

BASA (Bilateral Aviation Safety Agreement) - Part-FCL licence conversion, application and skill test form

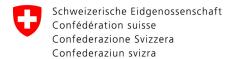
Application and report form for skill test and issue of an EASA Part-FCL Private pilot licence PPL(A), SEP, MEP, instrument rating and/or night rating on the basis of a FAA pilot certificate and/or instrument rating according to bilateral aviation safety agreement (BASA).

Transitional solution: until the agreement between Switzerland and the USA is concluded, FOCA will issue a validation. After entry into force of the agreement, the validation will be converted into an EASA licence

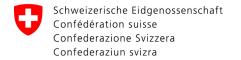
Part 1 - FAA A To be completed by		atus			
1. Applicant's	personal de	tails			
Full name					
(Last and first nar	mes)				
Date of birth (dd/i	mm/yyyy)				
Nationality					
Place and country	y of birth				
Place of origin (fo	or Swiss				
Address: Street Country, ZIP code	e city				
For applicants living Switzerland it is not say and sa	ing outside equired a				
Contact details					
(a) Email		(a) _			
(b) Phone nu	umber	(b) _			
2. Details of FA	AA flight cre	w licence	e(s) held		
State of issue	USA				
Category/class of	FAA certific	ate	□ PPL(A)	□ CPL(A)	□ ATPL(A)
Licence issue dat	te		Licence number	r	
Issuing authority	(Conditions เ	under whi	h the licence was is	ssued, where necessa	ry)
		ADMINISTE	RATIVE INFORMATION :	EOR EOCA ONLY	

Version

ISS 01 REV 00 / 06.2022

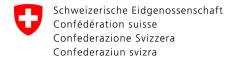


Valid and non-expi	• •	_	es and cert	ificates h	neld			
Ratings and certificates	ument ratings	<u>')</u>					Issue date	(dd/mm/yyyy)
realings and certificates							issue date	(dd/IIIII/yyyy)
Remarks, i.e. speci privileges	al endorseme	nts re	lating to li	mitations	, restr	ictions	and end	dorsements for
Special endorsements (e lidity (English, others))	.g. language profic	iency le	vel and va-	Date (dd/r	mm/yyyy) of last f	ight review	in English
(The validity period of language p	roficiency level 4 will sta	rt from the	date of the last do	L cumented flight	review)			
Past or pending en Specify if there is a current			dical certificat	te and licen	ce orsus	spension	or revocat	ion thereof
□ Yes , If yes, please g					-,		□ No	
Is the licence in FA				by the FA	AA on t	the bas	sis of a li	cence issued by
another contracting	•	•	-					
(E.g. has it been rendered		.2.1 of A	nnex 1 of the	Chicago Co	onvention		_ NI-	
□ Yes (if yes please	give details):						□ No	
Initial EASA Part-M	IED medical c	ertifica	ate					
(enclose a copy of the me								
Date of issue (dd/mr	m/yyyy)	Date	of examina	ation (dd/r	nm/yyy	/y)	Class	
Part 2 - Applicat		t-FCL	licence					
To be completed by t								
I hereby apply for a	a Part-FCL lice	ence o	r rating.		First na	ame		
Last name					1 1130116	шпс		
Type of licence app	olied for:							
Part-FCL PPL Aeron		None [☐ (Already a	holder of a l	Part-FCL	licence,	issued in a	accordance with BASA)
Current ratings app	olied for:							,
□ SEP(land)	□ MEP(land))	□ Night r	ating	□ IF	R(A) for	- SE	□ IR(A) for ME
Holder of a Part-FC	L licence:							
□ yes	□ no							
In case of holder o	f a Part-FCL li	cence	:					
Type of licence	Part-FCL lice	nce nu	mber			State	of licence	e issue



pel-qc@bazl.admin.ch

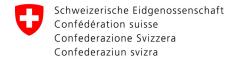
	ve you passed the EASA theoreti ination or skill test in another EA	_	•	uction, theoretical knowledge exertand?
□n	0	□ yes (if yes	please indicate be	elow which country)
The	eoretical knowledge examination	Flight instruc	ction	Skill test
		•		
I he	reby declare, that			
•	scope and in the same category is in any other Member State. I have fully reviewed the application cation to be considered. The information provided on this a lief and knowledge. I understand the assisit in making any false represeding the information or re-issue of a lition or certificate, whether for that	FCL or Part-Scence, certification and have supplication format it is an offerntations for the icence or the person or any horise the FAx cord maintains	FCL in any other ate, rating, authorer Member State abmitted all of the is true, completence for a person e purpose of processue, renewal or other person. A to verify the cored by the FAA in a	Member State of EASA. risation or attestation with the same which was revoked or suspended necessary paperwork for my applice and correct to the best of my beto make, procure to be made, or curing for any reason the issue, valuevalidation of a rating, authorisations of this application from infortaccordance with the Privacy Act,
Sig	nature of the applicant:		Date of applicat	ion:
	quired attachment: e completed by the applicant.			
	licence); Copy of your passport; Evidence of validity of class and intraining performed to fulfil the requirement to the fulfil the requirement to the fulfil the requirement to fulfil the fulfil fulf	ertificate; edical certificants enstrument ration irements of Bodie ire for all applicants apply, refer if passed in a	ngs as applicable ASA, as applicable cable parts of this er to pages 8-9 nother EASA me	s application (e.g. evidence of min 7 mber state than Switzerland
Ser	nd your completed application as	a PDF-file by	e-mail to FOC	A Switzerland:



Skill Test PPL(A)

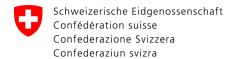
Report form

Applicant :	: Last name:			First name:		Date of	birth:		
To be comp	pleted by AT	O/DTO if training required							
Training	provided:								
Date start	ted:		date	e completed:					
Ground tr	aining	number of sessions:			total hours:				
FSTD trai	ining	number of sessions:			total hours:				
Flight train	ning	number of flights:			total hours:		landings	::	
ATO/ DTO	name:				Registration nr.:_				
Name of F	Head of Traini	ing:			Licence nr				
Location 8	<u>ś date:</u>			Signature o	of Head of Training:_				
To be comp	pleted by exa	ıminer:							
Details of	f test:			T					
Date:		Type of aeroplane:		Registration:		Class/Type F	Rating:		
Departure		Destination:		Block-off:	Block-on:	Block time:	# of	flandi	ings:
		_							
	Τ					,			
Result:	□ passed	☐ failed (s	ee last ¡	page)	☐ partial passed (se	e last page)			
Remarks:	<u>:</u>								
l confirm t	that the test/c	heck has been carried out in	full con	npliance with the prov	risions of FCL.1005, I	FCL.1015(c) an	d FCL.1030).	
Examiner	last name:			First name:					
Examiner	licence Nr.:			Foreign Examin	er Certificate Nr.:				
Date and	place:			Signature of Exa	aminer:				



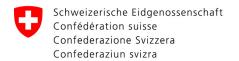
To be completed by examiner:

To be completed by examiner.		
□ Valid SEP (land)		
☐ Min 70 h PIC ☐ Valid MEP (land) ☐ Min 7 h Theoretical instruction ☐ Min. 6 h flight training		
Min 5 h of flight time incl. Min 3 h dual instruction 1 h cross- country navigation with at least 1 dual 50 km (5 solo take- offs and 5 solo full stop landings	27 nm) cross- co	ountry flight
□ Valid language proficiency □ Valid EASA medical certificate class 1 or 2	☐ ID / pa	388
Demonstration of Theoretical Knowledge	©	8
10 - Air Law and ATC Procedures		,
(a) The Convention on International Civil Aviation (Chicago) Doc. 7300/6.		
(b) Airworthiness of aircraft		
(c) Aircraft nationality and registration marks		
(d) Personnel licensing		
(e) Rules of the air		
(f) Procedures for air navigation (PANS Ops)		
(g) Air Traffic Management - Special emphasis on: classification of airspace; general provisions for air traffic services; and procedures related to emergencies,communication failure and contingencies.		
(h) Aeronautical information service		
(i) Aerodromes - Special emphasis on: emergency and other services		
(j) Search and rescue - Special emphasis on: essential definitions; procedures for a PIC at the scene of an accident; procedures for a PIC intercepting a distress transmission.		
(k) Security		
(I) Aircraft accident investigation		
90 - Communication		
(a) Definition		
(b) General operating procedures		
(c) Relevant weather information terms (VFR)		
(d) Action required to be taken in case of communication failure		
(e) Distress and urgency procedures.		
(f) General principles of VHF propagation and allocation of frequencies.		
Result:	□ pass	☐ failed*
* if the candidate fails the oral theoretical exam prior to the skill test, the skill test must be fails the oral theoretical exam after 2 attempts he must be referred to an ATO/DTO for fur before the skill test is attempted again.		
Or, Training received as applicable and passed written examination at FOCA		



Section 0. Examination of theoretical knowledge	pass	fail	
Examiner initials			
Section 1. Pre-flight operations & departure	pass	fail	n/a
a Pre-flight documentation NOTAM and Weather briefing			
b Mass & balance and performance calculation			
c Aeroplane inspection & servicing			
d Engine starting and after starting procedures			
e Taxiing & aerodrome procedures, pre take-off procedures			
f Take-off and after take-off checks			
g Aerodrome departure procedures			
h ATC compliance & R/T procedures			
if n/a, a justification is needed under "remarks" on page one o	of th	is fo	rm
Examiner initials			
Section 2. General airwork	pass	fail	n/a
a ATC compliance & R/T procedures			
b Straight and level flight with speed changes			
Climbing:			
i) Best rate of climb			
ii) Climbing turns			
iii) Levelling off			
d Medium (30° bank) turns			
e Steep (45° bank) turns, including recognition & recovery from a spiral dive			
Flight at critically low airspeed with and			
without flaps			
Stalling:			
i) clean stall and recover with power g ii) Approach to stall in descending turn with			
bank angle 20°, approach configuration			
iii) Approach to stall in landing configuration			
Descending:			
i) With and without power			
ii) Descending turns (steep gliding turns)			
iii) Levelling off if n/a, a justification is needed under "remarks" on page one c	ef th	o fo	·m
in ma, a justification is needed under Fremarks on page one c Examiner	or tri	15 10	rm
initials			
Section 3. En-Route procedures	pass	fail	n/a
a Flight plan, dead reckoning & map reading	S		
b Maintenance of altitude, heading and speed			
Orientation, timing and revision of ETAs &			
log keeping			
Diversion to alternate aerodrome			
(planning and implementation)			
e Use of radio navigation aids			
f Basic instrument flying check (180° turn in simulated IMC)			
g Flight management (checks, fuel systems & carburator icing, etc.)			
h ATC compliance & R/T procedures			
if n/a, a justification is needed under "remarks" on page one of	of th	is fo	rm
Examiner		_	_
initials			

	ion 4. Approach and landing procedures	pass	fail	n/a
а	Aerodrome arrival procedure			
	*) Precision landing (short field landing),			
b	Crosswind landing (if suitable conditions			
	available)	<u> </u>		
С	*) Flapless landing			
d	*) Approach to landing with idle power (SE only)			
е	Touch and go			
f	Go-around from low height			
g	ATC compliance & R/T procedures			
h	Actions after flight			
	s items may be combined at the discretion of the FE			
	, a justification is needed under "remarks" on page one	of th	is fo	rm
Exa initi	miner als			
Sect	ion 5. Abnormal & emergency procedures	pass	fail	n/a
This	section may be combined with Sections 1 to 4			
а	Simulated engine failure after take-off (SE only)			
b	*) Simulated forced landing (SE only)			
С	Simulated precautionary landing (SE only)			
d	Simulated emergencies			
е	Oral questions			
*) thi	s items may be combined at the discretion of the FE			
if ~/-				
	a, a justification is needed under "remarks" on page one	of th	is fo	rm
	a, a justification is needed under "remarks" on page one miner	of th	is fo	rm
Exa initi	a, a justification is needed under "remarks" on page one miner	of the	is fo	n/a
Exa initi Sect	a, a justification is needed under "remarks" on page one miner als	pass		
Exa initi Sect	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a	pass		
Exa initi Sect This	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS)	pass		
Exa initi Sect This a b	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around	pass		
Exa initi Sect This a b c	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing	pass		
Sector This a b c d	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart	pass		
Exa initi Sect This a b c	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing	pass		
Sector This a b c d	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or	pass		
Sector This a b c d	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or airmanship As determined by the FE: any relevant items of the class/type rating skill test to include, if	pass		
Sector This a b c d	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or airmanship As determined by the FE: any relevant items	pass		
Sector This a b c d	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or airmanship As determined by the FE: any relevant items of the class/type rating skill test to include, if	pass		
Exa initi Sect This a b c d e	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or airmanship As determined by the FE: any relevant items of the class/type rating skill test to include, if applicable: i) Aeroplane systems including handling of auto pilot	pass		
Exa initi Sect This a b c d e	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or airmanship As determined by the FE: any relevant items of the class/type rating skill test to include, if applicable: i) Aeroplane systems including handling of auto pilot ii) Operation of pressurization system	pass		
Exa initi Sect This a b c d e	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or airmanship As determined by the FE: any relevant items of the class/type rating skill test to include, if applicable: i) Aeroplane systems including handling of auto pilot ii) Operation of pressurization system iii) Approach to stall in landing configuration	pass		
Exa initi Sect This a b c d e	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or airmanship As determined by the FE: any relevant items of the class/type rating skill test to include, if applicable: i) Aeroplane systems including handling of auto pilot ii) Operation of pressurization system	pass		
Exa initi Section This a b c d e	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or airmanship As determined by the FE: any relevant items of the class/type rating skill test to include, if applicable: i) Aeroplane systems including handling of auto pilot ii) Operation of pressurization system iii) Approach to stall in landing configuration	pass		
Exa initi Section This a b c d e	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or airmanship As determined by the FE: any relevant items of the class/type rating skill test to include, if applicable: i) Aeroplane systems including handling of auto pilot ii) Operation of pressurization system iii) Approach to stall in landing configuration Use of de-icing and anti-icing system	pass	fail	n/a
Exa initi Sect This a b c d e	a, a justification is needed under "remarks" on page one miner als ion 6. Simulated asymmetric flight section may be combined with Sections 1 to 5 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS) Asymmetric approach and go-around Asymmetric approach and full stop landing Engine shut down and restart ATC compliance, R/T procedures or airmanship As determined by the FE: any relevant items of the class/type rating skill test to include, if applicable: i) Aeroplane systems including handling of auto pilot ii) Operation of pressurization system iii) Approach to stall in landing configuration Use of de-icing and anti-icing system Oral questions , a justification is needed under "remarks" on page one miner	pass	fail	n/a



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 passed test:

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.

Signature of applicant

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:

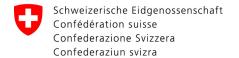
Entro dieci giorni dall'invio dei resultati dello Skill Test/Proficiency Check può essere richiesta per iscritto all'Ufficio federale dell'aviazione civile, 3003 Berna, una decisione impugnabile sull'esito dell'esame.

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)

Date and Place

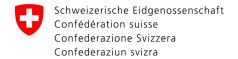
Signature of examiner



Skill Test IR(A)

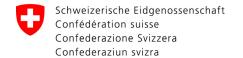
Report form

Applicant :	Last name:			First name:		Date of birth:		
Not applicat	pleted by ATO, ble if the applicant s in any of the EU	has more t Member St	than 50 hours of fligh ates or any Europea	nt time under IFR as Pl n State that participate	IC on airplanes or 10 es in EASA	hours of flight time (under IFR as PIC	
Acclimati	ization flying pr	ovided:						
Date		pe of plane:	Registration:	Departure:	Destination:	Block-off	Block-on:	
							_	
ATO name	e:				Registration nr.:_			
Name of H	lead of Training:_				Licence nr.:_			
Location &	k date:			Signature c	of Head of Training:			
To be comp	pleted by examin							
Details of	-							
Date:		Type of a	aeroplane:	Registration:		Class/Type Rating	j:	
Departure:	Departure:		on:	Block-off: Block-on:		Block time:	# of landings:	
							<u>l</u>	
Result:	☐ passed	☐ faile	d (see last page)	☐ partial passed (s	ee last page)	□ PBN APCH		
Remarks:						1		
I confirm t	that the test/check	has been o	carried out in full cor	npliance with the prov	visions of FCL.1005, I	FCL.1015(c) and FCI	L.1030.	
	last name:			First name:				
Examiner	licence Nr.:			Foreign Examir	ner Certificate Nr.:			
Date and p	place:			Signature of Ex	aminer:			



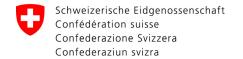
To be completed by examiner:

	Valid SEP (land) □	Min 50 h instrument flight experience		
	Valid MEP (land) □	Min 55 h instrument flight experience		
	Min 50 h PIC flight time unde			
	Valid language proficiency	☐ Valid EASA medical certificate class 1 or 2 with IR	□ ID / pa	ISS
Domo	onstration of Theoretical K	nowledge		
Demo	Oral examination by the E	Examiner prior to the skill test if the applicant has a minir der Instrument Flight Rules (IFR) as PIC on airplanes	num experienc	e of at least
	(Refer to checklist CB-IR /	BIR Oral Examination Guide on the FOCA website)	©	8
		010 - Air Law and ATC Procedures	1	
		033 - Flight Planning and Monitoring		
		Result:	□ pass	☐ failed
Or, 🗆	flying within an EASA ATO	n under responsibility of the Federal Office of Civil Aviat if the applicant has less than 50 hours of flight time und applicant to show exam results to examiner		



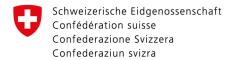
Secti	ion 0. Examination of theoretical knowledge	pass	fail	
Exar	niner als			
	ion 1. Pre-flight operations & departure	pass	fail	n/a
а	Use of flight manual (or equivalent) especially a/c performance calculation,mass and balance			
b	Use of Air Traffic Services document, weather document			
С	Preparation of ATC flight plan, IFR flight plan/log			
d	Identification of the required navaids for departure, arrival and approachprocedures			
e f	Pre-flight inspection Weather minima			
g h	Taxiing PBN departure (if applicable):Check that the correct procedure has been loaded in the navigationsystem; andCross-check between the navigation system display and the departure chart			
	Pre-take-off briefing, procedures and checks			
	Transition to instrument flight Instrument departure procedures, including PBN departures, and altimeter setting			
l (°)	ATC liaison — compliance, R/T procedures a justification is needed under "remarks" on page one of	£ 41-		
	miner	ווו זכ	15 10	rm
	ion 2. (°) General handling	pass	fail	n/a
а	Control of the aeroplane by reference solely to instruments, including: leve 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			
	a justification is needed under "remarks" on page one onliner	of th	is fo	rm

Soct	on 3. (°) En-Route IFR procedures	pass	fail	n/a
	Tracking, including interception, e.g. VOR, or	SS	=	В
a	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	lce protection procedures, simulated if necessary			
h	ATC liaison — compliance, R/T procedures			
	, a justification is needed under "remarks" on page one	of th	is fo	rm
	niner			
initia	als			
Secti	on 3 A. Arrival procedures			
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 cor-			
ď	rect procedure has been loaded in the naviga-			
	tion system; and Cross-check between the			
	navigation system display and the arrival			
	chart			
if n/a.	a justification is needed under "remarks" on page one of	of th	is fo	rm
	miner			
initia	als			
Secti	on 4. (°) 3D operations (++)	pass	fail	n/a
One	approach in either Section 4 or Section 5 shall be a	n RI	NΡ	
AP	CH. Where an RNP APCH is not practicable, it shall boormed in an appropriately equipped FSTD	ре		
a	Setting and checking of navigational aids			
ч	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			
	check between the navigation system display and the approach chart.			
b	and the approach chart.			
b	and the approach chart. Approach and landing briefing, including			
b	and the approach chart.			
	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification			
b c(+)	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification Holding procedure			
C(+)	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification Holding procedure Compliance with published approach procedure			
c(+) d e	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification Holding procedure Compliance with published approach procedure Approach timing			
c(+)	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification Holding procedure Compliance with published approach procedure Approach timing Altitude, speed, heading control (stabilised			
c(+) d e f	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification Holding procedure Compliance with published approach procedure Approach timing Altitude, speed, heading control (stabilised approach)			
c(+) d e f	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification Holding procedure Compliance with published approach procedure Approach timing Altitude, speed, heading control (stabilised approach) Go-around action			
c(+) d e f g(+) h(+)	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification Holding procedure Compliance with published approach procedure Approach timing Altitude, speed, heading control (stabilised approach) Go-around action Missed approach procedure/landing			
c(+) d e f g(+) h(+)	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification Holding procedure Compliance with published approach procedure Approach timing Altitude, speed, heading control (stabilised approach) Go-around action Missed approach procedure/landing ATC liaison — compliance, R/T procedures	of th	is fo	
C(+) d e f g(+) h(+) i if n/a,	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification Holding procedure Compliance with published approach procedure Approach timing Altitude, speed, heading control (stabilised approach) Go-around action Missed approach procedure/landing ATC liaison — compliance, R/T procedures a justification is needed under "remarks" on page one of	of th	is for	rm
c(+) d e f g(+) h(+) i if n/a,	and the approach chart. Approach and landing briefing, including descent/approach/landing checks, including identification Holding procedure Compliance with published approach procedure Approach timing Altitude, speed, heading control (stabilised approach) Go-around action Missed approach procedure/landing ATC liaison — compliance, R/T procedures a justification is needed under "remarks" on page one cominer	of th	is for	rm



Sect	ion 5. (°) 2D operations (++)	pass	fail	n/a
APC	approach in either Section 4 or Section 5 shall be an H. Where an RNP APCH is not practicable, it shall be ed in an appropriately equipped FSTD			
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			
С	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			
	Missed approach procedure/ landing			
i	ATC liaison — compliance, R/T procedures			
	, a justification is needed under "remarks" on page one	of th	is fo	rm
Exa initia	miner als			
Sect	ion 6. (°) Abnormal and emergency procedures	pass	fail	n/a
		,		
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			
_	a justification is needed under "remarks" on page one	of thi	s fo	rm
	miner			
initi	als			

- (°) Must be performed by sole reference to nstruments. (*) May be performed in an FFS, FTD 2/3 or FNPT II. (+) May be performed in either Section 4 or Section 5



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Failed item:	Remarks:	eted and signed by examiner and applicant	
Details of the failed or partial passed test:			
1	Date 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

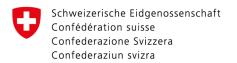
Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur réquête écrite auprès de l'Office fédéral de l'aviation civile, 3003 Berne, une décision susceptible de recours portant sur le résultat dudit examen.

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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Guidance

The FAA Airman needs to be current in accordance with applicable FAA regulations when the conversion process is initiated.

Pilots flying under the FAA's Basic Med authorization are not eligible for conversion under the BASA agreement.

If the applicant already holds a privilege to act as a pilot on a SEP land airplane on his/her FAA certificate and he/she applies for both the multi-engine and SEP land class ratings, the skill test on MEP land airplane also covers the skill test on SEP land airplane.

Instrument ratings acquired through Instrument Rating Foreign Pilot (IFP) test as well as Sport and Recreational Pilot Certificate and Touring Motor Glider (TMG) are NOT eligible for conversion under Annex 3.

Language proficiency

The applicant must demonstrate or provide evidence that he/she has acquired language proficiency in accordance with FCL.055 or hold an 'English proficient' endorsement, is equal to Part-FCL level 4. The validity period will start from the date of the last documented flight review.

If the applicant wishes to have English language proficiency level 5 or 6 endorsed on his/her license under Part-FCL, he/she needs to follow the method of language assessment in accordance with FCL.055.

Night Rating

A person who holds a valid FAA pilot certificate for airplanes without a limitation regarding night flying privileges and wishes to apply for the Part-FCL night rating for airplanes must meet the relevant requirements below:

Min 5 h of flight time incl.

- Min 3 h dual instruction
- 1 h cross- country navigation with at least 1 dual 50 km (27 nm) cross- country flight
- 5 solo take- offs and 5 solo full stop landings

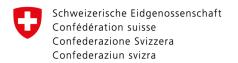
The flight training and experience may be completed either in the FAA system or in the EU Part-FCL system, at a DTO or ATO, or in combination of both. The applicant must provide a logbook copy signed by the instructor who provided the training and specify time, aircraft type, registration, pilot function, nr of flights, total time under instruction.

MEP

The applicant must provide evidence that he/she meets the relevant requirements below:

- Min 70 h PIC
- Min. 6 h flight training incl 2: 30 h dual flight instruction normal conditions and 3:30 dual flight instruction in engine failure procedures/asymmetric flight
- Min 7 h Theoretical instruction (Applicants who hold either a valid FAA flight instructor certificate with multi-engine privileges or a valid FAA multi-engine type rating may be deemed as having completed the theoretical knowledge portion.)

The flight training and experience may be completed either in the FAA system or in the EU Part-FCL system, at a DTO or ATO, or in combination of both. The applicant must provide a logbook copy signed by the instructor who provided the training and specify time, aircraft type, registration, pilot function, nr of flights, total time under instruction.



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IR

The applicant must provide evidence that he/she meets the relevant requirements below:

- SEP- Min 50 h instrument flight experience
- MEP Min 55 h instrument flight experience
- Completed acclimatization flying at ATO
 Acclimatization flying is not required if the applicant has more than 50 hours of flight time under IFR as PIC on airplanes or 10 hours of flight time under IFR as PIC on airplanes in any of the EU Member States or any EASA Member States

The flight training and experience may be completed either in the FAA system or in the EU Part-FCL system, at a DTO or ATO, or in combination of both. The applicant must provide a logbook copy signed by the instructor who provided the training and specify time, aircraft type, registration, pilot function, nr of flights, total time under instruction.

Applicants who have completed a skill test for a multi-engine IR in a single-pilot multi-engine aeroplane for which a class rating is required shall also be issued with a single-engine IR for the single-engine aeroplane class or type ratings that they hold.

Demonstration of Theoretical Knowledge PPL

The examiner should use the syllabus of theoretical knowledge for the PPL(A) as stated in AMC1 FCL.210; FCL.215 to Commission Regulation (EU) No 1178/2011 as a basis for the examination.

The examination should last between 30 and 60 minutes.

At least one question for each of the listed subjects shall be asked.

If the candidate fails the oral theoretical exam prior to the skill test, the skill test must be cancelled and the skill test is failed. This failed skill test shall be written in the candidate's logbook and the skill test report with the failed result shall be sent to FOCA

If the applicant has failed to pass the demonstration of the theoretical knowledge after 2 attempts, he must be referred to an ATO/DTO approved in accordance with Commission Regulation (EU) No 1178/2011 for further theoretical training. After the completion of such training, the written theoretical knowledge examination must be completed under the responsibility of FOCA.

The ATO/DTO sends the enrolment form 69.910 to FOCA

Demonstration of Theoretical Knowledge IR

If the applicant has a minimum experience of at least 50 hours of flight time under IFR as PIC on airplanes, he/she will demonstrate to the examiner before the skill test that he/she has acquired an adequate level of the required theoretical knowledge.

The examination should last between 30 and 60 minutes.

The examiner should refer to checklist "CB-IR / BIR Oral Examination Guide" on the FOCA website. If the applicant has failed the demonstration of the theoretical knowledge, the flight will not be conducted and the skill test is failed. This failed skill test shall be written in the candidate's logbook and the skill test report with the failed result shall be sent to FOCA

In all other cases, the written theoretical knowledge examination must be completed under the responsibility of FOCA. The ATO or candidate sends the enrolment form 69.940 to FOCA.

If the applicant has failed to pass the examination within 4 attempts, he/she must undertake appropriate theoretical knowledge training at an ATO approved in accordance with Commission Regulation (EU) No 1178/2011. The extent and scope of the training needed will be determined by that ATO, based on the needs of the applicant.