



CPL(A)	Application & report form	
		Applicant's Licence Nr.

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

Private address: Street/box: _____

Postal code: _____ City: _____ Country: _____

Phone mobile: _____ Phone office: _____ e-mail: _____

To be completed by examiner:

Skill Test	<input type="checkbox"/> CPL(A) <input type="checkbox"/> Training within an EASA ATO <input type="checkbox"/> Conversion of a 3 rd country ICAO licence
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Details of check:					
Date:	Type of aeroplane:	Registration:	Class/Type Rating:		
Departure:	Destination:	Block-off:	Block-on:	Block time:	# of landings:
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

Result:	<input type="checkbox"/> passed <input type="checkbox"/> failed (see last page) <input type="checkbox"/> partial passed (see last page)
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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: _____

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authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.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 license, certificate, rating, authorisation or attestation, or having it revoked or cancelled.

Date and place: Signature of applicant

ADMINISTRATIVE INFORMATION – FOR FOCA ONLY

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Recommendation for the skill test

ATO name: _____ Registration nr.: _____

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

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

Details of conditions: instruction and flying experience before CPL(A) skill test

- a) Applicants minimum age: 18 years
- b) Enclose copy of passport
- c) Pilots's licence PPL(A) EASA / ICAO Annex I
- d) EASA Medical class 1 valid until: _____
- e) Theoretical examination CPL(A) / ATPL(A) passed date: _____
- f) Night qualification completed date: _____
or licence entry
- g) Flight experience before starting CPL modular course: (MNM 150 HR) hours: _____
Crediting (EASA part FCL, Appendix 3, E, 12 (e)) from the 200 hours of flight time:
 - (i) PPL(H) holder or (MAX 30 HR PIC) hours _____
 - (ii) CPL(H) holder or (MAX 100 HR PIC) hours _____
 - (iii) TMG or sailplanes holder (MAX 30 HR PIC) hours _____
 - (iv) PPL(As) (MAX 30 HR PIC) hours _____
 - (v) CPL(As) (MAX 100 HR PIC) hours _____

a copy of the relevant logbook pages must be submitted
- h) General flight experience: (MNM 200 HR) hours: _____
- i) Flight experience as PIC (MNM 100 HR) hours: _____
of which cross country VFR as PIC (MNM 20 HR) hours: _____
of which solo cross country flight incl. 2 stops (MNM 540 km great circle distance): hours: _____
date: _____
- LEG 1 DEP: _____ DEST: _____ great circle dist. km: _____
- LEG 2 DEP: _____ DEST: _____ great circle dist. km: _____
- LEG 3 DEP: _____ DEST: _____ great circle dist. km: _____
- total km: _____
- j) Dual visual flight instruction (MNM 15 HR) hours: _____
- k) Dual instrument flight instruction (**for pilots without IR**) (MNM 10 HR) hours: _____
of which instruction time BITD, FNPT I or II, FFS (MAX 5 HR) hours: _____
- l) Dual instruction in an aeroplane fitted with 4 seats, VP and RU. (MNM 5 HR) hours: _____

A copy of the relevant logbook pages (flight experience & FSTD pages) showing the confirmed completion of the flight instruction must be attached to this form



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Section 0. Examination of theoretical knowledge	passed	failed
Examiner initials	<input type="checkbox"/>	<input type="checkbox"/>

Section 1. Pre-flight operations & departure	passed	failed	n/a
a. Pre-flight, including: Flight planning, Documentation, Mass & balance determination, Weather brief, NOTAM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Aeroplane inspection & servicing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Taxiing & take-off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Performance considerations and trim	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Aerodrome and traffic pattern operations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Departure procedure, altimeter setting, collision avoidance (lookout)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. ATC liaison - compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
if n/a, a justification is needed under "remarks" on page one of this form			
Examiner initials			

Section 2. General airwork	passed	failed	n/a
a. Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Flight at critically low airspeed including recognition of and Recovery from incipient and full stalls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. *) Turns, including Turns in landing configuration. Steep turns 45° bank	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Flight at critically high airspeed including recognition of and Recovery from spiral dives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Flight by reference solely to instruments including: <ul style="list-style-type: none"> i. Level flight, cruise configuration, control of heading, altitude and airspeed ii. Climbing and descending turns with 10°-30° bank iii. Recoveries from unusual attitudes iv. * Limited panel instruments 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. ATC liaison - compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*) May be performed in a Flight Simulator or FNPT II if certified for this purpose			
if n/a, a justification is needed under "remarks" on page one of this form			
Examiner initials			

Section 3. En-Route procedures	passed	failed	n/a
a. Control of the aeroplane by external visual reference, including Cruise configuration Range / Endurance considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Orientation, Map reading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Altitude, speed, heading control, lookout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Altimeter setting. ATC liaison - compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Observation of weather conditions, assessment of trends, diversion planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
if n/a, a justification is needed under "remarks" on page one of this form			
Examiner initials			

Section 4. Approach and landing procedures	passed	failed	n/a
a. Arrival procedures, altimeter setting, checks, lookout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. ATC liaison - compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Go-around action from low height	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Normal landing, Crosswind landing (if suitable conditions)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Short field landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Approach and landing with idle power (single engine aeroplane only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Landing without use of flaps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Post flight actions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
if n/a, a justification is needed under "remarks" on page one of this form			
Examiner initials			

Section 5. Abnormal & emergency procedures *	passed	failed	n/a
This section may be combined with Sections 1 to 4			
a. Simulated engine failure after take-off (at a safe altitude), fire drill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Equipment malfunctions including alternative landing gear extension, electrical and brake failure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Forced landing (simulated)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. ATC liaison - compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Oral questions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*) May be performed in a Flight Simulator or FNPT II if certified for this purpose			
if n/a, a justification is needed under "remarks" on page one of this form			
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Section 6. Simulated asymmetric flight *		passed	failed	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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Asymmetric approach and go-around	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Asymmetric approach and full stop landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Engine shut down and restart	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	ATC compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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. Use of de-icing and anti-icing system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Oral questions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*) May be performed in a Flight Simulator or FNPT II if certified for this purpose				
if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Conduct of the skill test

An applicant shall pass all applicable sections. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

Should the applicant choose to terminate a skill test for reasons considered inadequate by the FE, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

An applicant shall be required to fly the aeroplane from a position where the pilot-in command functions can be performed and carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

The route to be flown for the navigation test shall be chosen by the FE. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board.

An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aeroplane which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used.

The FE will take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

To be completed by foreign examiner:

I hereby declare that I.....have reviewed and applied the relevant national procedures and requirements of the FOCA contained in the last version of the Examiner Differences Document.

datesignature.....



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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) For Observable Behaviours OBs, refer to GM/INFO Examination Guide	Remark and notes	Grading Section				
		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 non-normal 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						

