

		<b>AIRCRAFT:</b>			
Applicant Surname(s)		Aircraft:	<input type="checkbox"/> SE-SP	ME-SP	
Applicant Name:			<input type="checkbox"/> SE-MP	ME-MP	
Type of licence held		Operations:	<input type="checkbox"/> SP	MP	
Licence number:		<input type="checkbox"/> Training record			
State of licence issue		<input type="checkbox"/> Skill test <input type="checkbox"/> Proficiency check <input type="checkbox"/> Type rating <input type="checkbox"/> ATPL(H)			
<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</p> <p>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"/> IR PBN <input type="checkbox"/> PBN ONLY RNP APCH COMPLETED YES      NO			
Applicant's signature		<input type="checkbox"/> 2 hours as a pilot of the relevant helicopter type Other SET ≤ 3175 Kg(enumerate): <div></div>			
		<input type="checkbox"/> 2 hours of PIC flight time on each of the other SET types during the validity period			
<b>1 THEORETICAL TRAINING FOR CLASS OR TYPE RATING ISSUE CONDUCTING DURING:</b>					
From:		To:		Place:	
Score:		% (minimum 75%):		Type of licence	
HT's Signature				Number of licence	
				Name	
				Surname	
<b>2 FSTD TRAINING</b>					
FSTD (aircraft type)		Three or more axes:		Ready for service and used:	
		Yes      No		Yes      No	
FSTD manufacturer		Motion or system		Visual aid:	
		Yes <input type="checkbox"/> No <input type="checkbox"/>		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:</b> <b>AIRCRAFT</b> <input type="checkbox"/> <b>FSTD</b> <input type="checkbox"/>					
Type of aircraft:		Registration:		Flight control time:	
Take offs:		Training aerodromes or sites (take-offs, and landings)			
Landings:					
Take-off time:		Landing time:			
Place		Type of licence			
Date		Number of licence			
FI <input type="checkbox"/> TRI <input type="checkbox"/> SFI <input type="checkbox"/>					
Instructor's/ Examiner's Signature:		Name			
		Surname			

Applicant Surname(s):		Applicant Name:		FCL #	AIRCRAFT:
RTF:		<input type="checkbox"/> SPANISH <input type="checkbox"/> ENGLISH			
<b>4</b>		<b>SKILL TEST</b> <input type="checkbox"/>		<b>PROFICIENCY CHECK</b> <input type="checkbox"/>	
Skill test or proficiency check details:					
Aerodrome or site:		Total flight time:			
Take off time:		Landing time:			
<b>PASS</b> <input type="checkbox"/>		<b>FAIL</b> <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.					
<b>PBN:</b> 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"/> <b>(Tick as appropriate)</b> 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 <b>Examiner Differences Document</b> .					
Examiner's certificate number		Type of licence (if applicable)			
		Number of licence			
Examiner's Signature.		Name			
		Surname			
<b>5. TEST, CHECKS AND ASSESSMENTS OF COMPETENCE – NOTICE OF FAILURE (To be completed by examiner)</b>					
Has been duly notified that failed in the following:					
<b>FAILS</b>					
<b>Section:</b>	<b>Subsection:</b>	<b>Justification:</b>			
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					
<b>MINIMUM TRAINING RECOMMENDED BY THE EXAMINER:</b>					
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 skill test, proficiency check until the successful completion of training and a further skill test, proficiency check.					
Received (Applicant's Name):					
Signature		Date:			
IN APPLICATION OF FCL.1030 AND IN ACCORDANCE WITH THE PROCEDURES ESTABLISHED BY AESA, <b>ORIGINAL DOCUMENT</b> 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 #	AIRCRAFT:

**MULTI-PILOT HELICOPTERS**

11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall pass only Sections 1 to 4 and, if applicable, Section 6. Apéndice 9.C  
12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall pass only Sections 1 to 4 and, if applicable, Section 6.

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

SINGLE/MULTI-PILOT HELICOPTERS	PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK		
Manoeuvres/procedures	FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test or check completed	
<b>SECTION 1 – PREFLIGHT PREPARATIONS AND CHECKS</b>					<b>A</b>	<b>NA</b>
1.1 Helicopter exterior visual inspection; location of each ítem and purpose of inspection		P		M (if performed in the helicopter)		
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		
<b>SECTION 2 – FLIGHT MANOEUVRES AND PROCEDURES</b>					<b>A</b>	<b>NA</b>
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 maximum 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		
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		

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2.6.1 For single-engine helicopters (SEH) autorotative landing or 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		
2.7.2 Landing following simulated engine failure after LDP or DPBL	P	→		M		
<b>SECTION 3 – NORMAL AND ABNORMAL OPERATIONS OF THE FOLLOWING SYSTEMS AND PROCEDURES</b>					<b>A</b>	<b>NA</b>
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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3.14 APU	P	→				
3.15 Radio, navigation equipment, instruments and FMS	P	→				
<b>SECTION 4 - ABNORMAL AND EMERGENCY PROCEDURES</b>					<b>A</b>	<b>NA</b>
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	A helicopter shall not be used for this exercise				
4.6 Incapacitation of crew member – MPH only	P	→				
4.7 Transmission malfunctions	P	→				
4.8 Other emergency procedures as outlined in the appropriate flight manual	P	→				
<b>SECTION 5 – INSTRUMENT FLIGHT PROCEDURES (TO BE PERFORMED IN IMC OR SIMULATED IMC)</b>					<b>A</b>	<b>NA</b>
5.1 Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	→*				

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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*	→*				
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*	→*		M*		
5.4.2 Manually, with flight director	p*	→*		M*		
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*	→*		M*		
5.5 2D operations down to the MDA/H	p*	→*		M*		
5.6 Go-around with all engines operating on reaching DA/H or MDA/MDH	p*	→*				
5.6.1 Other missed approach procedures	p*	→*				
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*		

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<b>SECTION 6 - USE OF OPTIONAL EQUIPMENT</b>					<b>A</b>	<b>NA</b>
6 Use of optional equipment	P	→				