



PPL(A)

Application & report form

Applicant's Licence Nr.

Applicant : Last name: _____ First name: _____ Date of birth: _____

Private address: Street/box: _____

Postal code: _____ City: _____ Country: _____

Phone mobile: _____ Phone office: _____ e-mail: _____

To be completed by examiner:

Skill Test	<input type="checkbox"/> PPL(A) <input type="checkbox"/> Training within an EASA ATO/DTO <input type="checkbox"/> Conversion of a 3 rd country ICAO licence <input type="checkbox"/> Upgrade from LAPL(A) to PPL(A)
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Details of check:

Date:	Type of aeroplane:	Registration:	Class/Type Rating:		
Departure:	Destination:	Block-off:	Block-on:	Block time:	# of landings:
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

Result:	<input type="checkbox"/> passed	<input type="checkbox"/> failed (see last page)	<input type="checkbox"/> partial passed (see last page)
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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:
Examiner licence Nr.:	Foreign Examiner Certificate Nr.:
Date and place:	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authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.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

ADMINISTRATIVE INFORMATION – FOR FOCA ONLY

Version	ISS 01 REV 01 / 02.23	Prepared by	SBFP / pah	Released by	SL SBFP, 02.23
Business object	BAZL-341.301.-1	Revised by	SBFP / spe	Distribution	Internal / External



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Recommendation for the skill test

ATO/ DTO name: _____ Registration nr.: _____
Name of Head of Training: _____ Licence nr.: _____
Location & date: _____ Signature of Head of Training: _____

Details of conditions: instruction and flying experience before PPL(A) skill test

- a) Applicants minimum age: 17 years
- b) Enclose copy of passport
- c) EASA Medical class 2 1 valid until: _____
- d) Theoretical examination PPL(A) passed date: _____
- e) VFR radiotelephony practical test passed date: _____
- f) Language proficiency check MNM level 4 passed (if applicable) date: _____
- g) Total flight experience according PART FCL.210.A (incl. FSTD) (MNM 45 HR) hours: _____
(Crediting. Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 10 hours.
The amount of credit given shall in any case not include the requirements in FCL.210.A (a)(2).
A copy of the relevant logbook pages must be submitted. (MAX 10 HR) hours: _____
- h) Dual instruction (MNM 25 HR) hours: _____
of which instruction time FSTD (MAX 5 HR) hours: _____
- i) Solo instruction (MNM 10 HR) hours: _____
of which solo cross country (MNM 5 HR) hours: _____
1 solo flight incl. 2 stops (MNM 270 km great circle distance): date: _____

LEG 1	DEP: _____	DEST: _____	great circle dist. km: _____
LEG 2	DEP: _____	DEST: _____	great circle dist. km: _____
LEG 3	DEP: _____	DEST: _____	great circle dist. km: _____
			total km: _____
- j) **Additionally for night qualification**
Form 60.611 attached

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



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

Section 1. Pre-flight operations & departure	passed	failed	n/a
a. Pre-flight documentation NOTAM and Weather briefing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Mass & balance and performance calculation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Aeroplane inspection & servicing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Engine starting and after starting procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Taxiing & aerodrome procedures, pre take-off procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Take-off and after take-off checks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Aerodrome departure procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. ATC compliance & R/T procedures	<input type="checkbox"/>	<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. General airwork	passed	failed	n/a
a. ATC compliance & R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Straight and level flight with speed changes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Climbing: i) Best rate of climb ii) Climbing turns iii) Levelling off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Medium (30° bank) turns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Steep (45° bank) turns, including recognition & recovery from a spiral dive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Flight at critically low airspeed with and without flaps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Stalling: i) clean stall and recover with power ii) Approach to stall in descending turn with bank angle 20°, approach configuration iii) Approach to stall in landing configuration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Descending: i) With and without power ii) Descending turns (steep gliding turns) iii) Levelling off	<input type="checkbox"/>	<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. En-Route procedures	passed	failed	n/a
a. Flight plan, dead reckoning & map reading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Maintenance of altitude, heading and speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Orientation, timing and revision of ETAs & log keeping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Diversion to alternate aerodrome (planning and implementation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Use of radio navigation aids	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Basic instrument flying check (180° turn in simulated IMC)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Flight management (checks, fuel systems & carburetor icing, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. ATC compliance & R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
if n/a, a justification is needed under "remarks" on page one of this form			
Examiner initials			

Section 4. Approach and landing procedures	passed	failed	n/a
a. Aerodrome arrival procedure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. *) Precision landing (short field landing), Crosswind landing (if suitable conditions available)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. *) Flapless landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. *) Approach to landing with idle power (SE only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Touch and go	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Go-around from low height	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. ATC compliance & R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Actions after flight	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*) this items may be combined at the discretion of the FE			
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			
a. Simulated engine failure after take-off (SE only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. *) Simulated forced landing (SE only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Simulated precautionary landing (SE only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Simulated emergencies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Oral questions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*) this items may be combined at the discretion of the FE			
if n/a, a justification is needed under "remarks" on page one of this form			
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Section 6. Simulated asymmetric flight		passed	failed	n/a
This section may be combined with Sections 1 to 5				
a.	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Asymmetric approach and go-around	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Asymmetric approach and full stop landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Engine shut down and restart	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	ATC compliance, R/T procedures or airmanship	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	As determined by the FE: any relevant items of the class/type rating skill test to include, if applicable: i) Aeroplane systems including handling of auto pilot ii) Operation of pressurization system iii) Approach to stall in landing configuration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Use of de-icing and anti-icing system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h.	Oral questions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Conduct of the skill test

An applicant shall pass all applicable sections. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

Should the applicant choose to terminate a skill test for reasons considered inadequate by the FE, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

An applicant shall be required to fly the aeroplane from a position where the pilot-in command functions can be performed and carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

The route to be flown for the navigation test shall be chosen by the FE. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board.

An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aeroplane which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used.

The FE will take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.



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This page should be completed in all cases by the Examiner. Refer to GM/INFO Examination Guide for details

Competency Performance Indicator (CPI) For Observable Behaviours OBs, refer to GM/INFO Examination Guide	Remark and notes	Grading Section				
		fail 1	2	3	4	5
K - Application of knowledge Demonstrates knowledge and understanding of relevant information, operating instructions, aircraft systems and the operating environment						
P - Application of procedures and compliance with regulations Identifies and applies appropriate procedures in accordance with published operating instructions and applicable regulations						
M - Aircraft flight path management — manual control Controls the flight path through manual control						
A - Aircraft flight path management — automation Controls the flight path through automation						
C - Communication Communicates through appropriate means in the operational environment, in both normal and non-normal situations						
L - Leadership & teamwork Influences others to contribute to a shared purpose. Collaborates to accomplish the goals of the team						
D - Problem-solving — decision-making Identifies precursors, mitigates problems, and makes decisions						
S - Situation awareness and management of information Perceives, comprehends/manages information and anticipates its effect on the Flight						
W - Workload management Maintains available workload capacity by prioritising and distributing tasks using appropriate resources						
Free Text/ notes						

