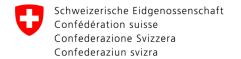


Application & report form

TR SP(A) complex HPA				Дриоа	ион а тере		Licence Nr.					
Applicant : La				First name: Date of birth:								
Private addres	/box.			i il sti name. Date di piliti.								
Postal code:	55. Oli 661	DOX.	Ci	tv [.]			Country:					
Phone mobile:			<u> </u>	·y·			e-mail:					
Employed as p		mpany	name):									
Company add	•											
Invoice and lice	ence to be			company	/ □ a	pplicant						
To be completed by examiner: Proficiency check			☐ revalidation	 □ Examiner route sector (logbook copy attached) □ Training completion certificate/training records signed by Head of Training attached □ Training not required, confirmation signed by Head of Training attached 								
Skill Test SPO MPO SPO and MPO Training not required, confirmation of valid 3 rd country ICAO type rating Training not required, confirmation of valid 3 rd country ICAO type rating Training not required, confirmation of valid 3 rd country ICAO type rating SPO												
Details of ch	neck:		PIC	□ cc	PI	□ simulator	☐ aeroplar	☐ aeroplane				
Date:	Date: Type of aeroplane:					ID Nr/ registration:	Training centre:	ning centre:				
Departure: Destination:					Block-off:	Block-on:	Block-on: Block time:					
Result:	□ pas			`	see last page) □ partial passed (see last page) □ PBN APCH*							
appropriately e not include an	quipped FF RNP APCH	S. By wa	y of derogation	from the si eges of the	ubparagraph	APCH. Where an RNP APC above, in cases where a pount of the control of the contro	roficiency check for	revalidation of PBN	privileges does			
Remarks:												
I confirm that Examiner las		heck ha	as been carrie	d out in f	ull complia	nce with the provisions First name:	of FCL.1005, FCL	1015(c) and FCL	.1030.			
Examiner lice												
Date and place:					Foreign Examiner Certificate Nr.: Signature of Examiner:							
						<u> </u>						
Member S I have not category is I have new another E the inform	ossess a pil State. applied for ssued in an ver possess ASA Memb ation provid	ot licence a pilot lic other EA ed any p er State v ded is cor	e, certificate, rati cence, certificate SA Member Sta ersonnel licence which was revok rrect. I am aware	, rating, au te. , certificate ed or susp of the cor	uthorisation of e, rating, auto bended in an disequences	estation with the same scop or attestation with the same horisation or attestation with y other EASA Member Stat of providing false information	scope and in the sant the same scope are.	ime nd in the same cate				

Date and place: Signature of applicant ADMINISTRATIVE INFORMATION – FOR FOCA ONLY

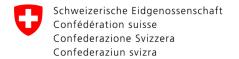
Version ISS 02 REV 02 / 03.01.2024 Prepared by SBFP / pah Released by SL SBFP, 21.12.2023 Business object BAZL-341.301.-1 Revised by SBFP / spe Distribution Internal / External



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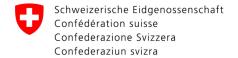
Section	n 0 Examination of theoretical knowledge		passed	failed	
Examiner initials		М			
Section	n 1. Flight Preparation		passed	failed	n/a
1.1.	Performance calculation				
1.2.	Aeroplane external visual inspection; location of each item and purpose of inspection				
1.3.	Cockpit inspection				
1.4.	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment chek, 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				۵
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	М			
Examiner initials					
Section	n 3. Flight maneuvres and procedures		passed	failed	n/a
3.1.	Manual flight with and without flight directors (n autothrust/autothrottle, and at different control 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 s	vet	ome		
3.4.	A mandatory of 3 shall be selected from 3.4.0 to	ábr	norma	al iter	
3.4.0.	Engine (if necessary) propeller	<u> </u>			Ō
3.4.1.	Pressurisation and air-conditioning				
3.4.2.	Pitot/static system				_
3.4.3.	Fuel system		1	_	_
3.4.4.	Electrical system		1	_	_
-					=
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	M SP only			
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, flight management system FMS				
3.4.12.	Landing gear and brake				
3.4.13.	Slat and flap system	L			
3.4.14.	Auxiliary power unit				
3.5.	Not applicable				
	Abnormal and emergency procedures:				
3.6.	A mandatory of 3 e				
	shall be selected from 3.6.1 to	3.6	.9 inc	lusiv	e
3.6.1.	Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.			۵	
3.6.2.	Smoke control and removal				
0.0.2.	Engine failures, shutdown and restart at a safe				1
3.6.3.	height				
3.6.4.	Fuel dumping (simulated)				
3.6.5.	Wind shear at take-off / landing (on FFS only)				<u> </u>
3.6.6.	Simulated cabin pressure failure/emergency descent		_	<u> </u>	_
3.6.7.	Incapacitation of flight crew member				
3.6.8.	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual			٥	<u> </u>
3.6.0	(AFM) TCAS event (on FFS only)				
3.6.9.	TCAS event (on FFS only) Upset recovery training	<u> </u>	J		
3.7.1.	Recovery framing 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	м			
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 skill test only	м			
3.8.3.2.	manually, with flight director				
3.8.3.3.	with autopilot				



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	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach						Section	n 5.	Landings				passed	failed	n/a
	procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome	edure (as applicable), starting: No pefore passing 1 000 ft above aerodrome 5.1.		estab		visual reference ching DA/H following	j an			_					
	level; and (ii) after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as	M					5.2.	Landi		d jammed horizontal					
	transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR	es which are not certificated as a tategory aeroplanes (JAR/FAR 25) 5.3. Crosswind landings (aircraft, if practicable)													
3.8.3.4.	23), the approach with simulated engine failure and the ensuing go-around shall be	choice of (i) or (ii)					5.4.		pattern and lan	ding without extended	ed or				
	initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall	or (ii)					5.5.		ng with critical e			М			
	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						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							
	accordance with exercise 3.8.3.4. 2D operations down	_		_		-	Examine initials	r							
3.8.4.	to the MDH/A Circling approach under following	M													
	conditions: - (a) * approach to the authorised minimum circling approach altitude at the							MPO to SPO extension only (shall be flown as an additional SP flight)		passed	failed	n/a			
	facilities in simulated instrument flight conditions followed by: 2.5.1 Shortly after reaching V ₂						2.5.	Take-off with simulated engine failure							
3.8.5.			V ₂	2											
3.6.5.	-(b) circling approach to another runway at least 90° off centreline from final		_	_	_		2.5.2	At least one maneuver/procedure, specify:							
	approach used in item a), at the authorised minimum circling approach						3.4								
	altitude; Remark: if a) and b) are not possible due to ATC reasons a simulated low visibility						3.4.8	1 3							
	pattern may be performed						3.8.3.4	.4 (i) or (ii), specify:							
3.8.6. Examiner initials	Visual approaches				_		4.4	simula	ated inoperative	n the critical engine after an instrument		м			
Saatian	A Micros Approach procedures		pes	failed	n/a	70	5.5	аррго	ach on reaching	DH, MDH or MAPt		М			
Section	4. Missed Approach procedures		pass	fai	Š	3	Examine	r							
	Go-around with all engines operating* during a 3D operation on reaching decision height.						initials								
	Go-around with all engines operating* from various stages during an instrument approach						Departure: Destination:								
4.3.	Other missed approach procedure						Detail of SP flight								
4.4.	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	M			۵		Block	Block-off: Block-on: Block time: # of landings:				S: 			
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					1	To be completed by foreign examiner: I hereby declare that I,								
Examiner initials		_	_	_	_										



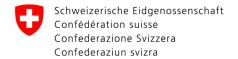
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This page should be completed in all cases by the Examiner. Refer to GM/INFO Examination Guide for details

Competency Performance Indicator (PI)	Remark and notes		Grad	ding Se	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 nonnormal 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 pa	assed test/check:	
		I have received the test/check result and been informed about my rights of appeal	
		, , ,	
Date	e and Place	Signature of applican	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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