

Date and place: .....

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

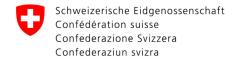
Application & report form

TR MP & ATPL(A)				Applicant's	Licence Nr.					
Applicant : Last name:				Firs	t name:		Date of	birth:		
Private address: Street	/box:									
Postal code:		Ci	ty:			Country:				
Phone mobile:				e-ma	ail:					
Employed as pilot by (co	ompany i	name):								
Company address:										
Invoice and licence to be	e sent to	: 🚨	compar	ny 🗖 a	pplicant					
To be completed by ex	aminer:									
Proficiency check	□ reva	alidation		<ul> <li>□ Combined LPC/OPC</li> <li>□ Route sectors &gt;= 10 (logbook copy attached)</li> <li>□ Examiner route sector (logbook copy attached)</li> </ul>						
	☐ rene	wal		Training no	mpletion certificate/traini t required, confirmation of t required, confirmation	signed by Head	d of Training a	attache	ed	
Okill Took	☐ initia	al TR		Training co	mpletion certificate/train	ing records sign	ned by Head	of Trair	ning attached	
Skill Test	☐ ATP	'L		Delegation	issued by FOCA.					
	☐ MPL	-		Training co	mpletion certificate/train	ing records sign	ned by Head	of Train	ning attached	
Details of check:	□ PIC		COPI		☐ simulator	☐ aeroplane				
Date:	Type o	f aeroplane:			ID Nr/ registration:	Training centi	centre:			
Departure:		Destination:	1:		Block-off:	Block-on:	Block tim	e:	# of landings:	
							.			
Result:	l passed		☐ failed	d (see last pa	age) 🔲 partial passe	ed (see last paç	je)	□ PE	BN APCH*	
appropriately equipped FF	FS. By wa H exercise	ay of derogation e, the PBN privile	from the eges of the	subparagraph	APCH. Where an RNP APC above, in cases where a property of the approximate and the approximate approximate and the approximate and the approximate approximate and the approximate approximate approximate and the approximate	roficiency check f	or revalidation	of PBN	privileges does	
Remarks:										
I confirm that the test/	check ha	s been carrie	d out in	full complia	nce with the provisions	of FCL.1005, FC	CL.1015(c) an	nd FCL.	1030.	
Examiner last name:					First name:					
Examiner licence Nr.:					Foreign Examiner Cert	tificate Nr.:				
Date and place:	Date and place: Signature of Examiner:									
To be completed by ap	plicant:									
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, au	iliorisation or at	iestation,	, or naving it re	evoked of cancelled.					

ADMINISTRATIVE INFORMATION – FOR FOCA ONLY

.....Signature of applicant .....

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Business object BAZL-341.301.-1 Revised by SBFP / hup Distribution Internal / External



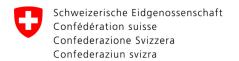
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Licence Nr.	

Section 0 Examination of theoretical knowledge				failed	
Examin initials		М			
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	М			
1.5.	Taxiing in compliance with air traffic control or instructions of instructor				
1.6.	Before take-off checks	М			
Examiner initials					
Section	1 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 <sub>2</sub>				
2.5.2.	Between $V_1$ and $V_2$ (on FFS only)  Rejected take-off at a reasonable speed	М	U		
2.6.	before reaching V₁	М			
Examiner initials					
Section	Flight maneuvres and procedures		passed	failed	n/a
3.1.	Manual flight with and without flight directors (n autothrust/autothrottle, and at different control l applicable)				10
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)				

	Normal and abnormal operations of following systems:  A mandatory of 3 abnormal items					
3.4.	A mandatory of 3 shall be selected from 3.4.0 to	abr 3 4	norma 14 in	al iten	ns vo	
3.4.0.	Engine (if necessary) propeller	0.4				
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,					
2.4.40	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 e shall be selected from 3.6.1 to					
	Fire drills e.g. engine, APU, cabin, cargo					
3.6.1.	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)				<b>-</b>	
3.8.	Instrument flight procedures					
3.8.1.	Adherence to departure and arrival routes and ATC instructions	М				
3.8.2.	Holding procedures					
3.8.3.	3D operations to DH/A of 200 ft or to higher miles the approach procedure	nim	na if r	equir	ed	
3.8.3.1.	manually, without flight director  M skill test only	М				
3.8.3.2.	manually, with flight director					
3.8.3.3.	with autopilot					

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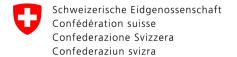
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LICELICE IVI.	

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	M choice of (i) or (ii)	0	0
	instructor may simulate the engine failure in accordance with exercise 3.8.3.4  2D operations down			
3.8.4.	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		0	
3.8.6.	Visual approaches			
Examiner initials				

Section	1 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	М			
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	n 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	М			
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	M skill test only		0	<b>-</b>
Examine	(on FFS only)				
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 6	examiner:
	have reviewed and applied the relevant national DCA contained in the last version of the Examiner Differences Document.
date	.signature



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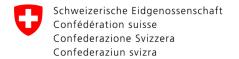
This page should be completed in all cases by the Examiner. Exception: for operators with a mixed- or base line EBT approval, this page may be left blank.

Refer to GM/INFO Examination Guide for details.

Competency Performance Indicator (CPI)	Remark and notes		Grad	ling Sed	ction	
For Observable Behaviours OBs, refer to GM/INFO Examination Guide	Remark and notes	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	l or partial p	assed test/check:	
		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)

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