



Swiss Confederation

IR (SPA)

Applicant's licence number:

Applicant

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

Place of birth: _____ Place of origin: _____ Nationality: _____

Postal code: _____ City: _____ Street: _____

Phone/fax home: _____ Phone/fax office: _____

E-mail: _____ Signature of applicant: _____

Employed as pilot by (AOC holder): _____ No examiner invoice

Invoice to be sent to: Applicant Company

- Initial IR skill test
- Skill test in accordance with CR (EU) 2016/539 with PBN privileges
- Renewal of expired IR rating
- Repetition of failed / partial passed skill test, from date: _____

The ATO confirms that the candidate has been trained in accordance with approved syllabus and recommends him/her for the skill test.
ATO name: _____ Registration no: _____
 Name of Head of Training: _____ Licence no: _____
 Location & date: _____ Signature of Head of Training: _____

Details of flight
 Date: _____ Type of aeroplane: _____ Reg: _____ Class/type rating: _____
 Departure: _____ Destination: _____ Bolck-off: _____ Block-on: _____ Block time: _____ Number of landings: _____

Result of skill test * delete as necessary

Passed* Failed* Partial Passed* repeat item(s): _____

I have been informed of the test results

Applicant's signature

Remarks

I confirm that the skill test 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 authorisation: _____ Licence number: _____
 Location & date: _____

Examiner's signature

FOCA will issue a new licence after registration of skill test data in the electronic licensing system.

FOCA internal use only:
 Examiner invoice: _____ Date: _____
 Remarks: _____ Visum: _____

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

General flight experience report

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. Please make sure to mark your licence number together with your signature at the bottom of the pages.

Details of conditions: instruction and flying experience before IR(SPA) skill test

- a) Pilot licence PPL (A) CPL (A)
- b) EASA Medical class 1 or 2 / with IR valid until: _____
- c) Theoretical examination IR(A) passed date: _____
- d) IR radiotelephony examination passed date: _____
- e) Language proficiency min. level 4 valid until date: _____
- e) Night qualification entry in licence; or
 confirmed with form 60.611; or
 IFR day only
- f) Flight experience (MNM 50 HR PIC) hours: _____
 (Exceptions acc. EASA Part FCL.610 IR (b))

If instruction is done on SE(A)

- g) IFR dual flight instruction: (MNM 50 HR) hours: _____
 of which
 Instruction time FNPT I (MAX 20 HR) hours: _____
 of which
 Instruction time FNPTII or FFS (MAX 35 HR) hours: _____

If instruction is done on ME(A)

- g) IFR dual flight instruction: (MNM 55 HR) hours: _____
 of which
 Instruction time FNPT I (MAX 25 HR) hours: _____
 of which
 Instruction time FNPTII or FFS (MAX 40 HR) hours: _____

Applicant's licence number:

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

Section 1						Departure
		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
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 navaids for departure, arrival and approach procedures					
e	Pre-flight inspection					
f	Weather minima					
g	Taxiing					
h	PBN departure (if applicable): <ul style="list-style-type: none"> • 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 departures, and altimeter setting					
l (°)	ATC liaison — compliance, R/T procedures					
please delete as necessary		pass		fail		examiner's signature

Section 2						General handling (°)
		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
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, only applicable to aeroplanes					
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes, only applicable to aeroplanes					
please delete as necessary		pass		fail		examiner's signature

Section 3						En-route IFR procedures (°)
		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
a	Tracking, including interception, e.g. NDB, VOR, or track between way-points					
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					
please delete as necessary		pass		fail		examiner's signature

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

Section 3a		Arrival procedures				
		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
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): <ul style="list-style-type: none"> • Check that the correct procedure has been loaded in the navigation system; and • Cross-check between the navigation system display and the arrival chart 					
please delete as necessary		pass		fail		examiner's signature

Section 4 (°)		3D operations				
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						
		1 attempt		2 attempt		Airport RWY Type of Approach
		pass	fail	pass	fail	
a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: <ul style="list-style-type: none"> • 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					
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					
please delete as necessary		pass		fail		examiner's signature

Section 5 (°)		2D operations				
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						
		1 attempt		2 attempt		Airport RWY Type of Approach
		pass	fail	pass	fail	
a	Setting and checking of navigational aids For RNP APCH: <ul style="list-style-type: none"> • 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/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					
please delete as necessary		pass		fail		examiner's signature

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Section 6		Abnormal and emergency procedures				Remarks
		1 attempt		2 attempt		
		pass	fail	pass	fail	
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					
please delete as necessary		pass		fail		examiner's signature

- (°) 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 5 or Section 6.

Conduct of the skill test

An applicant shall pass all relevant sections of the test/check. 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 test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least one hour.

The Authority will provide the examiner 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 examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

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 skills requires a complete re-test.

An applicant shall 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. The examiner 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. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. This restriction may be removed by the applicant carrying out another initial rating skill test acting as if there was no other crew member on a single-pilot aeroplane. Responsibility for the flight shall be allocated in accordance with national regulations.

Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

An applicant for IR (A) shall indicate to the examiner 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.

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 appeal able decision about the test / check results may be demanded by writing in one of the official languages (German/French/Italian), to the Federal Office of Civil Aviation, 3003 Bern.