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

Revalidation class rating SEP/TMG	Application & report form

Applicant's licence no: _____

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

Address: Street/box: _____

Postal code: _____ City: _____ Country: _____

Phone: _____ e-mail: _____

a) CR SEP/TMG   valid until: _____

b) EASA medical class ☐1 or ☐ 2   valid until: _____

c) flight time within 12 months (on SEP/TMG) preceding the expiry date of the rating   (MNM 12 HR) _____ hours

d) PIC flight time within 12 months preceding the expiry date of the rating (on SEP/TMG)   (MNM 6 HR) _____ hours

e) take-offs and landings within 12 months preceding the expiry date of the rating (on SEP/TMG)   (MNM 12 each) _____ take-offs _____ landings

f) refresher training of at least 1 hour of total flight time with a flight instructor (FI) or a class rating instructor (CRI). within 12 months preceding the expiry date of the rating   (MNM 1 HR) _____ hour(s)

date: _____ place: _____

Instructor: Last name: _____ First name: _____

Licence no: _____ Signature of instructor: _____

Foreign EASA FI(A)/CRI(A) must enclose a photocopy of the corresponding licence with valid entry FI(A)/CRI(A).

or any other EASA Part-FCL proficiency check / skill test for a class / type rating or an assessment of competence in any other class or type of aeroplane. Enclose a copy of the appropriate form (first page only).   date: _____ place: _____

Acceptance of hours flown on ultra light aeroplanes s. remark* on page 2.

If the form is automatically completed and sent through the official FOCA dLogbook, the confirmation by the airport authority or examiner is not required.
Data confirmed by a Swiss airport authority (authorised duty manager of a Swiss airport authority) or a FOCA authorised examiner:

Airport: _____

Name of airport manager/examiner: _____ Authorisation/Licence no: _____

Location & date: _____ Signature of airport manager/examiner: _____

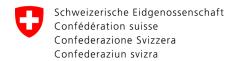**To be completed by applicant:**

I declare that

- I do not possess a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
- I have not applied for a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
- I have never possessed any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.
- The information provided is correct. I am aware of the consequences of providing false information, such as being denied a licence, certificate, rating, authorisation or attestation, or having it revoked or cancelled.

Date and place: .... Signature of applicant: ....

The applicant must attach copies of the relevant logbook pages (minimum revalidation requirements).

Licence Nr.

* Acceptance of hours flown on ultra light aeroplanes:

Hours flown on UL(A) aircrafts may be accounted for revalidations according AMC1 FCL.140.A; 140S; FCL.740.A(b)(1)(ii). The training flight, however must be flown on an EASA approved aircraft for training or on an approved annex I aircraft; it may not be done on any UL aircraft.

[AMC1 FCL.140.A; FCL.140.S; FCL.740.A(b)(1)(ii) Recency and revalidation requirements

All hours flown on aeroplanes or sailplanes that are subject to a decision as per Article 2(8) of the Basic Regulation or that are specified in Annex I to the Basic Regulation should count in full towards fulfilling the hourly requirements of points FCL.140.A, FCL.140.S, and FCL.740.A(b)(1)(ii) under the following conditions:

(a) the aircraft matches the definition and criteria of the respective Part-FCL aircraft category, class, and type ratings; and

(b) the aircraft that is used for training flights with an instructor is an Annex-I aircraft of type (a), (b), (c), or (d) that is subject to an authorisation specified in points ORA.ATO.135 or DTO.GEN.240.][9]