Part-FCL requirements.

**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**.

Examiner's certificate number	Type of licence (if applicable)
	Number of licence
Examiner's Signature	Name
	Surname

**5. NOTICE OF FAILURE (To be completed by examiner)**

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 or proficiency check.

The applicant must provide evidence of this training to the examiner who conducts the next skill test, proficiency check.

<b>MINIMUM TRAINING RECOMMENDED BY THE EXAMINER:</b>	
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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 test, check or assessment of competence until the successful completion of training and a further skill test or proficiency check

Received (Applicants Name)	
Signature	Date

IN APPLICATION OF FCL.1030 AND IN ACCORDANCE WITH THE PROCEDURES ESTABLISHED BY AESA, ORIGINAL DOCUMENT OF THE FORM SHALL BE SUBMITTED TO AND COPIES TO

(1) THE APPLICANT'S COMPETENT AUTHORITY  
(2) THE APPLICANT (2) (3) THE EXAMINER (4) THE EXAMINER'S COMPETENT AUTHORITY

Applicant Surname(s):	Applicant Name:	FCL #	RATING			
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						
Appendix 9 A = Pass; NA = Fail						
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	Tested or checked in FSTD or A	Examiner initials when test or check completed	
SECTION 1					A	NA
1 Departure						
1.1 Departure Preflight including: – documentation; – mass and balance; – weather briefing; and – NOTAM.	OTD					
1.2 Pre-start checks						
1.2.1 External	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: – V <sub>x</sub> /V <sub>y</sub> ; – turns onto headings; and – level off.	P →	→		M		
1.8 ATC liaison — compliance, R/T procedures	P →			M		
SECTION 2					A	NA
2 Airwork (visual meteorological conditions (VMC))	P →	→				
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V <sub>mc</sub> when applicable)						
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	P →	→		M		

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Manoeuvres/Procedures						
and power; and (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only)						
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		
<b>SECTION 3A</b>					<b>A</b>	<b>NA</b>
3A En route procedures VFR	P →	→				
3A.1 (see B.5 (c) and (d)) Flight plan, dead reckoning and map reading						
3A.2 Maintenance of altitude, heading and speed	P →	→				
3A.3 Orientation, timing and revision of ETAs	P →	→				
3A.4 Use of radio navigation aids (if applicable)	P →	→				
3A.5 Flight management (flight log, routine checks including fuel, systems and icing)	P →	→				
3A.6 ATC liaison — compliance, R/T procedures	P →	→				
<b>SECTION 3B</b>					<b>A</b>	<b>NA</b>
3B Instrument flight	P →	→		M		
3B.1* Departure IFR						
3B.2* En route IFR	P →	→		M		
3B.3* Holding procedures	P →	→		M		
3B.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		
3B.5* 2D operations to minimum descent height/altitude (MDH/A)	P →	→		M		
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: – rate 1 turns; and – recoveries from unusual attitudes.	P →	→		M		

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	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
Manoeuvres/Procedures						
3B.7* Failure of localiser or glideslope	P →	→				
3B.8* ATC liaison — compliance, R/T procedures	P →	→		M		
Intentionally left blank						
<b>SECTION 4</b>				<b>A</b>	<b>NA</b>	
4 Arrival and landings	P →	→		M		
4.1 Aerodrome arrival procedure						
4.2 Normal landing	P →	→		M		
4.3 Flapless landing	P →	→		M		
4.4 Crosswind landing (if suitable conditions)	P →	→				
4.5 Approach and landing with idle power from up to 2 000 ft above the runway (single- engine aeroplanes only)	P →	→				
4.6 Go-around from minimum height	P →	→		M		
4.7 Night go-around and landing (if applicable)	P →	→				
4.8 ATC liaison — compliance, R/T procedures	P →	→		M		
<b>SECTION 5</b>				<b>A</b>	<b>NA</b>	
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: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate	P →	→				
5.5 ME aeroplanes and TMG training only: engine shutdown and restart (at a safe	P →	→				

Applicant Surname(s):	Applicant Name:	FCL #	RATING

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TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK		
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
altitude if performed in the aircraft)						
5.6 ATC liaison — compliance, R/T procedures						
<b>SECTION 6</b>				<b>A</b>	<b>NA</b>	
6 Simulated asymmetric flight	P →	→X		M		
6.1* (This section may be combined with Sections 1 through 5.) 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		
6.3* Asymmetric approach and full-stop landing	P →	→		M		
6.4 ATC liaison — compliance, R/T procedures	P →	→		M		
<b>SECTION 7</b>				<b>A</b>	<b>NA</b>	
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: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum	P →	→				

Applicant Surname(s):	Applicant Name:	FCL #	RATING

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TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK		
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
Manoeuvres/Procedures						
– operating altitude; and – landing configuration						
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 FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS only		
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 →	→				