



**TR/CR (SPA) sea**

Application & report form

**Applicant's Licence Nr.** \_\_\_\_\_

**Applicant :** Last name: \_\_\_\_\_ First name: \_\_\_\_\_ Date of birth: \_\_\_\_\_

Place of birth: \_\_\_\_\_ Place of origin: \_\_\_\_\_ Nationality: \_\_\_\_\_

**Address:** Street/box: \_\_\_\_\_

Postal code: \_\_\_\_\_ City: \_\_\_\_\_ Country: \_\_\_\_\_

Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Invoice and licence to be sent to  applicant  company: \_\_\_\_\_

initial type/class rating skill test  revalidation of IR rating proficiency check

revalidation of type/class rating  renewal of expired IR rating proficiency check

repetition of failed/partial passed test / check from: \_\_\_\_\_  renewal of expired type/class rating

**Recommendation for the skill test/ proficiency check for renewal**

\*) To fill in instructor's information if training with instructor acc. FCL.740(b)(2)(ii)

**ATO/ DTO/ Instructor\*** name: \_\_\_\_\_ Registration no: \_\_\_\_\_

Name of Head of Training: \_\_\_\_\_ Licence no\*: \_\_\_\_\_

Location & date: \_\_\_\_\_ Signature of Head of Training/Instructor\*: \_\_\_\_\_

**For revalidation of type rating or ME class rating**

\*  10 route sectors (a copy of the logbook page(s) must be attached to this form)

\*  1 route sector flown with an examiner (a copy of the logbook page must be attached to this form) | **\*Examiner delete as necessary**

**Details of flight**  Aeroplane  Simulator Training Center: \_\_\_\_\_

Date: \_\_\_\_\_ Type of aircraft/ variant: \_\_\_\_\_ Registration: \_\_\_\_\_ TR/CR: \_\_\_\_\_

Departure: \_\_\_\_\_ Destination: \_\_\_\_\_ Block-off \_\_\_\_\_ Block-on \_\_\_\_\_ Block time: \_\_\_\_\_ # of landings: \_\_\_\_\_

**Result of skill test / proficiency check:**  
**TR/CR**  passed  failed (see Annex)  partial passed: section \_\_\_\_\_ to be repeated (see Annex)  
**IFR**  passed  failed (see Annex)  partial passed: section \_\_\_\_\_ to be repeated (see Annex)  
 If applicable: **Airport, RWY, type of PBN approach:** \_\_\_\_\_

**Remarks:**  
 \_\_\_\_\_  
 \_\_\_\_\_

**I confirm that the test/check has been carried out in full compliance with the provisions of FCL.1005, FCL.1015(c) and FCL.1030.**

**Examiner** last name: \_\_\_\_\_ First name: \_\_\_\_\_

Foreign Examiner Certificate no: \_\_\_\_\_ Licence no: \_\_\_\_\_

Location & date: \_\_\_\_\_ Signature of Examiner: \_\_\_\_\_

**To be completed by applicant:**

I declare that

- I do not possess a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
- I have not applied for a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
- I have never possessed any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.
- the information provided is correct. I am aware of the consequences of providing false information, such as being denied a license, certificate, rating, authorisation or attestation, or having it revoked or cancelled.
- I have received the test/check result and been informed about my rights of appeal

Date and place: ..... Signature of applicant: .....



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**General flight experience report:**

Grand total flight time \_\_\_\_\_ Pic time: \_\_\_\_\_ Time on land version of the class/type rating: \_\_\_\_\_

**Details of conditions: instruction and flying experience before skill test**

- a) Pilot licence  LAPL(A)  PPL(A)  CPL(A)  ATPL(A) valid \_\_\_\_\_
- b) EASA Medical class  LAPL  2  1  IR until: \_\_\_\_\_
- c) Theoretical examination for TR/CR in a written form (6 months after commencement of the TR/CR training course and within a period of 6 months preceding the application for the issue of the TR/CR rating) date: \_\_\_\_\_
- d) Dual flight instruction for class / type rating according an approved syllabus
  - (holding land version of the class/type rating MNM 8 HR) hours: \_\_\_\_\_
  - (not holding land version of the class/type rating: MNM 10 HR) hours: \_\_\_\_\_
- e) **If instruction is done for the first MEP(A)** :
  - Flight experience as PIC(A) (MNM 70 HR) hours: \_\_\_\_\_
  - Dual flight instruction normal conditions (engine failure procedures/asymmetric flight) (MNM 2:30 HR) hours: \_\_\_\_\_
  - Dual flight instruction abnormal conditions (MNM 3:30 HR) hours: \_\_\_\_\_
- f) **Additionally for the first High Performance Aircraft**
  - Flight experience as PIC(A) (MNM 200 HR) hours: \_\_\_\_\_
  - ATPL theory passed or \_\_\_\_\_ date: \_\_\_\_\_
  - HPA course
    - Part VFR completed \_\_\_\_\_ date: \_\_\_\_\_
    - Part IFR completed \_\_\_\_\_ date: \_\_\_\_\_

**A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form**



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At the discretion of the examiner, any maneuver or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

**Use of checklist, airmanship, A/C limitations must be respected in all sections**

Section 0. Verbal examination of theoretical knowledge		passed	failed
Examiner initials		<input type="checkbox"/>	<input type="checkbox"/>

Section 1. Departure		passed	failed	n/a
1.1.	Pre-flight including: documentation, mass and balance, weather briefing and minima, water surface conditions, A/C performance calculations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.	Pre-start checks, external/internal	M	<input type="checkbox"/>	* <input type="checkbox"/>
1.3.	Engine starting: Normal Malfunctions	M	<input type="checkbox"/>	* <input type="checkbox"/>
1.4.	Taxiing	M	<input type="checkbox"/>	* <input type="checkbox"/>
1.5.	Step taxiing		<input type="checkbox"/>	<input type="checkbox"/>
1.6.	Mooring: Beach Jetty pier Buoy		<input type="checkbox"/>	<input type="checkbox"/>
1.7.	Engine off sailing		<input type="checkbox"/>	<input type="checkbox"/>
1.8.	Pre-departure checks: Engine run-up (if applicable)	M	<input type="checkbox"/>	* <input type="checkbox"/>
1.9.	Take - off procedure: Normal with Flight Manual flap settings Crosswind (if conditions applicable)		<input type="checkbox"/>	<input type="checkbox"/>
1.10.	Climbing: Turns onto headings Level off	M	<input type="checkbox"/>	* <input type="checkbox"/>
1.11.	ATC liaison - Compliance, R/T procedures		<input type="checkbox"/>	* <input type="checkbox"/>
* if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 2. Airwork (VMC)		passed	failed	n/a
2.1.	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps. (including approach to VMCA when applicable)		<input type="checkbox"/>	<input type="checkbox"/>
2.2.	Steep turns (360° left and right at 45° bank)	M	<input type="checkbox"/>	* <input type="checkbox"/>
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 and power iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)	M	<input type="checkbox"/>	* <input type="checkbox"/>
2.4.	ATC liaison - Compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
* if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 3 A Enroute procedures VFR		passed	failed	n/a
3A.1	Flight plan, dead reckoning and map reading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3A.2	Maintenance of altitude, heading and speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3A.3	Orientation, timing and navigation aids (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3A.4	Use of radio navigation aids (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3A.6	ATC liaison - Compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials				

Section 3. B Instrument flight		passed	failed	n/a
3B.1.	*Departure IFR	M	<input type="checkbox"/>	* <input type="checkbox"/>
3B.2.	*Enroute IFR	M	<input type="checkbox"/>	* <input type="checkbox"/>
3B.3.	*Holding Procedures	M	<input type="checkbox"/>	* <input type="checkbox"/>
3B.4.	*3D operations to DH/A of 200 ft or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	M	<input type="checkbox"/>	* <input type="checkbox"/>
3B.5.	*2D CDF A operations to DA/MDA	M	<input type="checkbox"/>	* <input type="checkbox"/>
3B.6.	*Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns Recovery from unusual attitudes	M	<input type="checkbox"/>	* <input type="checkbox"/>
3B.7.	*Failure of localizer or glideslope		<input type="checkbox"/>	<input type="checkbox"/>
3B.8.	ATC liaison - Compliance - R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
* if n/a, a justification is needed under "remarks" on page one of this form				
<b>IR PBN Privileges</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				
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Section 4. Arrival and landings		passed	failed	n/a
4.1.	Seaplane base aerodrome arrival procedure and traffic pattern	M	<input type="checkbox"/>	<input type="checkbox"/> *
4.2.	Normal landing	M	<input type="checkbox"/>	<input type="checkbox"/> *
4.3.	Flapless landing	M	<input type="checkbox"/>	<input type="checkbox"/> *
4.4.	Crosswind water landing (if suitable conditions)		<input type="checkbox"/>	<input type="checkbox"/>
4.5.	Approach and landing with idle power from up to 2000' above the water (single engine aeroplane only)		<input type="checkbox"/>	<input type="checkbox"/>
4.6.	Go-around from minimum height	M	<input type="checkbox"/>	<input type="checkbox"/> *
4.7.	Glassy water landing (simulated if no glassy available) Rough water landing		<input type="checkbox"/>	<input type="checkbox"/>
4.8.	ATC liaison - Compliance - R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
* if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 5. Abnormal & emergency procedures		passed	failed	n/a
This section may be combined with Sections 1 to 4				
5.1.	Rejected take-off at reasonable speed	M	<input type="checkbox"/>	<input type="checkbox"/> *
5.2.	Simulated engine failure after take-off (single engine aeroplanes only)	M	<input type="checkbox"/>	<input type="checkbox"/> *
5.3.	Simulated forced landing without power (single engine aeroplanes only)	M	<input type="checkbox"/>	<input type="checkbox"/> *
5.4.	Simulated emergencies: (i) Fire or smoke in flight (ii) Systems malfunctions as appropriate		<input type="checkbox"/>	<input type="checkbox"/>
5.5.	ATC liaison - Compliance - R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
* if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 6. Simulated asymmetric flight		passed	failed	n/a
This section may be combined with Sections 1 to 5				
6.1.	Simulated engine failure during take-off at a safe altitude unless carried out in FS or FNPT II)	M	<input type="checkbox"/>	<input type="checkbox"/> *
6.2.	Engine shutdown and restart (ME skill test only)		<input type="checkbox"/>	<input type="checkbox"/>
6.3.	Asymmetric approach and go-around procedure	M	<input type="checkbox"/>	<input type="checkbox"/> *
6.4.	Asymmetric approach and full stop landing	M	<input type="checkbox"/>	<input type="checkbox"/> *
6.5.	ATC liaison - Compliance - R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
* if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 6 shall be completed to revalidate a multi-engine class rating sea, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed.

\* The starred (\*) items shall be flown solely by reference to instruments or the rating will be restricted to VFR only

**M** Mandatory item



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**This page has to be completed and signed by examiner and applicant if test/check failed or partial passed.**

Failed item:	Remarks:	
<b>Details of the failed/partial passed test/check:</b>		
Date and Place	Signature of applicant	Signature of examiner:

**Hinweis:**

Innert 10 Tagen nach Zustellung des Ergebnisses vom Skill Test/Proficiency Check kann beim Bundesamt für Zivilluftfahrt, 3003 Bern, schriftlich die Ausstellung einer beschwerdefähigen Verfügung über das Prüfungsergebnis verlangt werden.

**Remarque:**

Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur requête écrite auprès de l'Office fédéral de l'aviation civile, 3003 Berne, une décision susceptible de recours portant sur le résultat dudit examen.

**Avviso:**

Entro dieci giorni dall'invio dei risultati dello Skill Test/Proficiency Check può essere richiesta per iscritto all'Ufficio federale dell'aviazione civile, 3003 Berna, una decisione impugnabile sull'esito dell'esame.

**Remark:**

Within 10 days after receipt of this skill test/proficiency check result, an appealable decision about the test / check results may be requested in writing to the Federal Office of Civil Aviation, 3003 Bern, using one of the official languages (German/French/Italian)