



**CR/TR/IR SP (A)
except complex HPA**

Applicant's licence number:

Application & report form

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

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

Post code: _____ City: _____ Street: _____

Phone/mobile _____ Phone/fax office: _____

E-mail: _____

Employed as pilot by (AOC holder): _____

Invoice to be sent to: Applicant Company internal Company _____

Initial TR/CR/TMG skill test IR check incl. PBN privilege Repetition from date: _____

Revalidation TR/CR Revalidation IR ME/IR revalidation w/o TR/CR revalidation

Renewal of expired TR/CR Renewal of expired IR STI(A) prof check acc Part-FCL.940.STI

Recommendation for the skill test. Proficiency check recommendation for expired class/type rating shall be done on form 60.531.

ATO/DTO name: _____ Registration number: _____

Head of Training Name: _____ Licence number: _____

Location & date: _____ Signature of Head of Training: _____

1 Details of flight

Date: _____ Type of aircraft: _____ Registration: _____ CR: _____ TR: _____

Departure/Destination _____ Block-off: _____ Block-on: _____ Block time: _____ # of landings: _____

2 Result of skill test/proficiency check

*delete as necessary

Applicant's signature

TR / CR pass* fail* partial pass*

IR pass* fail* partial pass*

3 Remarks

Revalidation of CR ME or TR only: Examiner flight (FCL740.A(a))(2)(ii) Date: _____ (Examiner's signature)

10 route sectors

Combined LPC/OPC (FCL.740.A(a)(3)) _____

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: _____

Licence No: _____ Examiner authorisation: _____ valid until: _____

Location and date: _____ Signature of flight examiner: _____

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General flight instruction 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 note your licence number together with your signature at the bottom of the pages.

Summary of conditions (for skill tests initial ratings only):

For initial Single Pilot CR / TR skill test

- a) Pilot licence PPL CPL ATPL date of issue: _____
- b) EASA Medical class 1 or 2 / IR valid until: _____
- c) Theoretical examination for type rating (within 6 months prior to the skill test) date: _____
- d) Flight instruction for class / type rating according an approved syllabus completed: date: _____
 - A aircraft hours: _____
 - FS flight simulator hours: _____
 - FTD flight training device hours: _____
 - OTD other training device hours: _____

Additionally for initial Single Pilot MULTI ENGINE CR / TR skill test

- e) Flight experience as PIC(A) (MNM 70 HR) hours: _____
- f) Dual flight instruction normal conditions (MNM 02:30 HR) hours: _____
- g) Dual flight instruction abnormal conditions (engine failure procedures / asymmetric flight) (MNM 03:30 HR) hours: _____

Additionally for High Performance Aircraft CR / TR

- h) Flight experience (MNM 200 HR) hours: _____
- i) ATPL(A) theory or high performance aeroplanes (HPA) course passed: _____
 - Part VFR passed: _____
 - Part IFR passed: _____

For holders of a LAPL(S) or Sailplane License only:

Requirements to obtain a TMG extension

- j) Flight instruction on a TMG (MNM 6 HR) hours: _____
- including Dual flight instruction (MNM 4 HR) hours: _____
- including 1 solo cross-country flight

	Leg 1	DEP _____	DEST _____	KM _____
	Leg 2	DEP _____	DEST _____	KM _____
Total	(MNM 150 KM or 80 NM great circle distance)			KM _____

For holders of an IR SEP

Requirements to obtain IR MEP

- k) Flight instruction in IR in MEP (MNM 05:00 HR) hours: _____
- of which in FFS or FNPTII (MAX 03:00 HR) hours: _____

Hinweis:

Innert 10 Tagen nach Zustellung des Ergebnisses des Skilltests/Proficiencychecks 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 réquête 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)

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

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

M Mandatory item

Oral examination for holders of a LAPL(S) and SPL for the TMG extension only						
	to be assessed during the skill test	1 attempt		2 attempt		M
		pass	fail	pass	fail	
20	Aircraft general knowledge					M
30	Flight performance and planning					M
60	Navigation					M
70	Operational procedures					M
80	Principles of flight					M
please delete as necessary		passed		failed		examiner's signature

Section 1						Departure
		1 attempt		2 attempt		M
		pass	fail	pass	fail	
1.1	Pre-flight including: Documentation, mass and balance, weather briefing, NOTAM					
1.2	Pre-start checks, external/internal					M
1.3	Engine starting: Normal Malfunctions					M
1.4	Taxiing					M
1.5	Pre-departure checks: Engine run-up (if applicable)					M
1.6	Take - off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)					
1.7	Climbing: Vx/Vy Turns onto headings Level off					
1.8	ATC liaison - Compliance, R/T procedures					
please delete as necessary		passed		failed		examiner's signature

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Section 2		Airwork (VMC)				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
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)					
2.2	Steep turns (360° left and right at 45° bank)					M
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
2.4	Handling using autopilot and flight director (may be conducted in section 3), if applicable					M
2.5	ATC liaison - Compliance, R/T procedures					
please delete as necessary		passed		failed		examiner's signature

Section 3A		Enroute procedures VFR				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
Section 3A is not required if section 3B is completed						
3A.1	Flight plan, dead reckoning and map reading					
3A.2	Maintenance of altitude, heading and speed					
3A.3	Orientation, timing and revision of ETAs					
3A.4	Use of radio navigation aids (if applicable)					
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)					
3A.6	ATC liaison - Compliance, R/T procedures					
please delete as necessary		passed		failed		examiner's signature

Note: section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, when the required experience of 10 route sectors within the previous 12 months has not been completed.

IR PBN Privileges

To establish or maintain PBN privileges one approach shall be an RNP Approach, either 2D or 3D. When an RNP Approach is not possible, it shall be performed in an appropriately equipped FSTD

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Section 3B						Instrument flight	
		1 attempt		2 attempt			
		pass	fail	pass	fail		
3B.1*	Departure IFR					M	
3B.2*	Enroute IFR					M	
3B.3*	Holding Procedures					M	
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	Airport, RWY, Type of Approach:
3B.5*	2D CDFA operations to DA/MDA					M	Airport, RWY, Type of Approach:
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns Recovery from unusual attitudes					M	
3B.7*	Failure of localizer or glideslope						
3B.8	ATC liaison - Compliance - R/T procedures						
please delete as necessary		passed failed		examiner's signature			

Section 4						Arrival and landings	
		1 attempt		2 attempt			
		pass	fail	pass	fail		
4.1	Aerodrome arrival procedure					M	
4.2	Normal landing					M	
4.3	Flapless landing					M	
4.4	Crosswind landing (if suitable conditions)						
4.5	Approach and landing with idle power from up to 2000' above the runway (single engine aeroplane only)						
4.6	Go-around from minimum height					M	
4.7	Night go-around and landing (if applicable)						
4.8	ATC liaison - Compliance - R/T procedures						
please delete as necessary		passed failed		examiner's signature			

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Section 5		Abnormal & emergency procedures					
This section may be combined with Sections 1 to 4		1 attempt		2 attempt			
		pass	fail	pass	fail		
5.1	Rejected take-off [at reasonable speed]					M	
5.2	Simulated engine failure after take-off (single engine aeroplanes only)					M	
5.3	Simulated forced landing without power (single engine aeroplanes only)					M	
5.4	Simulated emergencies:						
	(i) Fire or smoke in flight						
	(ii) Systems malfunctions as appropriate						
5.5	Engine shutdown and restart (ME skill test only)						
5.6	ATC liaison - Compliance - R/T procedures						
please delete as necessary		passed failed				examiner's signature	

Section 6		Simulated asymmetric flight					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
6.1*	Simulated engine failure during take-off (at a safe altitude unless carried out in FS or FNPT II)					M	
6.2*	Asymmetric approach and go-around procedure					M	
6.3*	Asymmetric approach and full stop landing					M	
6.4	ATC liaison - Compliance - R/T procedures						
please delete as necessary		passed failed				examiner's signature	

By signing this form, I declare:

- a) 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.
- b) 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.
- c) 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.
- d) that the information provided are 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.

Name: _____ Signature of applicant: _____

Date and place: _____