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

TR MP & ATPL(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: e-mail:

Employed as pilot by (company name):

Company address:

Invoice and licence to be sent to: ☐ company ☐ applicant

To be completed by examiner:

Proficiency check	❑ revalidation	❑ Combined LPC/OPC ❑ Route sectors >= 10 (logbook copy attached) ❑ Examiner route sector (logbook copy attached)
	❑ renewal	❑ Training completion certificate/training records signed by Head of Training attached ❑ Training not required, confirmation signed by Head of Training attached ❑ Training not required, confirmation of valid 3rd country ICAO type rating
Skill Test	❑ initial TR	❑ Training completion certificate/training records signed by Head of Training attached
	❑ ATPL	❑ Delegation issued by FOCA.
	❑ MPL	❑ Training completion certificate/training records signed by Head of Training attached

Details of check:	☐ PIC ☐ COPI	❑ simulator ❑ aeroplane			
Date:	Type of aeroplane:	ID Nr/ registration:	Training centre:		
Departure:	Destination:	Block-off:	Block-on:	Block time:	# of landings:
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

Result:	☐ passed	☐ failed (see last page)	☐ partial passed (see last page)	❑ PBN APCH*

*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 FFS. 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.

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.

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

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Section 0	**Examination of theoretical knowledge**		passed	failed
Examiner initials		**M**	☐	☐

Section 1.	**Flight Preparation**		passed	failed	n/a
1.1.	Performance calculation		☐	☐	☐
1.2.	Aeroplane external visual inspection; location of each item and purpose of inspection		☐	☐	☐
1.3.	Cockpit inspection		☐	☐	☐
1.4.	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	**M**	☐	☐	☐
1.5.	Taxiing in compliance with air traffic control or instructions of instructor		☐	☐	☐
1.6.	Before take-off checks	**M**	☐	☐	☐
Examiner initials					

Section 2.	**Take offs**		passed	failed	n/a
2.1.	Normal take off with different flap settings, including expedited take-off		☐	☐	☐
2.2.	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne		☐	☐	☐
2.3.	Crosswind take-off		☐	☐	☐
2.4.	Take-off at maximum take-off mass (actual or simulated take-off mass)		☐	☐	☐
2.5.	Take-off with simulated engine failure				
2.5.1.	Shortly after reaching V_2		☐	☐	☐
2.5.2.	Between V_1 and V_2 **(on FFS only)**	**M**	☐	☐	☐
2.6.	Rejected take-off at a reasonable speed before reaching V_1	**M**	☐	☐	☐
Examiner initials					

Section 3.	**Flight maneuvres and procedures**		passed	failed	n/a
3.1.	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)				
3.1.1.	At different speeds (including slow flight) and altitudes within the FFS training envelope		☐	☐	☐
3.1.2.	Steep turns using 45° bank, 180° to 360° left and right		☐	☐	☐
3.1.3.	Turn with and without spoilers		☐	☐	☐
3.1.4.	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach		☐	☐	☐
3.2.	Tuck under and Mach buffets (if applicable) and other specific flight characteristics of the aeroplane (e.g. Dutch Roll) **(on FFS only)**		☐	☐	☐
3.3.	Normal operation of systems and controls of engineer's panel (if applicable)		☐	☐	☐

3.4.	Normal and abnormal operations of following systems: **A mandatory of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive**				
3.4.0.	Engine (if necessary) propeller		☐	☐	☐
3.4.1.	Pressurisation and air-conditioning		☐	☐	☐
3.4.2.	Pitot static system		☐	☐	☐
3.4.3.	Fuel system		☐	☐	☐
3.4.4.	Electrical system		☐	☐	☐
3.4.5.	Hydraulic system		☐	☐	☐
3.4.6.	Flight control and trim-system		☐	☐	☐
3.4.7.	Anti-icing/de-icing system,glare shield heating		☐	☐	☐
3.4.8.	Autopilot/Flight director		☐	☐	☐
3.4.9.	Stall warning devices or stall avoidance devices, and stability augmentation devices		☐	☐	☐
3.4.10.	Ground proximity warning system, weather radar, radio altimeter, transponder		☐	☐	☐
3.4.11.	Radios, navigation equipment, instruments, FMS		☐	☐	☐
3.4.12.	Landing gear and brake		☐	☐	☐
3.4.13.	Slat and flap system		☐	☐	☐
3.4.14.	Auxiliary power unit		☐	☐	☐
3.5.	Not applicable				
3.6.	Abnormal and emergency procedures: **A mandatory of 3 emergency items shall be selected from 3.6.1 to 3.6.9 inclusive**				
3.6.1.	Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.		☐	☐	☐
3.6.2.	Smoke control and removal		☐	☐	☐
3.6.3.	Engine failures, shutdown and restart at a safe height		☐	☐	☐
3.6.4.	Fuel dumping (simulated)		☐	☐	☐
3.6.5.	Wind shear at take-off / landing **(on on FFS only)**		☐	☐	☐
3.6.6.	Simulated cabin pressure failure/emergency descent		☐	☐	☐
3.6.7.	Incapacitation of flight crew member		☐	☐	☐
3.6.8.	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual (AFM)		☐	☐	☐
3.6.9.	TCAS event **(on FFS only)**		☐	☐	☐
3.7.	Upset recovery training				
3.7.1.	Recovery from stall events in: - take –off configuration - clean configuration at low altitude - clean configuration near maximum operating altitude; and - landing configuration		☐	☐	☐
3.7.2.	The following upset exercises - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles **(on FFS only)**		☐	☐	☐
3.8.	Instrument flight procedures				
3.8.1.	Adherence to departure and arrival routes and ATC instructions	**M**	☐	☐	☐
3.8.2.	Holding procedures		☐	☐	☐
3.8.3.	3D operations to DH/A of 200 ft or to higher minima if required by the approach procedure				
3.8.3.1.	manually, without flight director **M skill test only**	**M**	☐	☐	☐
3.8.3.2.	manually, with flight director		☐	☐	☐
3.8.3.3.	with autopilot		☐	☐	☐

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3.8.3.4.	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii)after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4	**M** choice of (i) or (ii)	☐	☐	☐
3.8.4.	2D operations down to the MDH/A	**M**	☐	☐	☐
3.8.5.	Circling approach under following conditions: - (a) * approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions followed by: -(b) circling approach to another runway at least 90° off centreline from final approach used in item a), at the authorised minimum circling approach altitude; Remark: if a) and b) are not possible due to ATC reasons a simulated low visibility pattern may be performed		☐	☐	☐
3.8.6.	Visual approaches		☐	☐	☐
Examiner initials					

Section 4. Missed Approach procedures			**passed**	**failed**	**n/a**
4.1.	Go-around with all engines operating* during a 3D operation on reaching decision height.		☐	☐	☐
4.2.	Go-around with all engines operating* from various stages during an instrument approach		☐	☐	☐
4.3.	Other missed approach procedure		☐	☐	☐
4.4.	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	**M**	☐	☐	☐
4.5.	Rejected landing with all engines operating - from various heights below DH/MDH -after touchdown (baulked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/ FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown		☐	☐	☐
Examiner initials					

Section 5. Landings			**passed**	**failed**	**n/a**
5.1.	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation.		☐	☐	☐
5.2.	Landing with simulated jammed horizontal stabiliser in any out-of-trim position. **(on FFS only)**		☐	☐	☐
5.3.	Crosswind landings (aircraft, if practicable)		☐	☐	☐
5.4.	Traffic pattern and landing without extended or with partly extended flaps and slats.		☐	☐	☐
5.5.	Landing with critical engine simulated inoperative	**M**	☐	☐	☐
5.6.	Landing with two engines inoperative - Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM. - Aeroplanes with four engines: two engines on one side **(on FFS only)**	**M** skill test only	☐	☐	☐
Examiner initials					

Where the letter „M" appears in the test/check column, this will indicate a mandatory exercise or choice where more than one exercise appears

To be completed by foreign examiner:

I hereby declare that I,.....have reviewed and applied the relevant national procedures and requirements of the FOCA contained in the last version of the Examiner Differences Document.

date .....signature.....

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This page should be completed in all cases by the Examiner. Exception: for operators with a mixed- or base line EBT approval, this page may be left blank.
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						

1=Fail / 2=Below Standard / 3=Standard / 4=Above Standard / 5=Outstanding acc. FOCA Examination Guide

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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:**

Details of the failed or partial passed test/check:

Date and Place	I have received the test/check result and been informed about my rights of appeal 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)