

		TYPE 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		Training record		
State of licence issue		<input type="checkbox"/> Skill test <input type="checkbox"/> Proficiency check <input type="checkbox"/> Type rating <input type="checkbox"/> Class rating <input type="checkbox"/> ATPL(A) <input type="checkbox"/> MPL		
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.		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	10 Route sectors or R Route sector or OPC	

1 THEORETICAL TRAINING FOR CLASS OR TYPE RATING ISSUE CONDUCTING DURING:

From:		To:		Place:	
Score:		% (minimum 75%):		Type of licence	
				Number of licence	
HT's Signature				Name	
				Surname	

2 FSTD

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: 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	
Date				Number of licence	
<input type="checkbox"/> TRI <input type="checkbox"/> TRE <input type="checkbox"/> SFI <input type="checkbox"/> SFE					
Instructor's/Examiner's Signature				Name	
				Surname	

APPLICANT SURNAME(S):		APPLICANT NAME:		FCL #	TYPE RATING:
RTF:			<input type="checkbox"/> SPANISH <input type="checkbox"/> ENGLISH		
4 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"/>		Fail reasons: (see point 5)			
Place		Aircraft or FSTD registration			
Date		mark:			
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.					
<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 of licence (if applicable)			
		Number of licence			
Examiner's Signature.		Name			
		Surname			
5. TEST, CHECKS AND ASSESSMENTS OF COMPETENCE – 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, 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 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):					
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 #	TYPE 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

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/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. Flight preparation	OTD					
1.1 Performance calculation	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 air traffic control or instructions of instructor	P→	→				
1.6 Before take-off checks	P→	→		M		
SECTION 2					A	NA
2. Take-offs	P→	→				
2.1. Normal take-offs with different flap settings, including expedited take-off						
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:	P→	→				
2.5.1* shortly after reaching V2						
(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 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		

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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						
2.6. Rejected take-off at a reasonable speed before reaching V1	P→	→ X		M		
SECTION 3					A	NA
3 Flight manoeuvres and procedures	P→	→				
3.1. Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)						
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 An aeroplane shall not be used for this exercise		FFS only		
3.3. Normal operation of systems and controls engineer's panel (if applicable)	OTD P→	→				
3.4. Normal and abnormal operations of following systems:				M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive	
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→	→				

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Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
3.4.7. Anti-icing/de-icing system, glare shield heating	OTD P→	→				
3.4.8. Autopilot/flight director	OTD P→	→		M (single pilot only)		
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→	→				
3.4.12. Landing gear and brake	OTD P→	→				
3.4.13. Slat and flap system	OTD	→				
3.4.14. Auxiliary power unit (APU)	OTD P→	→				
Intentionally left blank						
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→	→				
3.6.9. TCAS event	OTD P→	X An aeroplane		FFS only		

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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		shall not be used				
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 An aeroplane shall not be used for this exercise				
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 An aeroplane shall not be used for this exercise		FFS only		
3.8. Instrument flight procedures						
3.8.1* Adherence to departure and arrival routes and ATC instructions	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						

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	P→	→		M		

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Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
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 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:</i> If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.	P*→	→				
3.8.6. Visual approaches	P→	→				
SECTION 4				A	NA	
4 Missed approach procedures						
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*→	→				
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				A	NA	
5 Landings	P					

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Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed	
5.1. Normal landings* with visual reference established when reaching DA/H following an instrument approach operation						
5.2. Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P→	An aeroplane shall not be used for this exercise		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		
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)		
General remarks: Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations						
SECTION 6				A	NA	
Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III) The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures, all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.						
6.1* Rejected take-off at minimum authorised runway visual range (RVR)	P*→	→X An aeroplane shall not be used for this exercise		M*		
6.2* CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard	P→	→		M		

**APPLICATION FORM FOR TRAINING, SKILL TEST, PROFICIENCY CHECK
FOR ATPL, MPL, TYPE OR CLASS RATING AND IR FOR MPA AND SP
HPA COMPLEX AEROPLANES**

F-DLA-PVLO-28

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Manoeuvres/Procedures						
procedures of crew coordination (task sharing, call-out procedures, mutual surveillance, information exchange and support) shall be observed.						
6.3* Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure	P→	→		M*		
6.4* Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	P→	→		M		

NOTE: CAT II/III operations shall be performed in accordance with the applicable air operations requirements.