

Part 1 - FAA Airman status

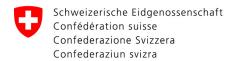
Federal Department of the Environment, Transport, Energy and Communications DETEC Federal Office of Civil Aviation FOCA Safety – Division Flight Personnel 3003 Bern

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

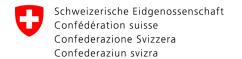
Application and report form for skill test and issue of an EASA Part-FCL Private pilot licence PPL(A), SEP, MEP, instrument rating and/or night rating on the basis of a FAA pilot certificate and/or instrument rating according to bilateral aviation safety agreement (BASA).

To be completed by	the applicant				
1. Applicant's	personal de	tails			
Full name					
(Last and first nai	mes)				
Date of birth (dd/i	mm/yyyy)				
Nationality					
Place and country	y of birth				
Place of origin (fo	or Swiss				
citizens only)					
Address: Street Country, ZIP code	e citv				
For applicants livi					
Switzerland it is r					
Swiss delivery ad	dress.				
Contact details					
(a) Email		(a)			
(b) Phone nu	ımber	(b)			
2. Details of FA	AA flight cre	w licence(s	s) held		
State of issue	USA				
Category/class of	FAA certific	ate	□ PPL(A)	□ CPL(A)	□ ATPL(A)
Licence issue dat	te		Licence number		
Issuing authority	(Conditions ι	under which	the licence was issue	d, where necessary)	
		ADMINISTRAT	TIVE INFORMATION – FOR	R FOCA ONLY	
ersion ISS (01 REV 00 / 05.2		Prepared by SBFP / kaa	Released by	SL SBFP, 05.2024

Distribution

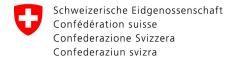


Valid and non-expi (only class or instr	• •	_	es and cert	ificates h	neld				
Ratings and certificates	ument ratings	<u>')</u>					Issue date	(dd/mm/yyyy)	
realings and certificates							issue date	(dd/IIIII/yyyy)	
Remarks, i.e. speci privileges	al endorseme	nts re	lating to li	mitations	, restr	ictions	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

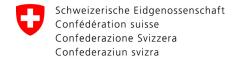
Have you passed the EASA theoretical knowledge or flight instruction, theoretical knowledge examination or skill test in another EASA member state than Switzerland?									
□ no	□ yes (if yes,	, please indicate bel	ow which country)						
Theoretical knowledge examination	Flight instruc	ction	Skill test						
	<u> </u>								
I hereby declare, that									
I have not submitted any other required.	uest to anothe	er competent autho	ority of a Member State of EASA.						
I do not hold any Part-FCL, Part-B									
I have never held any personnel lie									
scope and in the same category is	sued in anoth	er Member State v	which was revoked or suspended						
in any other Member State.	به میدما اممی می	ام المادة المادة	na a a a a municipal de la marca dela marca dela marca de la marca dela marca de la marca de la marca de la marca de la marca						
 I have fully reviewed the application to be considered. 	n and nave st	ibmilled all of the	necessary paperwork for my appli-						
 The information provided on this a 	polication form	n is true, complete	and correct to the best of my be-						
lief and knowledge. I understand the		·	•						
=		-	uring for any reason the issue, val-						
idation, extension or re-issue of a	licence or the	issue, renewal or i	revalidation of a rating, authorisa-						
tion or certificate, whether for that		-							
Through my signature below, I aut									
mation derived from my airmen red		•							
under Privacy Act System of Reco	rd, Aviation R	ecora in individual	s, SORN 847.						
Signature of the applicant:		Date of application	on:						
Paguired attachment:									
Required attachment: to be completed by the applicant.									
☐ Copy of your FAA pilot certificate;									
☐ Copy of your valid FAA medical ce	ertificate								
, , ,		ate (must be held	in the same country as Part-FCL						
licence);		,	,						
☐ Copy of your passport;									
Evidence of validity of class and in	nstrument ratii	ngs as applicable	(e.g. experience, last flight review,						
training performed to fulfil the requ	irements of B	ASA, as applicable	e);						
Evidence of training and experience	ce for all appli	cable parts of this	application;						
☐ Skill test form;									
☐ In case of IR: additional requireme		. •							
Evidence of theoretical knowledge	ा passed in a	nother EASA men	nber state than Switzerland						
Send your completed application as	a PDF-file by	y e-mail to FOCA	Switzerland:						



Skill Test PPL(A)

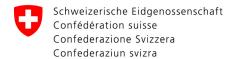
Report form

ļ.										
Applicant : Last name: First name: Date of birth:										
To be comp	oleted by AT	O/DTC) if training required							
Training	provided:									
Date start	ed:			date	e completed:					
Ground tra	aining	nun	nber of sessions:			total hours:				
FSTD trai	ning	num	nber of sessions:			total hours:				
Flight train	ning	num	nber of flights:			total hours:		landings:		
ATO/ DTO	name:					Registration nr.:				
Location 8	date:				Signature of	f Head of Training:				
_	oleted by exa	aminer	:							
Details of	test:				T		1			
Date:			Type of aeroplane: Regis		Registration:	gistration:		Class/Type Rating:		
Departure	:		Destination:		Block-off:	Block-on:	Block time:	# of I	andings:	
		_						_		
Result:	□ passed		☐ failed (se	e last i	oade)	☐ partial passed (se	ee last page)			
1.00			•			_ rr ,				
Remarks:										
		heck h	nas been carried out in f	ull com		isions of FCL.1005, I	-CL.1015(c) an	d FCL.1030.		
Examiner	last name:				First name:					
Examiner	licence Nr.:				Foreign Examin	er Certificate Nr.:				
Date and place: Signature of Examiner:										



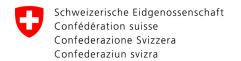
To be completed by examiner:

□ 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.		
☐ Night (A)	Min 3 h dual instruction		
g ()	 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- c	ountry flight
☐ Valid language proficiency	□ Valid EASA medical certificate class 1 or 2	☐ ID/p	ass
3 3 1		. 1	
Demonstration of Theoretical Know	rledge	©	8
	10 - Air Law and ATC Procedures		
(a) The Convention on International	al Civil Aviation (Chicago) Doc. 7300/6.		
(b) Airworthiness of aircraft			
(c) Aircraft nationality and registrat	ion marks		
(d) Personnel licensing			
(e) Rules of the air			
(f) Procedures for air navigation (P	ANS Ops)		
(g) Air Traffic Management - Speci			
tion of airspace; general provis emergencies,communication fa	ions for air traffic services; and procedures related to allure and contingencies.		
(h) Aeronautical information servic			
(i) Aerodromes - Special emphasis	on: emergency and		
other services	nphasis on: essential definitions; proce-		
	an accident; procedures for a PIC intercepting a distress		
transmission.			
(k) Security			
(I) Aircraft accident investigation			
	90 - Communication		1
(a) Definition			
(b) General operating procedures			
(c) Relevant weather information to	erms (VFR)		
(d) Action required to be taken in o	ase of communication failure		
(e) Distress and urgency procedure	es.		
(f) General principles of VHF propa	agation and allocation of frequencies.		
	Result:	☐ pass	☐ failed*
	pretical exam prior to the skill test, the skill test must be		
fails the oral theoretical exam after before the skill test is attempted ag	r 2 attempts he must be referred to an ATO/DTO for fu	rther theoretica	al training
	gaiir. ible and passed written examination at FOCA		



	tion 0. Examination of theoretical knowledge	pass	fail	
Exa initi	miner als			
Sect	tion 1. Pre-flight operations & departure	pass	fail	n/a
а	Pre-flight documentation NOTAM and Weather briefing			
b	Mass & balance and performance calculation			
С	Aeroplane inspection & servicing			
d	Engine starting and after starting procedures			
е	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			
	, a justification is needed under "remarks" on page one	of th	is fo	rm
Exa initi	miner als			
Sect	tion 2. General airwork	pass	fail	n/a
	ATC compliance & D/T procedures	S		
a b	ATC compliance & R/T procedures Straight and level flight with speed changes			
D	Climbing:			
	i) Best rate of climb			
С	ii) Climbing turns			
	iii) Levelling off			
d	Medium (30° bank) turns			
_	Steep (45° bank) turns, including recognition			
е	& recovery from a spiral dive			
f	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			
h	ii) Descending turns (steep gliding turns)			
	iii) Levelling off			
if n/a	, a justification is needed under "remarks" on page one	of th	is fo	rm
Exa initi	miner als			
Sect	tion 3. En-Route procedures	pass	fail	n/a
а	Flight plan, dead reckoning & map reading	0,		
b	Maintenance of altitude, heading and speed			
	Orientation, timing and revision of ETAs &			
С	log keeping			
d	Diversion to alternate aerodrome (planning and implementation)			
е	Use of radio navigation aids			
	Basic instrument flying check			
f	(180° turn in simulated IMC)	L	L	L
C	Flight management (checks, fuel systems &			
g	carburator icing, etc.)			
h	ATC compliance & R/T procedures			
	, a justification is needed under "remarks" on page one	of th	is fo	rm
	miner			
initi	als			

Sect	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)			
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 a, a justification is needed under "remarks" on page one	of th	nis fo	rm
	miner			
Sect	ion 6. Simulated asymmetric flight	pass	fail	n/a
This	section may be combined with Sections 1 to 5			
	Simulated engine failure during take-off (at a			
а	safe altitude unless carried out in FFS)			
b	Asymmetric approach and go-around			
С	Asymmetric approach and full stop landing			
d	Engine shut down and restart			
е	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:			
f	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 th	is fo	rm
	miner			
initi	als			



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:

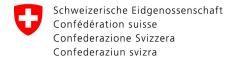
Entro dieci giorni dall'invio dei resultati dello Skill Test/Proficiency Check può essere richiesta per iscritto all'Ufficio federale dell'aviazione civile, 3003 Berna, una decisione impugnabile sull'esito dell'esame.

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

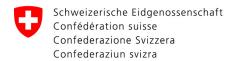
Signature of examiner



Skill Test IR(A)

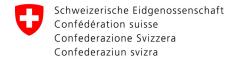
Report form

Applicant :	Last nan	ne:			First name:		Date of birth:		
To be comp Not applicat on airplanes	ole if the	applicant	has more Member S	than 50 hours of fligh tates or any Europeal	t time under IFR as P n State that participate	IC on airplanes or 10 es in EASA	hours of flight time	under IFR as PIC	
Acclimati	zation 1	flying pr	ovided:						
Date	e:		pe of plane:			Destination:	Block-off	Block-on:	
ATO name	e:					Registration nr.:_		·	
Name of H	lead of T	raining:				Licence nr.:_			
Location &	date:				Signature o	of Head of Training:_			
To be comp	oleted by	examine	er:						
Details of	test:								
Date:			Type of a	aeroplane:	Registration:		Class/Type Rating:		
Departure:	:		Destinati		Block-off:	Block-on:	Block time:	# of landings:	
								I	
Result:		passed	☐ faile	d (see last page)	☐ partial passed (s	ee last page)	☐ PBN APCH		
Remarks:							1		
I confirm t	hat the te	est/check	has been	carried out in full con	npliance with the prov	visions of FCL.1005,	FCL.1015(c) and FCI	L.1030.	
Examiner l	last name	e:			First name:				
Examiner l	licence N	lr.:			Foreign Examir	ner Certificate Nr.:			
Date and p	olace:				Signature of Ex	aminer:			



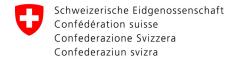
To be completed by examiner:

	Valid SEP (land)										
	Valid MEP (land)										
	Min 50 h PIC flight time under IFR or										
	Nalid language proficiency □ Valid EASA medical certificate class 1 or 2 with IR □ ID / pass										
Demo		nowledge									
	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 / I	BIR Oral Examination Guide on the FOCA website)	©	8							
	010 - Air Law and ATC Procedures										
		033 - Flight Planning and Monitoring									
		Result:	☐ pass	☐ failed							
	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									



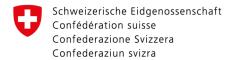
Exa	ion 0. Examination of theoretical knowledge	pass	fail	
	miner als			
Sect	ion 1. Pre-flight operations & departure	pass	n/a	
а	Use of flight manual (or equivalent) especially a/c performance calculation,mass and balance			
b	Use of Air Traffic Services document, weather document			
С	Preparation 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			
	Taxiing			
<u>g</u> 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			
i	departure chart Pre-take-off briefing, procedures and checks			
i (°)	Transition to instrument flight			
<i>,</i> ,	Instrument departure procedures, including PBN departures, and altimeter setting			
l (°)	ATC liaison — compliance, R/T procedures			
Exa initi				
Sect	ion 2. (°) General handling	pass	fail	n/a
	Control of the aeroplane by reference solely to instruments, including: leve flight at various speeds, trim			
а				
a b	Climbing and descending turns with sustained Rate 1 turn			
	Climbing and descending turns with sustained Rate 1 turn Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns			
b c	Climbing and descending turns with sustained Rate 1 turn Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration, only applicable to aeroplanes			
b c d (°)	Climbing and descending turns with sustained Rate 1 turn Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration, only applicable to aeroplanes Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes			
b c d (°)	Climbing and descending turns with sustained Rate 1 turn Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration, only applicable to aeroplanes Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings,	of th	is fo	rm

		ъ		_
Secti	ion 3. (°) En-Route IFR procedures	pass	fail	n/a
а	Tracking, including interception, e.g. VOR, or 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	Ice protection procedures, simulated if necessary			
h if n/a	ATC liaison — compliance, R/T procedures , a justification is needed under "remarks" on page one	of th	is fo	rm
_	miner			
	ion 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-			
	rect procedure has been loaded in the naviga-			
	tion system; and Cross-check between the			İ
	navigation system display and the arrival chart			
	a justification is needed under "remarks" on page one of	of th	is fo	m
Exa:	miner als			
Secti	ion 4. (°) 3D operations (++)	pass	fail	n/a
	e approach in either Section 4 or Section 5 shall be a		ND.	
AP	CH. Where an RNP APCH is not practicable, it shall be	oe De	NГ	
	formed in an appropriately equipped FSTD			
а	Setting and checking of navigational aids			
	Check Vertical Path angle For RNP APCH:			
	Check that the correct procedure has been			İ
	loaded in the navigation- system; and Cross-			İ
	check between the navigation system display			İ
h	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			
е	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			
	a justification is needed under "remarks" on page one of	of th	is fo	rm
Exar initia	miner als			
_				



	ion 5. (°) 2D operations (++)	pass	fail	n/a
One APC forme	RNI per	- -		
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			
if n/a	, 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
	<u></u>			
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



Federal Department of the Environment, Transport, Energy and Communications DETEC

Federal Office of Civil Aviation FOCA Safety Division – Flight Operations

Swiss Confederation

Failed item:	Remarks:	eted and signed by examiner and applican	it it test laneu or partial passeu.
- uneu item.	iveillains.		
Details of the failed or partial passed test:			
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)

Federal Department of the Environment, Transport, Energy and Communications DETEC

Federal Office of Civil Aviation FOCA Safety Division – Flight Operations

Swiss Confederation

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

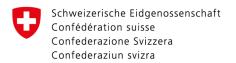
The flight training and experience may be completed either in the FAA system or in the EU Part-FCL system, at a DTO or ATO, or in combination of both. The applicant must provide a logbook copy signed by the instructor who provided the training and specify time, aircraft type, registration, pilot function,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



Federal Office of Civil Aviation FOCA Safety Division – Flight Operations

Swiss Confederation

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.