

APPLICATION AND REPORT FOR THE SKILL TEST FOR		IR(H) PBN <input type="checkbox"/>	
Applicant's last name(s):			
Applicant's first name(s):			
Signature of applicant:	<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. 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>		
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.			
<p>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.</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.			
Location			
date			
Examiner's certificate number:	Type of licence		
	Number of licence		
Signature of examiner:	Name(s)		
	Surname		
<p>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</p>			

*if applicable

APPLICANT'S LAST NAME(S):	APPLICANT'S FIRST NAME(S):	FCL #	AIRCRAFT:	
<i>Appendix 7 A = Pass; NA = Fail Examiner initials when test or check completed</i>				
SECTION 1 — DEPARTURE			A	NA
<i>Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections</i>				
a	Use of flight manual (or equivalent) especially aircraft 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 navaids for departure, arrival and approach procedures			
e	Pre-flight inspection			
f	Weather minima			
g	Taxiing/Air taxi in compliance with ATC or instructions of instructor			
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, procedures and checks			
j	Transition to instrument Flight			
k	Instrument departure procedures, including PBN procedures			
SECTION 2 — GENERAL HANDLING			A	NA
a	Control of the helicopter by reference solely to instruments, including:			
b	Climbing and descending turns with sustained Rate 1 turn			
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns			
SECTION 3 — EN-ROUTE IFR PROCEDURES			A	NA
a	Tracking, including interception, e.g. NDB, VOR, RNAV			
b	Use of radio aids			
c	Level flight, control of heading, altitude and airspeed, power setting			
d	Altimeter settings			
e	Timing and revision of ETAs			
f	Monitoring of flight progress, flight log, fuel usage, systems management			
g	Ice protection procedures, simulated if necessary and if applicable			
h	ATC liaison — compliance, R/T procedures			
SECTION 3a — ARRIVAL PROCEDURES			A	NA
a	Setting and checking of navigational aids, 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.			

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 4 — 3D OPERATIONS (+)		A	NA
a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: (a) Check that the correct procedure has been loaded in the navigation system; and (b) Cross-check between the navigation system display and the approach chart.		
b	Approach and landing briefing, including descent/approach/landing checks		
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 and 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 6 — ABNORMAL AND EMERGENCY PROCEDURES		A	NA
This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations:			
a	Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3)		
b	Failure of stability augmentation devices/hydraulic system (if applicable)		
c	Limited panel		
d	Autorotation and recovery to a pre-set altitude		
e	3D operations manually without flight director (***) 3D operations manually with flight director (***)		

(+) 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

(*) To be performed in Section 4 or Section 5.

(**) Multi-engine helicopter only.

(***) Only one item to be tested.