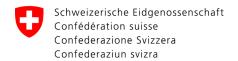


IR / CB-IR / BIR Skill Test

Application & report form

		Applicant's Licence Nr.								
Applicant : Last name:		Fire	st name:		Date of	birth:				
Place of birth:		Pla	ace of origin:		National	lity:				
Adress: Street/box:										
Postal code:	City:			Country:						
Phone:			nail:							
Invoice and licence to be s	end to □ a	pplicant 🗖 d	company							
☐ initial IR				☐ conversion of an ICA	O IR to an E	ASA IR				
☐ initial CB-IR				☐ conversion of an ICA	O IR to an E	ASA CB-IR				
☐ initial BIR				☐ conversion of an ICA	O IR to an E	ASA BIR				
☐ repetition of failed/part	ial passed skill test fro	om:		☐ renewal of expired IF	₹					
The ATO confirms that the	e candidate has been	trained in accord	lance with app	roved syllabus and recom	mends him/h	er for the skill test.				
ATO name:				Registration no:						
Name of Head of Training	g:			Licence no:						
Location & date:			Signatu	re of Head of Training:						
Details of flight										
Date:	Type of aeroplane	o:	Regis	stration:	CR/TR:_					
		Block-off:		n: Block time		# of landings:				
·						-				
						-				
	<u> </u>			<u> </u>						
Result of skill test:	□ passed	☐ failed		☐ partial passed:	section	_to be repeated				
Remarks:										
I confirm that the test/che	ack has been carried	out in full complis		eraviaione of ECL 1005 EC	21 4045(c) an	d ECI 1020				
		•	•	•	. ,					
				First name:						
				Certificate no:						
				Signature of Examiner:						
To be completed by appl	icant:									
I declare that										
	ss a pilot licence, certi ner EASA Member Sta		horisation or at	ttestation with the same so	cope and in th	ne same category				
 I have not appl 	lied for a pilot licence,	certificate, rating	, authorisation	or attestation with the sar	me scope and	d in the same category				
	ner EASA Member Sta		cate rating all	thorisation or attestation v	with the same	s scope and in the				
same category	issued in another EA	SA Member State	e which was re	voked or suspended in ar	ny other EASA	A Member State.				
	n provided is correct. I cate, rating, authorisat			of providing false informations of providing false informations.	ation, such as	being denied a				
Date and place:				Signature of applicant:						

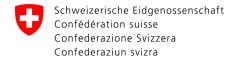


Licence Nr.	

General flight experience report

A copy of the relevant logbook pages (<u>flight experience & STD pages</u>) showing the confirmed completion of the flight instruction must be attached to this form.

Details	of conditions: instruction and flying	ex	perience	befo	re IR(SP	4) s	kill t	est
a)	Pilot licence		PPL(A)		CPL(A)			
b)	EASA Medical class		1 or		2 with IR			valid until
c)	Theoretical examination passed		IR/ATPL		CB-IR		BIR	date
d)	IR radiotelephony examination passed							date
e)	Language Proficiency English min. level 4 valid u	ntil						date
f)	Night qualification entry in licence; or							
	confirmed with form 60.611; or							
	IFR day only							
g)	Flight experience	(M	NM 50 HR F	PIC)				hours
	(Exceptions acc. EASA Part FCL.610 IR (b))							hours
lf instru	uction is done on SE(A)	IR		CB	-IR			
h)	IFR dual flight instruction with ATO	(M	NM 50 HR)	(MN	M 40 HR)			hours
	of which Instruction time FNPT I	(M	AX 20 HR)	(MA	X 10 HR)			hours
	of which Instruction time FNPTII or FFS	(M.	AX 35 HR)	(MA	X 25 HR)			hours
	IR conversion or CB-IR only:							
i)	Total IR flight instruction outside ATO			(MA	X 30 HR)			hours
j)	Total IR flight instruction on aeroplane with ATO			(MN	M 10 HR)			hours
lf instru	uction is done on ME(A)	IR		СВ	-IR			
k)	IFR dual flight instruction with ATO	(M	NM 55 HR)	(MN	M 45 HR)			hours
	Instruction time FNPT I	(M	AX 25 HR)	(MA	X 10 HR)			hours
	or Instruction time FNPTII or FFS	(M.	AX 40 HR)	(MA	X 30 HR)			hours
	IR conversion or CB-IR only:							
l)	Total IR flight instruction outside ATO			(MA	X 35 HR)			hours
m)	Total IR flight instruction on aeroplane with ATO			(MN	M 10 HR)			hours
If Conv	rersion of non-EASA IR to a "Compete	enc	y based	IR" c	r BIR			
n)	Valid EASA Part-FCL Licence		PPL(A)		CPL(A)			
o)	Valid ICAO IR							state of issue:
	Last ICAO IR check passed on: date:							date:
p)	Experience under IFR		B IR MNM 5 IR MNM 25					hours
q)	Passed oral Theoretical Knowledge Examination	(see	e Annex)					
If ATPL	integrated course							
r)	Training confirmed with form 60.324							
BIR								
s)	Module 1							date:
t)	Module 2							date:
u)	Module 3							date:
v)	Module 4 (multi engine only)							date:
w)	Flight Instruction in the aeroplane used for the sk	ill te	est					hours:
x)	Instruction time in FSTD							hours:

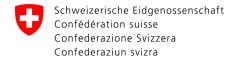


Linaman Nu	
Licence Nr.	

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

Section 1 Departure						
		1 att	1 attempt		empt	Danie and a
		pass	fail	pass	fail	Remarks
а	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance					
b	Use of Air Traffic Services document, weather document					
С	Preparation of ATC flight plan, IFR flight plan/log					
d	Identification of the required navaids for departure, arrival and approach procedures					
е	Pre-flight inspection					
f	Weather minima					
g	Taxiing					
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 departures, and altimeter setting					
l (°)	ATC liaison — compliance, R/T procedures					
	please delete as necessary	pa	ass	fa	ail	examiner's signatur

Section 2 (°) General handling						
		1 att	1 attempt		empt	Remarks
		pass	fail	pass	fail	Remarks
а	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					
С	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					
е	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes					
	please delete as necessary	ра	ss	fa	iil	examiner's signature



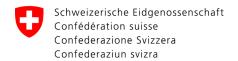
Licence Nr.	

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

Secti	on 3 (°)				Er	n-route IFR procedures
		1 att	1 attempt		empt	Remarks
		pass	fail	pass	fail	Remarks
а	Tracking, including interception, e.g. VOR, or track between way- points					
b	Use of navigation system and radio aids					
С	Level flight, control of heading, altitude and airspeed, power setting, trim technique					
d	Altimeter settings					
е	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	pa	ISS	fa	ail	examiner's signatı

Sect	ion 3a					Arrival procedures
		1 att	1 attempt		empt	
		pass	fail	pass	fail	Remarks
а	Setting and checking of navigational aids and identification of facilities, if applicable					
b	Arrival procedures, altimeter checks					
С	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					
	please delete as necessary	pa	ss	fa	nil	examiner's signatur

Secti	Section 4 (°) 3D operation						
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 att	empt	2 att	empt	Airport	
		pass	fail	pass	fail	RWY Type of Approach	
a	Setting and checking of navigational aids Check Vertical Path angle 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, including identification						
C (+)	Holding procedure						
d	Compliance with published approach procedure						
е	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	ра	ss	fa	il	examiner's signatu	



Licence Nr.	

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

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 at	tempt	2 att	empt	Airport
		pass	fail	pass	fail	RWY Type of Approach
а	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					
е	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		iss	fa	ail	examiner's signatur

Section 6				mal and emergency procedures				
		1 att	empt	2 atte	empt			
		pass	pass fail		fail	Remarks		
а	Simulated engine failure after take-off or on go-around							
b	Approach, go-around and procedural missed approach with one engine inoperative							
С	Approach and landing with one engine inoperative							
d	ATC liaison — compliance, R/T procedures							
please delete as necessary		ра	ss	fa	iil	examiner's signatur		

^(°) 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 4 or Section 5

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.

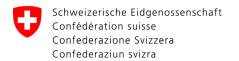
Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

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 multiplic 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.



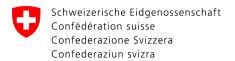
Federal Department of the Environment
Transport, Energy and
Communications DETEC
Federal Office of Civil Aviation FOCA
Safety – Division Flight Personnel
3003 Bern

Licence Nr.	

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

Remark and notes	fail 1	2	3	4	5
		1			
			•	•	

ee Text/ notes						
To be completed by foreign examiner:						
the relevant national procedures and requiren	nents of the FOCA containedin the last version of the Exa	miner Dif	fferend	ces Do	cumen	Ċ.
date	signature					



Federal Department of the Environment,
Transport, Energy and
Communications DETEC
Federal Office of Civil Aviation FOCA
Safety - Division Flight Personnel
3003 Bern

Licence Nr.	

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

Failed item:	Remarks:		
Details of the failed	or partial p	assed test:	
		I have received the test/check result and been	
		informed about my rights of appeal	
Date	e 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 Prüfungsresultat verlangt werden.

Remarque:

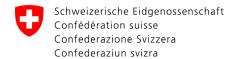
Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur réquête écrite auprès de l'Office fédéral de l'aviation civile, 3003 Berne, une décision susceptible de recours portant sur le résultat dudit examen.

Avviso

Entro dieci giorni dall'invio dei resultati 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)



Federal Department of the Environment
Transport, Energy and
Communications DETEC
Federal Office of Civil Aviation FOCA
Safety – Division Flight Personnel
3003 Bern

ANNEX

Licence Nr.	

Theoretical Knowledge Demonstration Applicable for CB IR/ BIR Conversion of			,
Subje	ect Air Law		
	Question Topic	©	8
M 1			
M 2			
М 3			
M 4			
M 5			
6			
7			
8			
9			
Subje	ect Meteorology		
	Question Topic	©	8
M 1			
M 2			
М 3			
M 4			
M 5			
6			
7			
8			
9			
Subje	ect Flight Planning & Performance		
	Question Topic	0	8
M 1			
M 2			
М 3			
M 4			
M 5			
6			
7			
8			
9			
	please delete as necessary passed failed evans	nor's	ianatur

Pass rate by decision of the Examiner, 75% being a general reference.

Exam questions may be chosen from the Sample Question Guide published by FOCA, but shall be adapted or modified to the planned flight as much as practical.