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Federal Office of Civil Aviation FOCA
Safety – Division Flight Personnel
3003 Bern

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 Airman status

To be completed by the applicant

1. Applicant's personal details

Full name (Last and first names)	
Date of birth (dd/mm/yyyy)	
Nationality	
Place and country of birth	
Place of origin (for Swiss citizens only)	
Address: Street Country, ZIP code, city	
For applicants living outside Switzerland it is required a Swiss delivery address.	
Contact details (a) Email (b) Phone number	(a) _____ (b) _____

2. Details of FAA flight crew licence(s) held

State of issue	USA		
Category/class of FAA certificate	☐ PPL(A)	☐ CPL(A)	☐ ATPL(A)
Licence issue date	Licence number		
Issuing authority (Conditions under which the licence was issued, where necessary)			

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Valid and non-expired ratings/privileges and certificates held (only class or instrument ratings)	
Ratings and certificates	Issue date (dd/mm/yyyy)

Remarks, i.e. special endorsements relating to limitations, restrictions and endorsements for privileges	
Special endorsements (e.g. language proficiency level and validity (English, others))	Date (dd/mm/yyyy) of last flight review in English
(The validity period of language proficiency level 4 will start from the date of the last documented flight review)	

Past or pending enforcement action	
Specify if there is a current investigation into the medical certificate and licence, or suspension or revocation thereof.	
☐ Yes , If yes, please give details on a separate page	☐ No
Is the licence in FAA a licence validation issued by the FAA on the basis of a licence issued by another contracting state to the Chicago Convention (E.g. has it been rendered valid according 1.2.1 of Annex 1 of the Chicago Convention?)	
☐ Yes (if yes please give details):	☐ No

Initial EASA Part-MED medical certificate (enclose a copy of the medical certificate)		
Date of issue (dd/mm/yyyy)	Date of examination (dd/mm/yyyy)	Class

Part 2 - Application for Part-FCL licence

To be completed by the applicant

I hereby apply for a Part-FCL licence or rating.				
Last name			First name	
Type of licence applied for:				
Part-FCL PPL Aeroplane ☐	None ☐ (Already a holder of a Part-FCL licence, issued in accordance with BASA)			
Current ratings applied for:				
☐ SEP(land)	☐ MEP(land)	☐ Night rating	☐ IR(A) for SE	☐ IR(A) for ME
Holder of a Part-FCL licence:				
☐ yes	☐ no			
In case of holder of a Part-FCL licence:				
Type of licence	Part-FCL licence number	State of licence issue		

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Have you passed the EASA theoretical knowledge or flight instruction, theoretical knowledge examination or skill test in another EASA member state than Switzerland?		
☐ no	☐ yes (if yes, please indicate below which country)	
Theoretical knowledge examination	Flight instruction	Skill test

I hereby declare, that

- I have not submitted any other request to another competent authority of a Member State of EASA.
- I do not hold any Part-FCL, Part-BFCL or Part-SFCL in any other Member State of EASA.
- I have never held any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State.
- I have fully reviewed the application and have submitted all of the necessary paperwork for my application to be considered.
- The information provided on this application form is true, complete and correct to the best of my belief and knowledge. I understand that it is an offence for a person to make, procure to be made, or assisit in making any false representations for the purpose of procuring for any reason the issue, validation, extension or re-issue of a licence or the issue, renewal or revalidation of a rating, authorisation or certificate, whether for that person or any other person.
- Through my signature below, I authorise the FAA to verify the contents of this application from information derived from my airmen record maintained by the FAA in accordance with the Privacy Act, under Privacy Act System of Record, Aviation Record in Individuals, SORN 847.

Signature of the applicant:	Date of application:

Required attachment:
to be completed by the applicant.

- ❑ Copy of your FAA pilot licence (pending licence is not accepted);
- ❑ Copy of your valid FAA medical certificate;
- ❑ Copy of your EASA Part-MED medical certificate (must be held in the same country as Part-FCL licence);
- ❑ Copy of your passport;
- ❑ Evidence of validity of class and instrument ratings as applicable (e.g. experience, last flight review, training performed to fulfil the requirements of BASA, as applicable);
- ❑ Evidence of training and experience for all applicable parts of this application (e.g. evidence of min 7 hrs multi-engine operations)
- ❑ Skill test form;
- ❑ In case of IR: additional requirements apply, refer to pages 8-9
- ❑ Evidence of theoretical knowledge if passed in another EASA member state than Switzerland

Send your completed application as a PDF-file by e-mail to FOCA Switzerland:
pel-qc@bazl.admin.ch

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Skill Test PPL(A)

Report form

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

To be completed by ATO/DTO if training required

Training provided:						
Date started:		date completed:				
Ground training	number of sessions:		total hours:			
FSTD training	number of sessions:		total hours:			
Flight training	number of flights:		total hours:		landings:	

ATO/ DTO name: _____ Registration nr.:_____

Name of Head of Training:_____ Licence nr.:_____

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

To be completed by examiner:

Details of test:					
Date:	Type of aeroplane:	Registration:		Class/Type Rating:	
Departure:	Destination:	Block-off:	Block-on:	Block time:	# of landings:
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

Result:	❑ passed	❑ failed (see last page)	❑ partial passed (see last page)

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:

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To be completed by examiner:

❑ Valid SEP (land)		
❑ Valid MEP (land)	❑ Min 70 h PIC ❑ Min 7 h Theoretical instruction ❑ Min. 6 h flight training	
❑ Night (A)	❑ 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	
❑ Valid language proficiency	❑ Valid EASA medical certificate class 1 or 2	❑ ID / pass

Demonstration of Theoretical Knowledge	☺	☹
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		
(l) 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 cancelled; if the candidate fails the oral theoretical exam after 2 attempts he must be referred to an ATO/DTO for further theoretical training before the skill test is attempted again.

Or, ❑ Training received as applicable and passed written examination at FOCA

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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 of this form				
Examiner initials				

Section 2. General airwork		pass	fail	n/a
a	ATC compliance & R/T procedures	☐	☐	☐
b	Straight and level flight with speed changes	☐	☐	☐
c	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	☐	☐	☐
f	Flight at critically low airspeed with and without flaps	☐	☐	☐
g	Stalling: i) clean stall and recover with power ii) Approach to stall in descending turn with bank angle 20°, approach configuration iii) Approach to stall in landing configuration	☐	☐	☐
h	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 of this form				
Examiner initials				

Section 3. En-Route procedures		pass	fail	n/a
a	Flight plan, dead reckoning & map reading	☐	☐	☐
b	Maintenance of altitude, heading and speed	☐	☐	☐
c	Orientation, timing and revision of ETAs & log keeping	☐	☐	☐
d	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 this form				
Examiner initials				

Section 4. Approach and landing procedures		pass	fail	n/a
a	Aerodrome arrival procedure	☐	☐	☐
b	*) Precision landing (short field landing), Crosswind landing (if suitable conditions available)	☐	☐	☐
c	*) Flapless landing	☐	☐	☐
d	*) Approach to landing with idle power (SE only)	☐	☐	☐
e	Touch and go	☐	☐	☐
f	Go-around from low height	☐	☐	☐
g	ATC compliance & R/T procedures	☐	☐	☐
h	Actions after flight	☐	☐	☐
*) **this items may be combined at the discretion of the FE**				
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 5. Abnormal & emergency procedures		pass	fail	n/a
This section may be combined with Sections 1 to 4				
a	Simulated engine failure after take-off (SE only)	☐	☐	☐
b	*) Simulated forced landing (SE only)	☐	☐	☐
c	Simulated precautionary landing (SE only)	☐	☐	☐
d	Simulated emergencies	☐	☐	☐
e	Oral questions	☐	☐	☐
***) this items may be combined at the discretion of the FE**				
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 6. Simulated asymmetric flight		pass	fail	n/a
This section may be combined with Sections 1 to 5				
a	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS)	☐	☐	☐
b	Asymmetric approach and go-around	☐	☐	☐
c	Asymmetric approach and full stop landing	☐	☐	☐
d	Engine shut down and restart	☐	☐	☐
e	ATC compliance, R/T procedures or airmanship	☐	☐	☐
f	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	☐	☐	☐
g	Use of de-icing and anti-icing system	☐	☐	☐
h	Oral questions	☐	☐	☐
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

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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:

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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Skill Test IR(A)

Report form

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

To be completed by ATO,
Not applicable 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 European State that participates in EASA

Acclimatization flying provided:

Date:	Type of aeroplane:	Registration:	Departure:	Destination:	Block-off	Block-on:

ATO name: _____ Registration nr.: _____

Name of Head of Training: _____ Licence nr.: _____

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

To be completed by examiner:

Details of test:

Date:	Type of aeroplane:	Registration:		Class/Type Rating:	
Departure:	Destination:	Block-off:	Block-on:	Block time:	# of landings:
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

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

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:

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To be completed by examiner:

❑ Valid SEP (land)	❑ Min 50 h instrument flight experience	
❑ Valid MEP (land)	❑ Min 55 h instrument flight experience	
❑ Min 10 h PIC flight time under IFR in any EU/EASA member state or ❑ Min 50 h PIC flight time under IFR or ❑ Completed acclimatization flying at ATO		
❑ Valid language proficiency	❑ Valid EASA medical certificate class 1 or 2 with IR	❑ ID / pass

Demonstration of Theoretical Knowledge		
❑ Oral examination by the Examiner prior to the skill test if the applicant has a minimum experience of at least 50 hours of flight time under Instrument Flight Rules (IFR) as PIC on airplanes		
(Refer to checklist CB-IR / BIR Oral Examination Guide on the FOCA website)	☺	☹
010 - Air Law and ATC Procedures		
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑
033 - Flight Planning and Monitoring		
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑
Result:	❑ pass	❑ failed
Or, ❑ Passed written examination under responsibility of the Federal Office of Civil Aviation and acclimatization flying within an EASA ATO if the applicant has less than 50 hours of flight time under Instrument Flight Rules (IFR) as PIC on airplanes; applicant to show exam results to examiner		

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Section 0. Examination of theoretical knowledge		pass	fail	
Examiner initials		☐	☐	
Section 1. Pre-flight operations & departure		**pass**	**fail**	**n/a**
a	Use of flight manual (or equivalent) especially a/c performance calculation,mass and balance	☐	☐	☐
b	Use of Air Traffic Services document, weather document	☐	☐	☐
c	Preparation of ATC flight plan, IFR flight plan/log	☐	☐	☐
d	Identification of the required navaids for departure, arrival and approachprocedures	☐	☐	☐
e	Pre-flight inspection	☐	☐	☐
f	Weather minima	☐	☐	☐
g	Taxiing	☐	☐	☐
h	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	☐	☐	☐
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	☐	☐	☐
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				
Section 2. (°) General handling		**pass**	**fail**	**n/a**
a	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	☐	☐	☐
c	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	☐	☐	☐
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes	☐	☐	☐
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 3. (°) En-Route IFR procedures		pass	fail	n/a
a	Tracking, including interception, e.g. VOR, or track between way- points	☐	☐	☐
b	Use of navigation system and radio aids	☐	☐	☐
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique	☐	☐	☐
d	Altimeter settings	☐	☐	☐
e	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	☐	☐	☐
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				
Section 3 A. Arrival procedures				
a	Setting and checking of navigational aids and identification of facilities, if applicable	☐	☐	☐
b	Arrival procedures, altimeter checks	☐	☐	☐
c	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	☐	☐	☐
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				
Section 4. (°) 3D operations (++)		**pass**	**fail**	**n/a**
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				
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	☐	☐	☐
e	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	☐	☐	☐
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 5. (°) **2D operations** (++)		pass	fail	n/a
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				
a	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	☐	☐	☐
e	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	☐	☐	☐
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 6. (°) **Abnormal and emergency procedures**		pass	fail	n/a
a	Simulated engine failure after take-off or on go-around	☐	☐	☐
b	Approach, go-around and procedural missed approach with one engine inoperative	☐	☐	☐
c	Approach and landing with one engine inoperative	☐	☐	☐
d	ATC liaison — compliance, R/T procedures	☐	☐	☐
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

(°) 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

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:

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)

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.

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.