

APPLICATION AND REPORT FOR THE SKILL TEST FOR		IR(A) PBN <input type="checkbox"/>	
Applicant's last name(s):			
Applicant's first name(s):			
Signature of applicant:		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. 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	
Type of licence*:		FCL Nº*:	Estate:
1 DETAILS OF THE FLIGHT			
GROUP, CLASS, TYPE OF AIRCRAFT:		REGISTRATION:	
AERODROME OR SITE:	TAKE-OFF TIME:	LANDING TIME:	FLIGHT TIME:
		TOTAL FLIGHT TIME:	
2 RESULT OF THE TEST			
Skill test details:			
PASS <input type="checkbox"/>		FAIL <input type="checkbox"/>	
PARTIAL PASS <input type="checkbox"/>			
3 REMARKS			
RTF:		<input type="checkbox"/> SPANISH	
		<input type="checkbox"/> ENGLISH	
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 in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD. 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.			
<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.			
Location			
Date:			
Examiner's certificate number:		Type of licence	
		Number of licence	
Signature of examiner:		Name(s)	
		Surname	
IN APPLICATION OF FCL.1030 AND IN ACCORDANCE WITH THE PROCEDURES ESTABLISHED BY AESA, ORIGINAL DOCUMENT OF THE FORM SHALL BE SUBMITTED TO (1) THE APPLICANT'S COMPETENT AUTHORITY AND COPIES TO (2) THE APPLICANT (2) (3) THE EXAMINER (4) THE EXAMINER'S COMPETENT AUTHORITY			

*If applicable

APPLICANT'S LAST NAME(S)	APPLICANT'S FIRST NAME(S)	FCL #	AIRCRAFT

Appendix 7

*A = Pass; NA = Fail
Examiner initials when test or check completed*

SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE		A	NA
Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections			
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance		
b	Use of Air Traffic Services document, weather document		
c	Preparation of ATC flight plan, IFR flight plan/log		
d	Identification of the required nav aids for departure, arrival and approach procedures		
e	Pre-flight inspection		
f	Weather Minima		
g	Taxiing		
h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.		
i	Pre-take-off briefing, Take-off		
j (°)	Transition to instrument Flight		
k (°)	Instrument departure procedures, including PBN departures, and altimeter setting		
l (°)	ATC liaison — compliance, R/T procedures		
SECTION 2 — GENERAL HANDLING (°)		A	NA
a	Control of the aeroplane by reference solely to instruments, including level flight at various speeds, trim		
b	Climbing and descending turns with sustained Rate 1 turn		
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns		
d (*)	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration		
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes		
SECTION 3 — EN-ROUTE IFR PROCEDURES (°)		A	NA
a	Tracking, including interception, e.g. NDB, VOR, or track between waypoints		
b	Use of navigation system and radio aids		
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique		
d	Altimeter settings		
e	Timing and revision of ETAs (en-route hold, if required)		
f	Monitoring of flight progress, flight log, fuel usage, systems' management		
g	Ice protection procedures, simulated if necessary		
h	ATC liaison — compliance, R/T procedures		

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SECTION 3a — ARRIVAL PROCEDURES		A	NA
a	Setting and checking of navigational aids and identification of facilities, if applicable		
b	Arrival procedures, altimeter checks		
c	Altitude and speed constraints, if applicable		
d	PBN arrival (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the arrival chart.		
SECTION 4 (*) — 3D OPERATIONS (+)		A	NA
a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.		
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities		
c (+)	Holding procedure		
d	Compliance with published approach procedure		
e	Approach timing		
f	Altitude, speed heading control (stabilised approach)		
g (+)	Go-around action		
h (+)	Missed approach procedure/landing		
i	ATC liaison — compliance, R/T procedures		
SECTION 5 (*) — 2D OPERATIONS (++)		A	NA
a	Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.		
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities		
c (+)	Holding procedure		
d	Compliance with published approach procedure		
e	Approach timing		
f	Altitude/Distance to MAPT, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable		
g (+)	Go-around action		
h (+)	Missed approach procedure/landing		
i	ATC liaison — compliance, R/T procedures		

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SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) (o)		A	NA
a	Simulated engine failure after take-off or on go-around		
b	Approach, go-around and procedural missed approach with one engine inoperative		
c	Approach and landing with one engine inoperative		
d	ATC liaison — compliance, R/T procedures		

(°) Must be performed by sole reference to instruments.

(*) May be performed in an FFS, FTD 2/3 or FNPT II.

(+) May be performed in either Section 4 or Section 5.

(++) To establish PBN privileges, one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.'