

# SBFP Annual Review of Examination Performance 2023

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## 2. REFERENCES

- FOCA internal examination database
- FOCA Annual Safety Report 2023

## 3. OBJECTIVES

- Safety promotion through a review of available examination data 2023
- Recommendations for examiners

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ADMINISTRATIVE INFORMATION – FOR FOCA ONLY

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## 4.SUMMARY

During 2022 and 2023, a competency assessment section was added to most FOCA check forms as an incentive to supplement the standard report with an assessment of competency-based pilot performance. This competency assessment is first analyzed in this report.

### Theory Examinations

- *DTO results were added in the report in 2023, accounting now for all ATOs and DTOs*
- *ATOs have stable results with a spread between 27.27% failure and 2.04%*
- *DTOs have a spread between 64.71% and 3.33%*
- *4 DTOs stand out, though with small sample size*
- *Care must be taken as the sample sizes vary significantly*
- *Detailed ATO/DTO scores per subject are available in Excel format from FOCA for quality control (on specific request of the ATO/DTO Management)*
- *Individual candidate scores per subject are available; they may be requested by the ATO/DTO and will be disclosed if agreed by the candidate*
- *Please email your request to: [pel-qc@bazl.admin.ch](mailto:pel-qc@bazl.admin.ch) .*

### Practical Examinations

- *Individual examiner pass/fail rates are available on request. Please email the SBFP Flight Inspector*
- *The overall pass rate is steady above 99%*
- *A trend is observed for more failed/partial passes in the categories SP(A) MPO and SP(S).*
- *As in 2022, for SP(A) section “Arrival, approach and landing” has most failures in 2023*
- *As in 2022, for MP(A) the failure rate is very low; section “Missed approach” has most failures, which is new and will be further monitored*
- *As in 2022, for SP(H) section “Flight maneuvers and procedures” has most failures in 2023*
- *As in 2022, section “Approach 2D and 3D” has most failures in 2023.*

### Competency based Assessment

A review of the competency assessment section of the check forms in 2023 has been done; the review is deidentified and serves the purpose of highlighting weak performance areas for the benefit of examiners. The data has been categorized in SP, MP and helicopter; the status of the check is given (pass, fail, partial pass), though this is not directly connected to the competency assessment.

- For SPA, gradings below 3 are mainly found in IR checks, though some VFR checks also appear; Most frequent category overall is: **M-Aircraft flight path management manual control**, followed by: **W-Workload management**
- For MPA, most frequent category overall is: **M-Aircraft flight path management manual control**, followed by: **L-Leadership and teamwork**
- For Helicopter, most frequent category overall is: **D-problem solving-decision making**, followed by **C-communication and S-situation awareness and management of information**.

### Risk based Examiner Oversight

- As per regulation Part ARA.FCL.205 Monitoring of examiners, FOCA has the obligation to conduct a risk-based oversight of performance for the examiners it has certified and the examiners certified in other member states and operating in its territory
- This procedure was first applied in 2023 and first results are available
- Overall, 2.6 % of the examiners are under specific supervision, including additional inspections and desk top reviews
- The most frequent irregularities observed relate to Flexco notification missing or wrong; non-compliance with administrative procedures; unclear applicability of operations manuals.

## 5.FOCA Actions and Recommendations for Examiners

The following actions will take place on the FOCA side:

- The theoretical exams failure rate will be forwarded to the respective ATO/DTO on request; please contact: [pel-qc@bazl.admin.ch](mailto:pel-qc@bazl.admin.ch)
- The examiner refreshers 2024 will continue to address competency-based assessment to improve understanding and examiner concordance
- The competency-based assessment section has received positive acceptance in the examiner community and has proved a useful tool for the examiner when confronted with marginal performance. It will be maintained in the forms
- Examiner oversight will continue to focus on the identified risks. Unannounced inspections will be conducted as needed
- The following area of focus is recommended and shall be targeted by examiners during practical examinations:

<b>EXAMINER FOCUS, MANOEUVRES</b>
<i>IR 2D/3D Approaches</i>
<i>Missed approach procedures</i>
<i>Engine and fuel management</i>
<i>Airspace infringement &amp; Airprox</i>

<b>EXAMINER FOCUS, PILOT COMPETENCIES</b>
<i>SPA: M-Aircraft flight path management manual control and W-Workload management</i>
<i>MPA: P-Procedure, and M-Aircraft flight path management manual control</i>
<i>Heli: C-Communication, D-problem solving-decision making, S-situation awareness</i>

## 6. STATISTIC OF FLIGHT PERSONNEL 2023

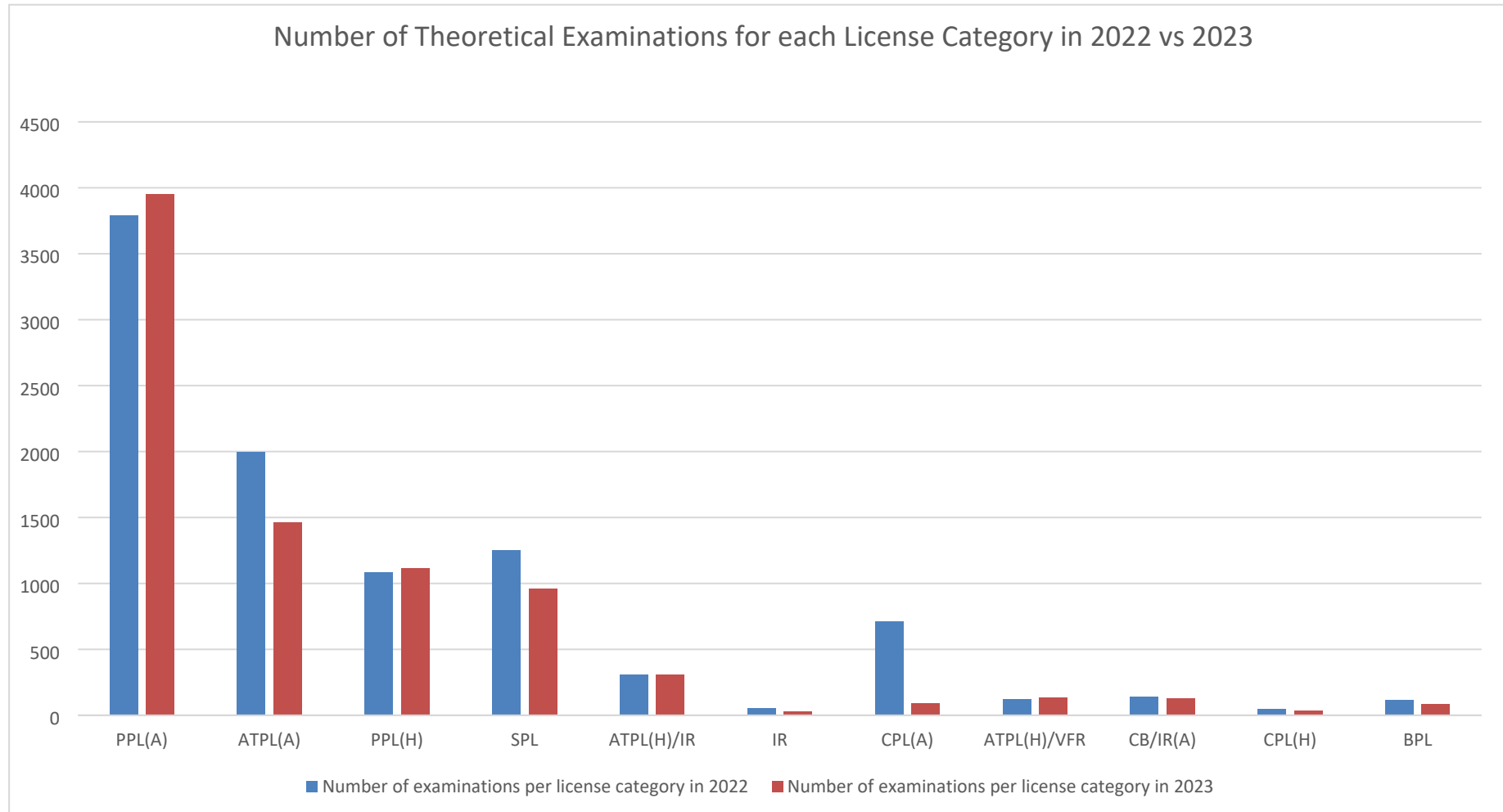
Overall, the number of issued licenses has been stable. Instructor and Examiner data were added to the table below in 2021/2022. Generally, there is a steady growth in the total number of licenses; the LAPL and UL licenses are not accounted for correctly and this will be corrected in the 2024 report.

<b>Flight personnel valid as per 31.12.</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Total licence holders</b>	<b>12'033</b>	<b>12'667</b>	<b>13'038</b>	<b>13'186</b>
<b>Valid licence categories</b>				
LAPL(A) Light Aircraft Pilot Licences Aeroplane	463	508	538	556
PPL(A) Private Pilot Licences Aeroplane	4'369	4'363	4'423	4'354
CPL(A) Commercial Pilot Licences Aeroplane	1'076	1'086	1'076	1'039
ATPL(A) Airline Transport Pilot Licences Aeroplane	2'397	2'406	2'439	2'531
MPL(A) Multi-Crew Pilot Licences Aeroplane	14	11	15	17
ATPL(A) MP OPS only	159	165	170	172
LAPL(S) Light Aircraft Pilot Licences Sailplane	40	0	0	0
SPL Sailplane Pilot Licences	2'196	2'218	2'323	2411
LAPL(B) Light Aircraft Pilot Licences Balloon	0	0	0	0
BPL Balloon Pilot Licences	208	195	200	199
Restricted Radio Operator Licences (separate licence)	1	1	0	0
Flight Engineer	0	0	0	0
LAPL(H) Light Aircraft Pilot Licences Helicopter	11	14	14	15
PPL(H) Private Pilot Licences Helicopter	495	514	546	560
CPL(H) Commercial Pilot Licences Helicopter	514	512	524	508
ATPL(H) Airline Transport Pilot Licences Helicopter	90	100	97	104
UL(A) Ultra light Aeroplane		427	508	541
UL(S) Ultra light Sailplane		91	100	106
UL(B) Ultra light Balloon		12	18	21
UL(G) Ultra light Gyrocopter		44	47	52
UL(H) Ultra light Helicopter		0	0	0
Validations of foreign ICAO licences issued by 3 <sup>rd</sup> countries	7	5	4	2
IR(A) Instrument Ratings (A)	3'311	3'330	3'366	3'463
IR(H) Instrument Ratings (H)	194	208	194	193

<b>Valid instructor ratings</b>					
FI(A)	Flight Instructors Aeroplane	603	619	625	617
FI(H)	Flight Instructors Helicopter	269	280	285	296
FI(S)	Flight Instructors Sailplane	396	407	420	431
FI(B)	Flight Instructors Balloon	27	26	26	26
IRI(A)	Instrument Rating Instructors Aeroplane	167	177	178	186
IRI(H)	Instrument Rating Instructors Helicopter	19	24	24	24
TRI MPA	Type rating instructor multi pilot Aeroplane			170	146
TRI/r MPA	Restricted type rating instructor multi pilot Aeroplane			251	291
TRI SPA	Type rating instructor single pilot Aeroplane			28	25
SFI MPA	Synthetic flight instructor multi pilot Aeroplane			227	322
SFI SPA	Synthetic flight instructor single pilot Aeroplane			3	3
TRI MPH	Type rating instructor multi pilot Helicopter			30	30
TRI SPH	Type rating instructor single pilot Helicopter			104	108
SFI(H)	Synthetic flight instructor single pilot Helicopter			11	11

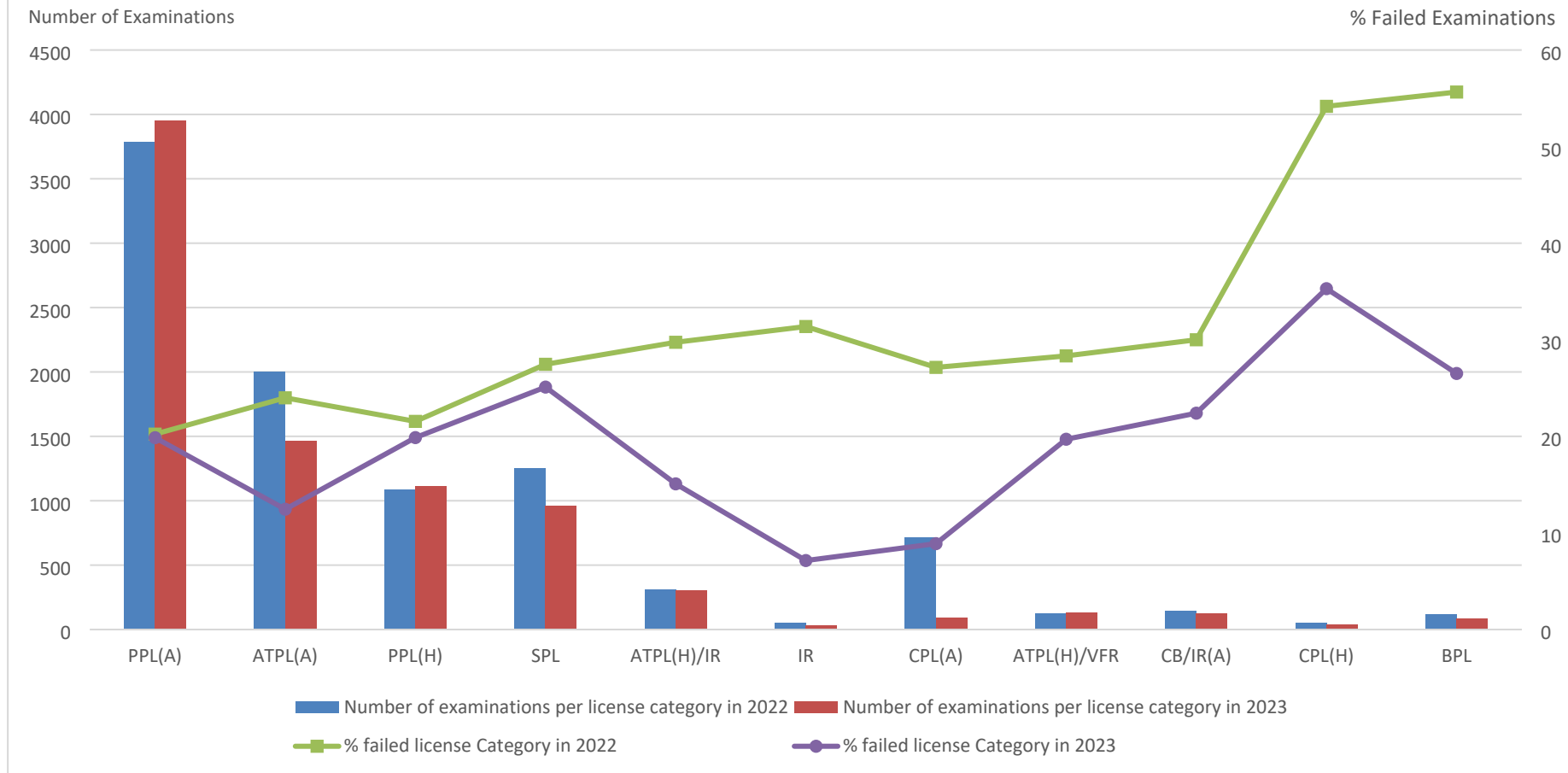
<b>Flight personnel valid as per 31.12.</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Valid examiner authorisations</b>				
Examiner Aeroplane		485	487	271
Examiner Helicopter		217	227	78
Examiner Sailplane		24	26	19
Examiner Balloon		10	11	6

## 7.THEORETICAL EXAM PERFORMANCE



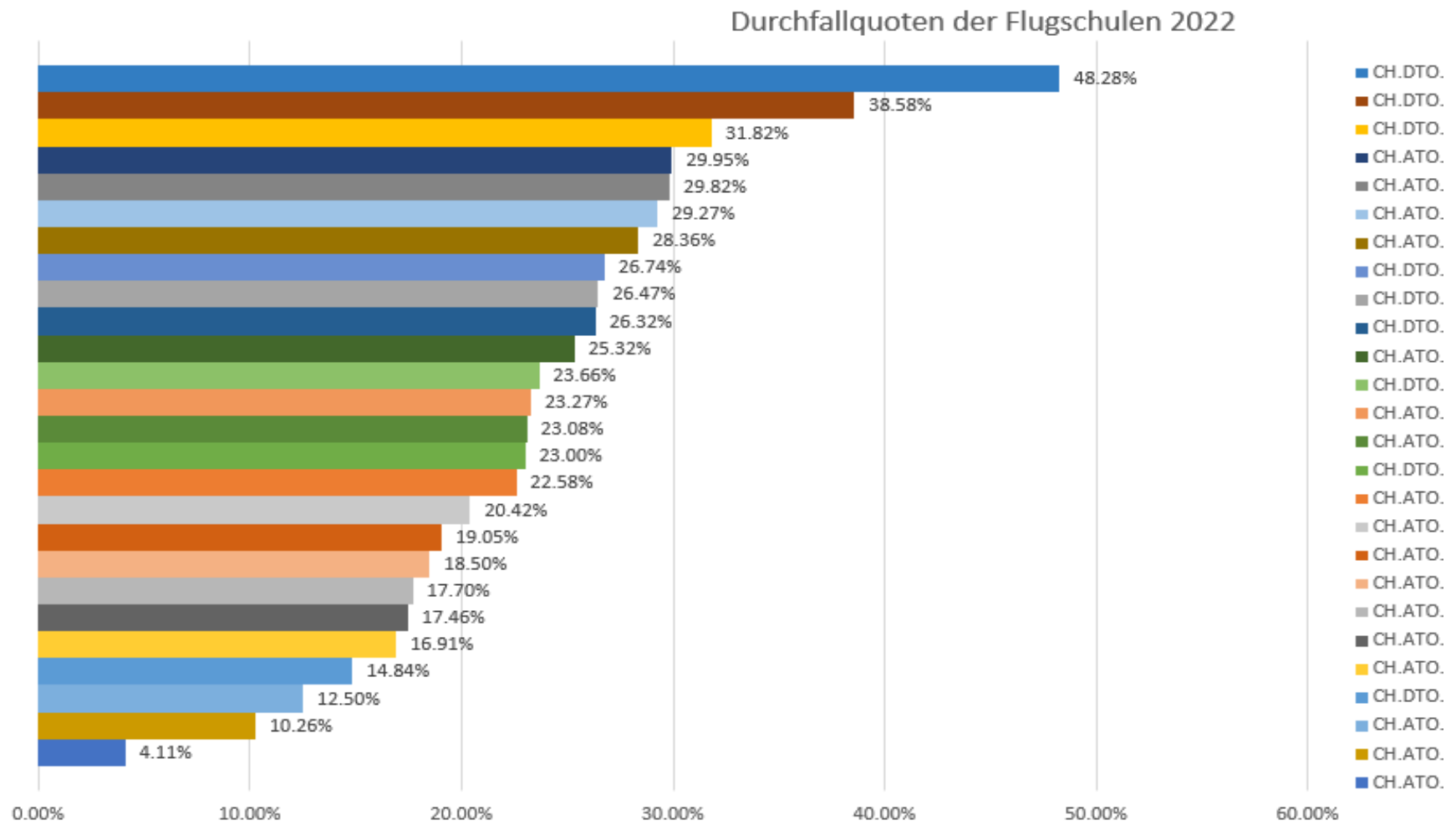
- *Apart from a reduction in CPL(A) exams, no marked change in distribution*

## Number of Theoretical Examinations for each License Category in 2022 vs 2023



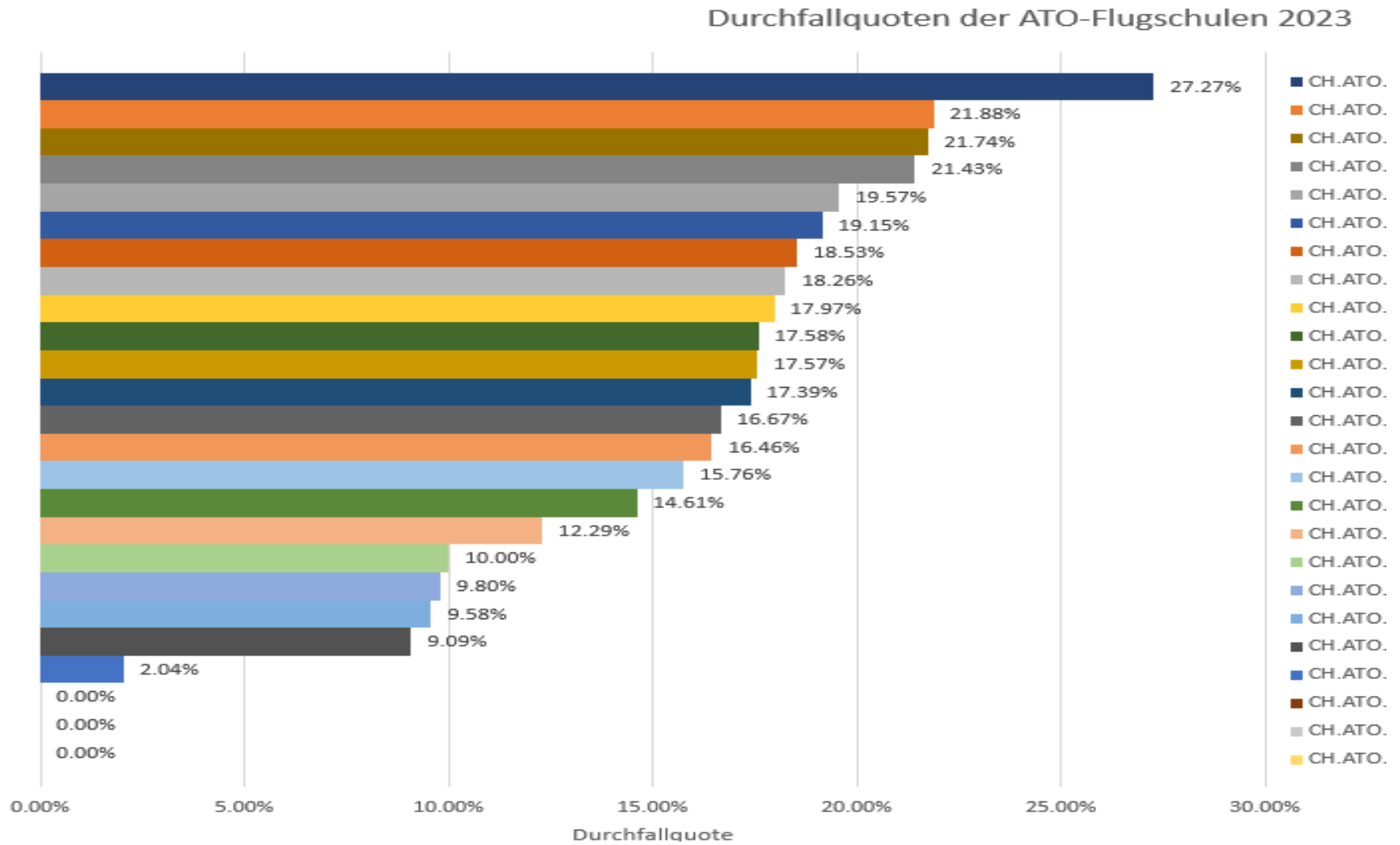
- *(Note: table reflects single exam subjects in each category of license)*
- *A better overall success rate in 2023*
- *SPL and CPL(H) were weaker in 2023 (small sample size)*

# Individual ATO/DTO Failure Rates 2022 – Average of all Subjects

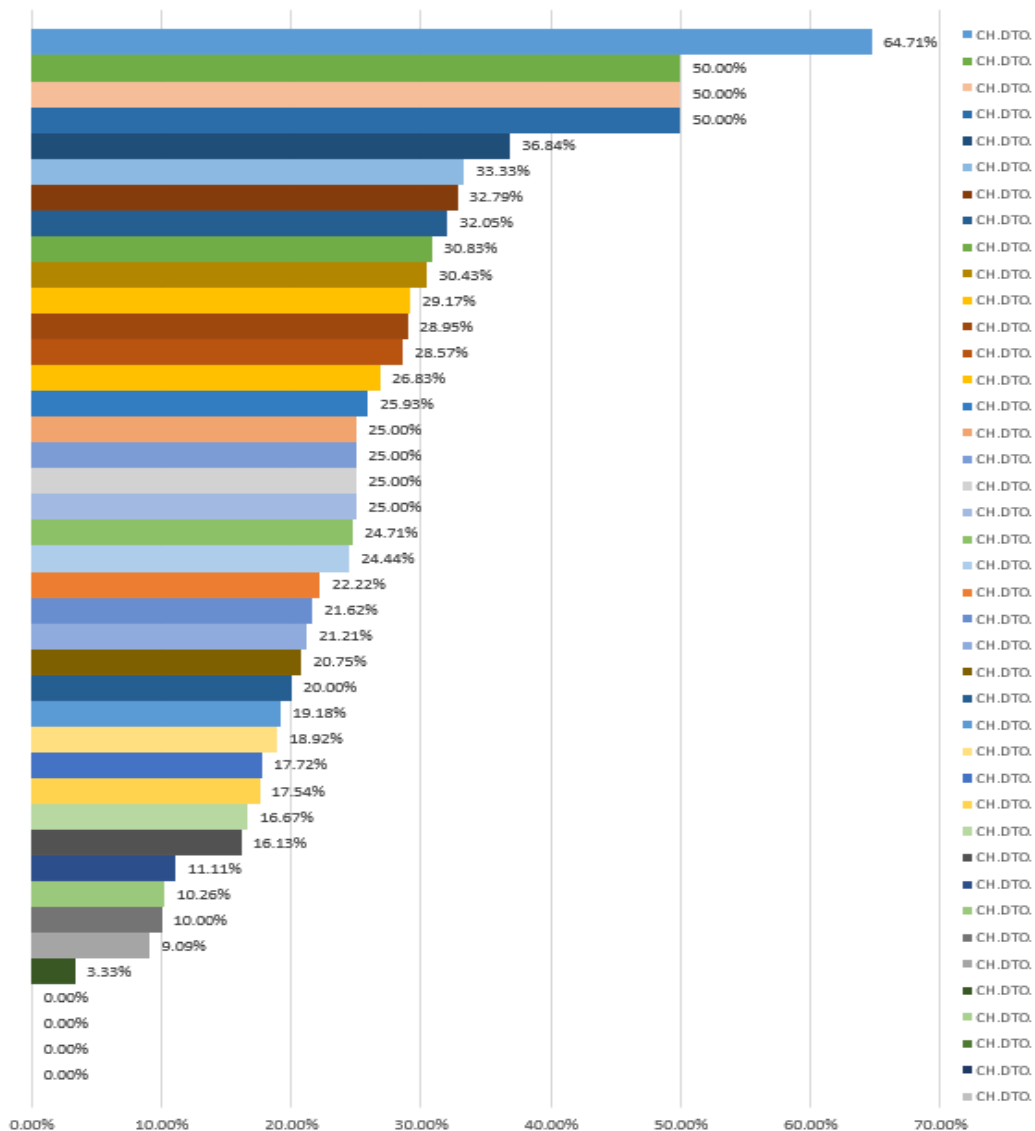




### Individual ATO/DTO Failure Rates 2023 – Average of all Subjects




### Durchfallquoten der DTO- Flugschulen 2023



- DTO results were added in the report in 2023, accounting now for all ATOs and DTOs
- ATOs have stable results with a spread between 27.27% failure and 2.04%
- DTOs have a spread between 64.71% and 3.33%
- 4 DTOs stand out, though with small sample size
- Care must be taken as the sample sizes vary significantly
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- Individual candidate scores per subject are available; they may be requested by the ATO/DTO and will be disclosed if agreed by the candidate
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## Failure Rates 2023 per Subject for one specific ATO/DTO (Example)

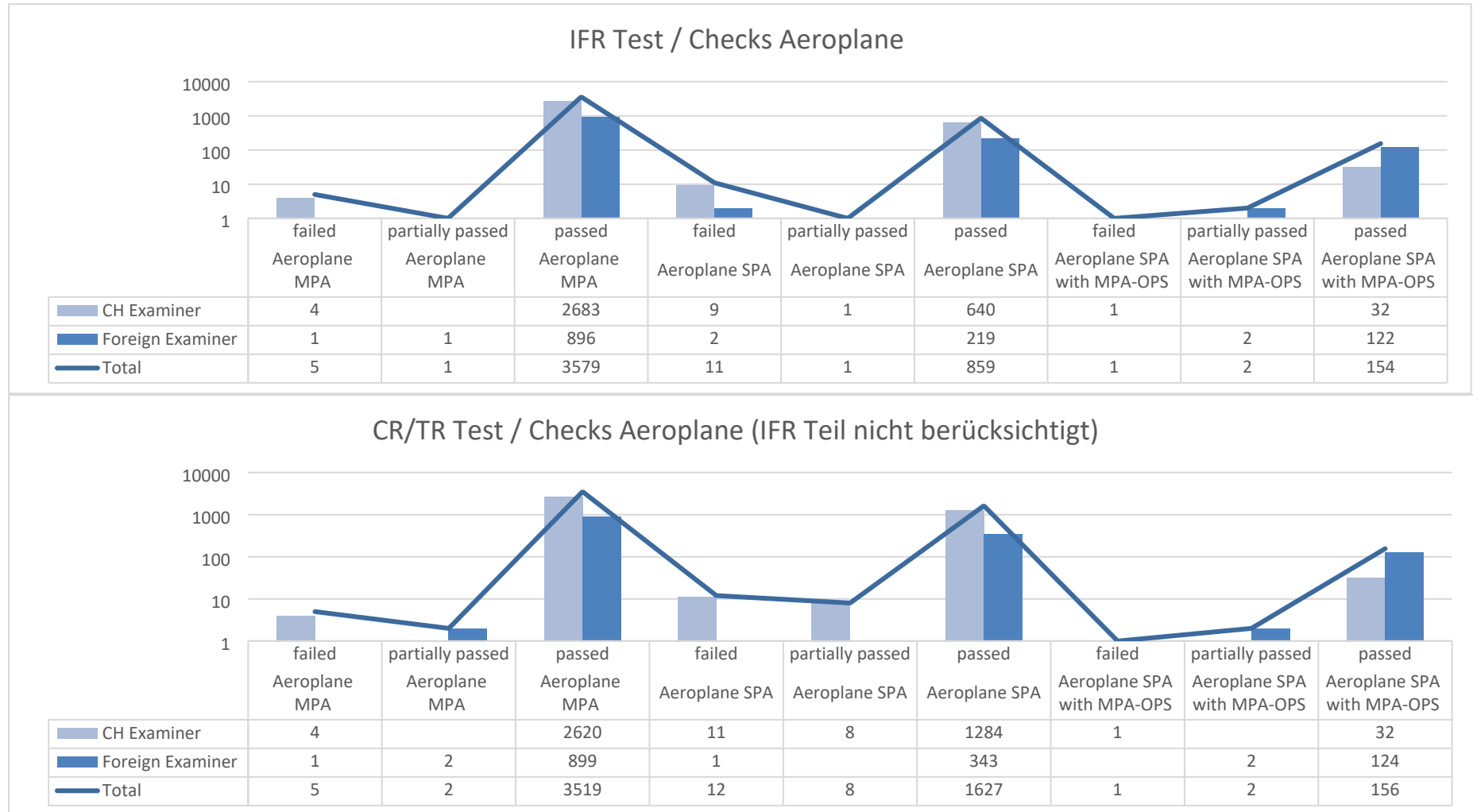
Zeilenbeschriftungen	 Durchschnitts Resultat	Anzahl Prüfungen	Anzahl Durchgefallene	Anzahl Bestandene	Durchfallquote
<b>⊖ PPL(A)</b>	<b>81.06%</b>	<b>136</b>	<b>24</b>	<b>112</b>	<b>17.65%</b>
010-Air Law	80.73%	11	1	10	9.09%
020-Aircraft General Knowledge	82.92%	12	1	11	8.33%
030-Flight Performance and Planning	75.90%	10	3	7	30.00%
040-Human Performance	79.73%	15	3	12	20.00%
050-Meteorology	85.63%	19	3	16	15.79%
060-Navigation	75.23%	13	3	10	23.08%
070-Operational Procedures	82.65%	20	3	17	15.00%
080-Principles of Flight (Aeroplane)	80.04%	23	5	18	21.74%
090-Communication	83.62%	13	2	11	15.38%
<b>⊖ PPL(H)</b>	<b>76.60%</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>40.00%</b>
010-Air Law	78.50%	2	1	1	50.00%
030-Flight Performance and Planning	81.00%	1	0	1	0.00%
040-Human Performance	75.00%	1	0	1	0.00%
050-Meteorology	80.50%	2	1	1	50.00%
060-Navigation	73.00%	4	2	2	50.00%
<b>Gesamtergebnis</b>	<b>80.75%</b>	<b>146</b>	<b>28</b>	<b>118</b>	<b>19.18%</b>

## 8.FLIGHT EXAMINATION PERFORMANCE

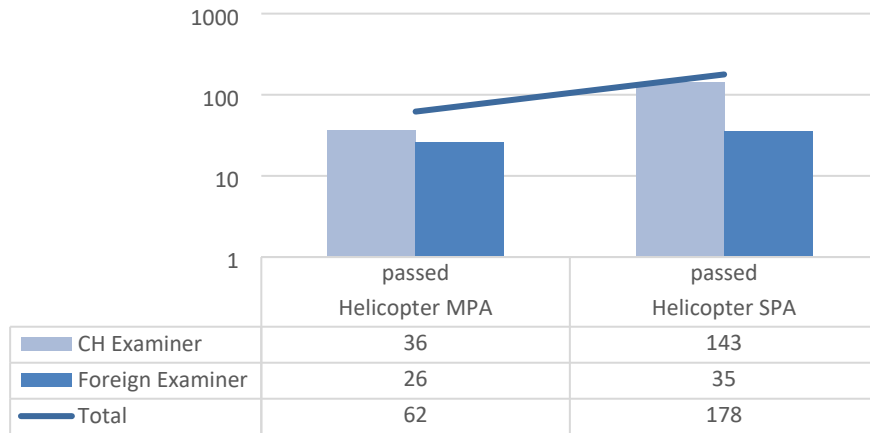
### Total Number of Flight Examinations and Failure Rate (Partial Pass or Fail)

Total exams 2022		Failure Rate 2022		Total exams 2023		Failure Rate 2023	
Prüfungen 2022 Total		Resultate class/type rating Prüfungen 2022		Prüfungen 2023 Total		Resultate class/type rating Prüfungen 2023	
<b>A/C Category groupe by examine</b> ▾ <b>Amount</b>		<b>A/C Category</b> ▾ <b>CR/TR Result %</b>		<b>A/C Category groupe by examiner</b> ▾ <b>Amount</b>		<b>A/C Category</b> ▾ <b>CR/TR Result %</b>	
<b>CH Examiner</b> <b>6426</b>		<b>Aeroplane MPA</b>		<b>CH Examiner</b> <b>6260</b>		<b>Aeroplane MPA</b>	
Aeroplane MPA 2663		failed 0.12%		Aeroplane MPA 2689		failed 0.14%	
Aeroplane SPA 1633		passed 99.86%		Aeroplane SPA 1605		partially passed 0.06%	
Aeroplane SPA with MPA-OPS 24		denied 0.03%		Aeroplane SPA with MPA-OPS 33		passed 99.80%	
Balloon 10		<b>Aeroplane SPA</b>		Balloon 5		<b>Aeroplane SPA</b>	
Glider 127		failed 1.36%		Glider 111		failed 0.73%	
Helicopter MPA 39		partially passed 0.83%		Helicopter MPA 43		partially passed 0.49%	
Helicopter SPA 1927		passed 97.76%		Helicopter SPA 1768		passed 98.79%	
Rotorcraft Gyroplane 3		denied 0.06%		Rotorcraft Gyroplane 6		<b>Aeroplane SPA with MPA-OPS</b>	
<b>Foreign Examiner</b> <b>1680</b>		<b>Aeroplane SPA with MPA-OPS</b>		<b>Foreign Examiner</b> <b>1712</b>		failed 0.63%	
Aeroplane MPA 886		partially passed 0.74%		Aeroplane MPA 902		partially passed 1.26%	
Aeroplane SPA 401		passed 99.26%		Aeroplane SPA 387		passed 98.11%	
Aeroplane SPA with MPA-OPS 113		<b>Balloon</b>		Aeroplane SPA with MPA-OPS 126		<b>Balloon</b>	
Balloon 4		partially passed 7.14%		Balloon 9		passed 100.00%	
Glider 6		passed 92.86%		Glider 5		<b>Glider</b>	
Helicopter MPA 34		<b>Glider</b>		Helicopter MPA 28		partially passed 0.86%	
Helicopter SPA 230		failed 0.00%		Helicopter SPA 253		passed 99.14%	
Rotorcraft Gyroplane 6		passed 100.00%		Rotorcraft Gyroplane 2		<b>Helicopter MPA</b>	
<b>Gesamtergebnis</b> <b>8106</b>		<b>Helicopter MPA</b>		<b>Gesamtergebnis</b> <b>7972</b>		passed 100.00%	
		passed 100.00%				<b>Helicopter SPA</b>	
		<b>Helicopter SPA</b>				failed 0.20%	
		failed 0.61%				partially passed 0.40%	
		partially passed 0.56%				passed 99.40%	
		passed 98.83%				<b>Rotorcraft Gyroplane</b>	
		<b>Rotorcraft Gyroplane</b>				passed 100.00%	
		passed 100.00%				<b>Gesamtergebnis</b> <b>100.00%</b>	
		<b>Gesamtergebnis</b> <b>100.00%</b>					

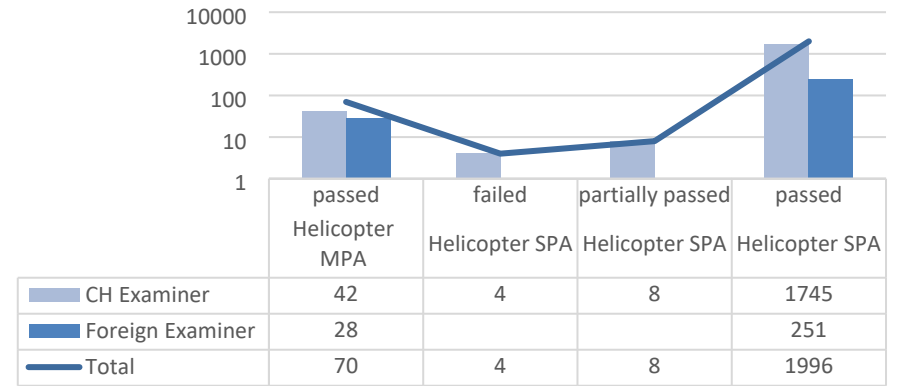
## Details of Failed/Partial Pass Exams 2023



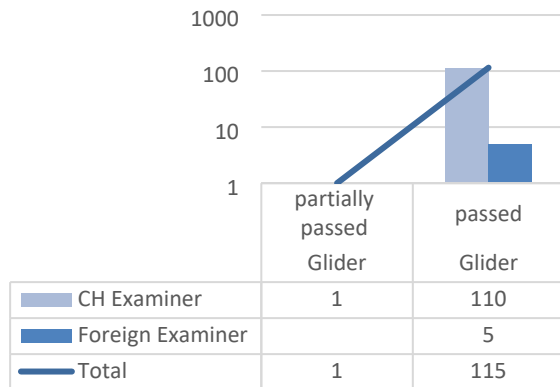
### IFR Test / Checks Helicopter



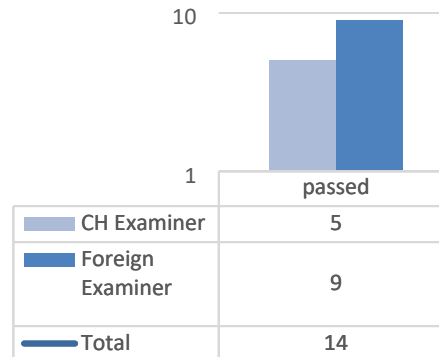
### TR Test / Checks Helicopter (IFR Teil nicht berücksichtigt)



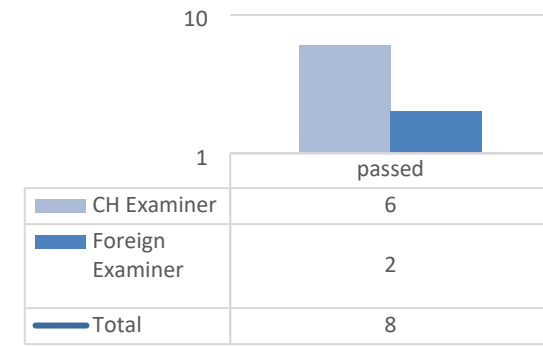
### Test / Checks Sailplane



### Test / Checks Balloon



### Rotorcraft Gyroplane



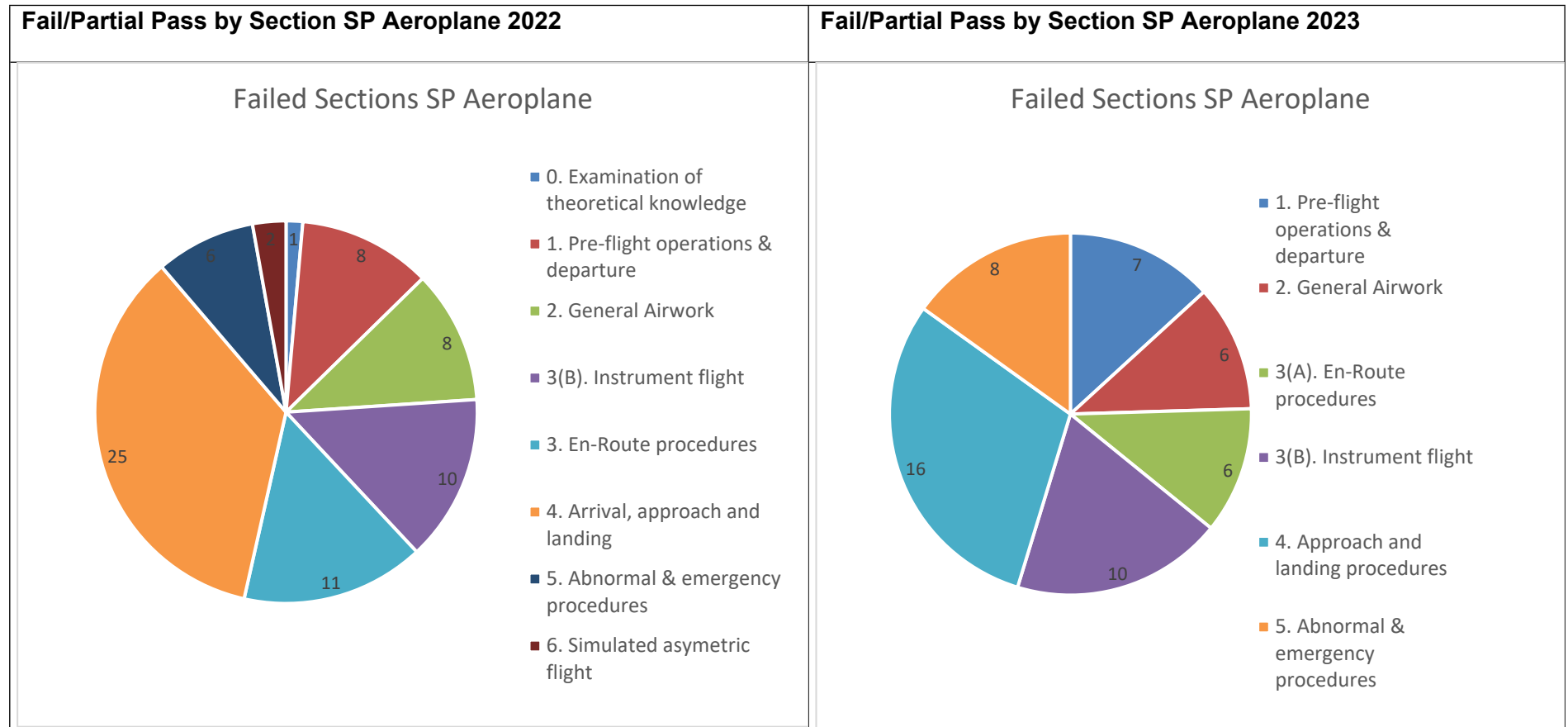
## SUMMARY

The number of failed/partially passed checks/tests is as follows

Category	Total checks 2023	Failed 2023	Total checks 2022	Failed 2022	%Pass 2023	%Pass 2022	Pass Trend
All exams	7972	54	8106	70	99.32	99.13	➡
MP(A)	3591	7	3511	5	99.80	99.86	➡
SP(A)	1992	31	1658	38	98.44	97.76	⬆
SP(A) MPO	159	3	134	1	98.11	99.26	⬇
MP(H)	71	0	73	0	100	100	➡
SP(H)	2021	12	2114	25	99.40	98.83	⬆
SP(S)	116	1	133	0	99.14	100	⬇
SP(B)	14	0	13	1	100	92.86	⬆
Gyro	8	0	10	0	100	100	➡

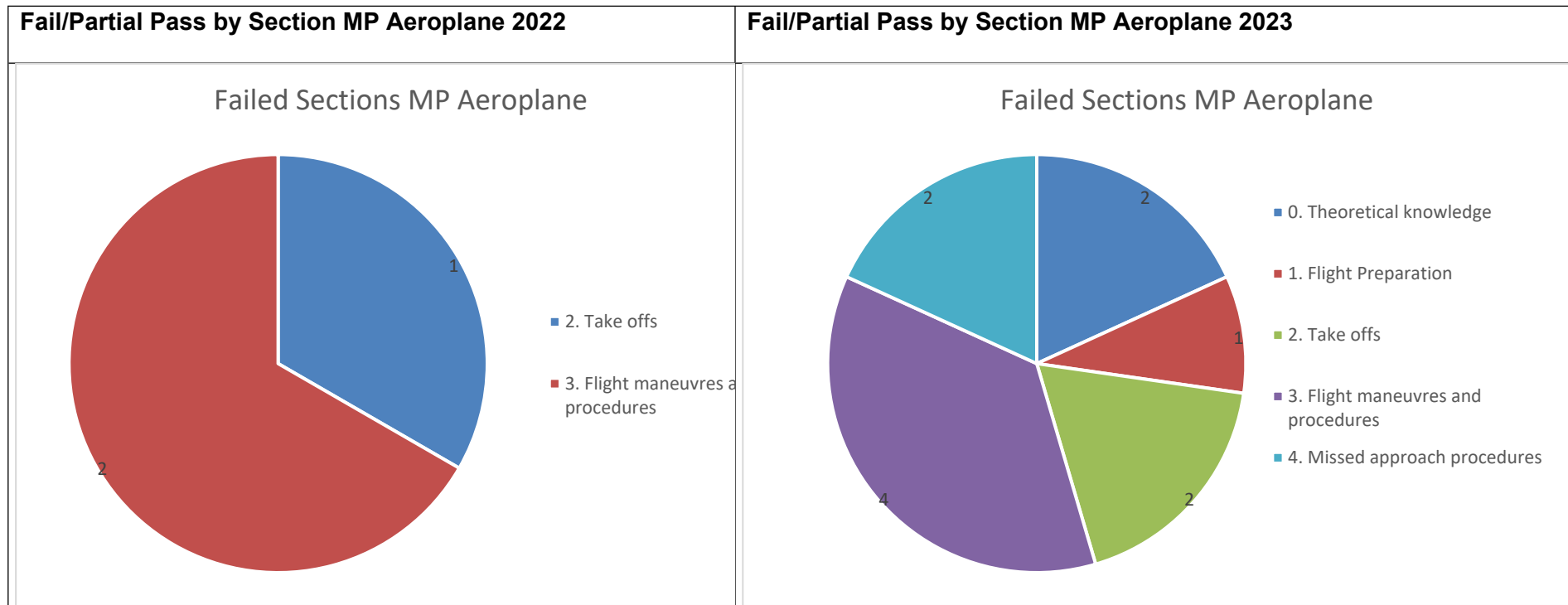
- Individual examiner pass/fail rates are available on request. Please email the SBFP Flight Inspector
- The overall pass rate is steady above 99%
- A trend is observed for more failed/partial passes in the categories SP(A) MPO and SP(S).

## 9.FLIGHT EXAMINATION ANALYSIS OF FAILED/PARTIALLY PASSED SECTIONS

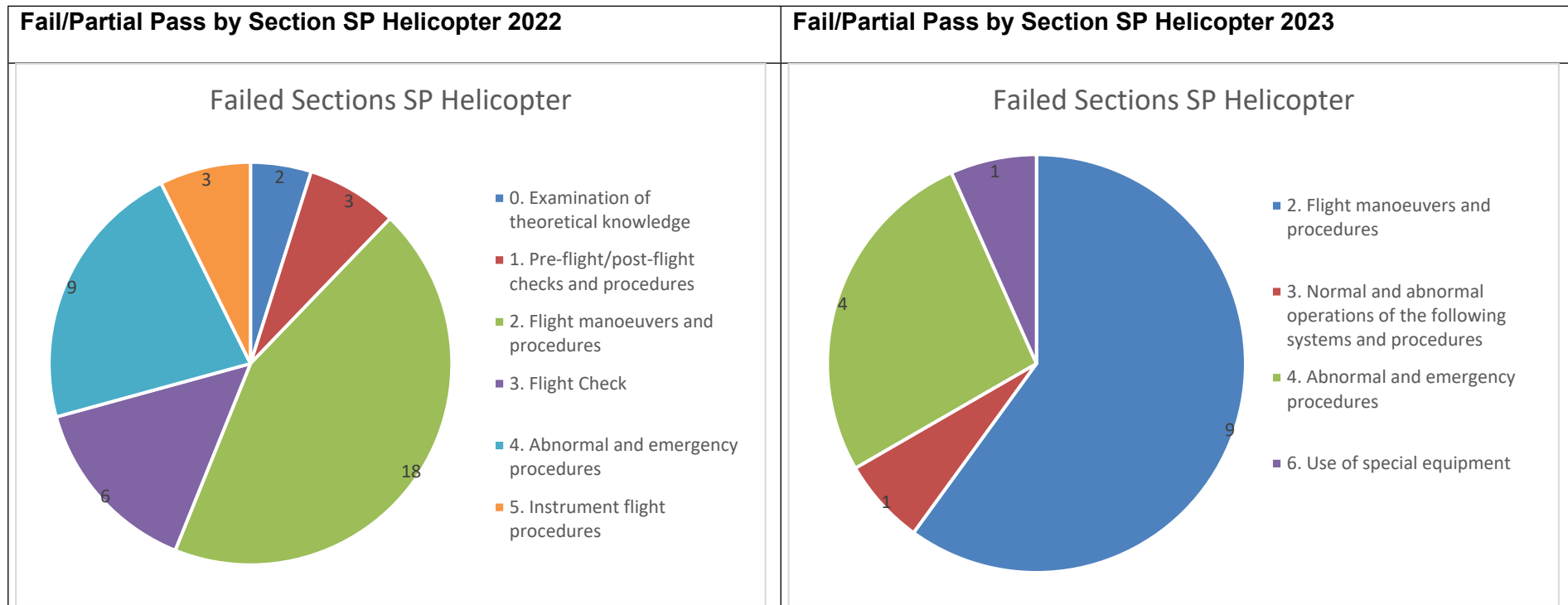


- As in 2022, for SP(A) section “Arrival, approach and landing” has most failures in 2023

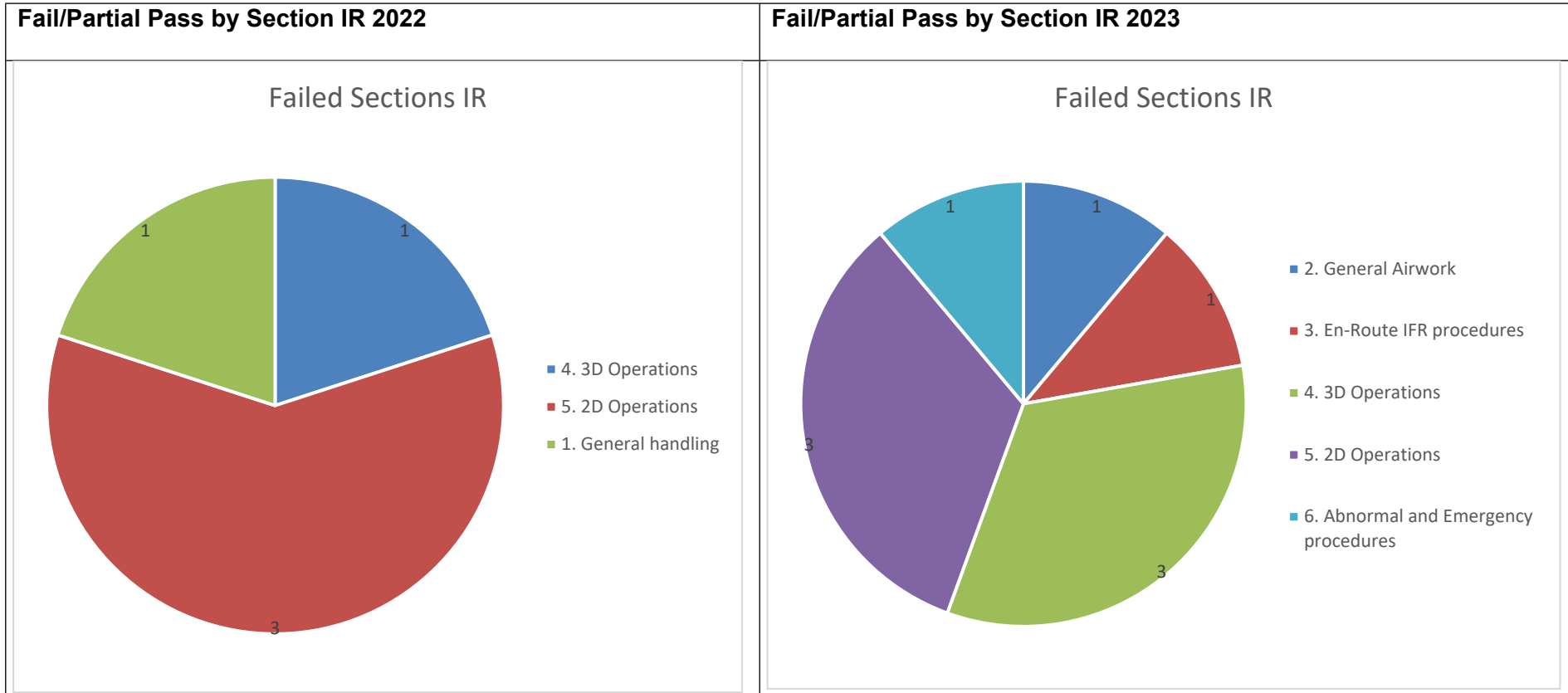




- *As in 2022, for MP(A) the failure rate is very low*
- *Section “Missed approach” has most failures, which is new and will be further monitored*



- As in 2022, for SP(H) section “Flight manoeuvres and procedures” has most failures in 2023

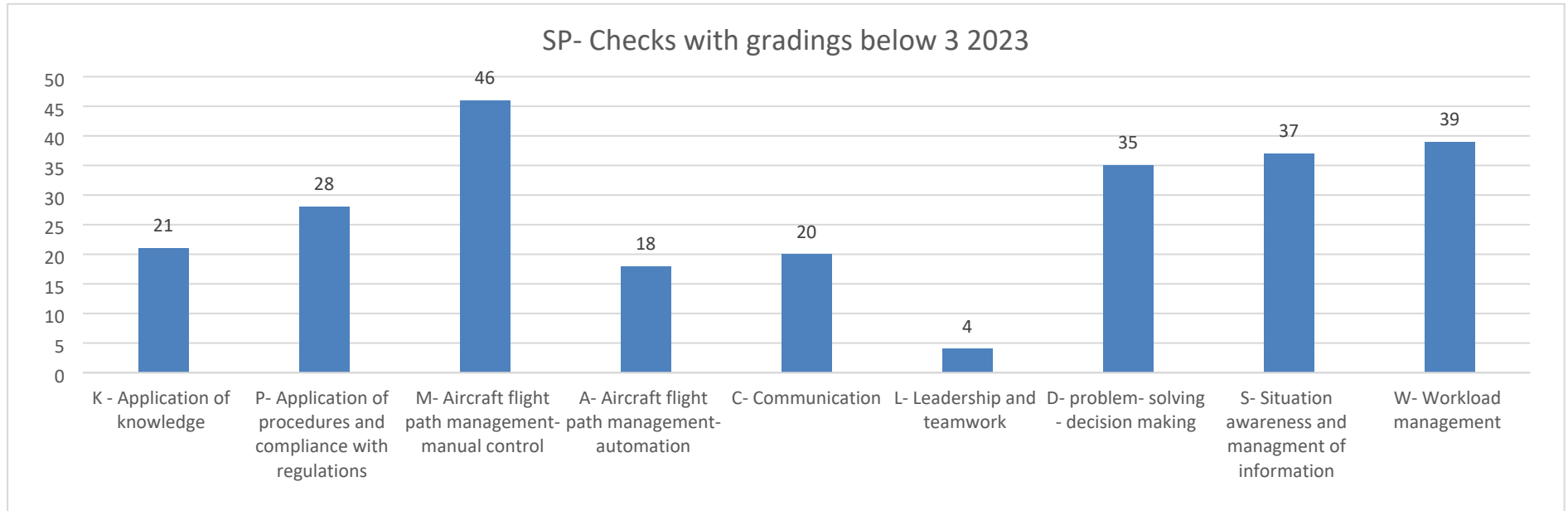


- As in 2022, section “Approach 2D and 3D” has most failures in 2023

## 10.COMPETENCY BASED ASSESSMENT

A review of the competency assessment section of the check forms in 2023 has been done; the review is deidentified and serves the purpose of highlighting weak performance areas for the benefit of examiners. The data has been categorized in SP, MP and helicopter; the status of the check is given (pass, fail, partial pass), though this is not directly connected to the competency assessment.

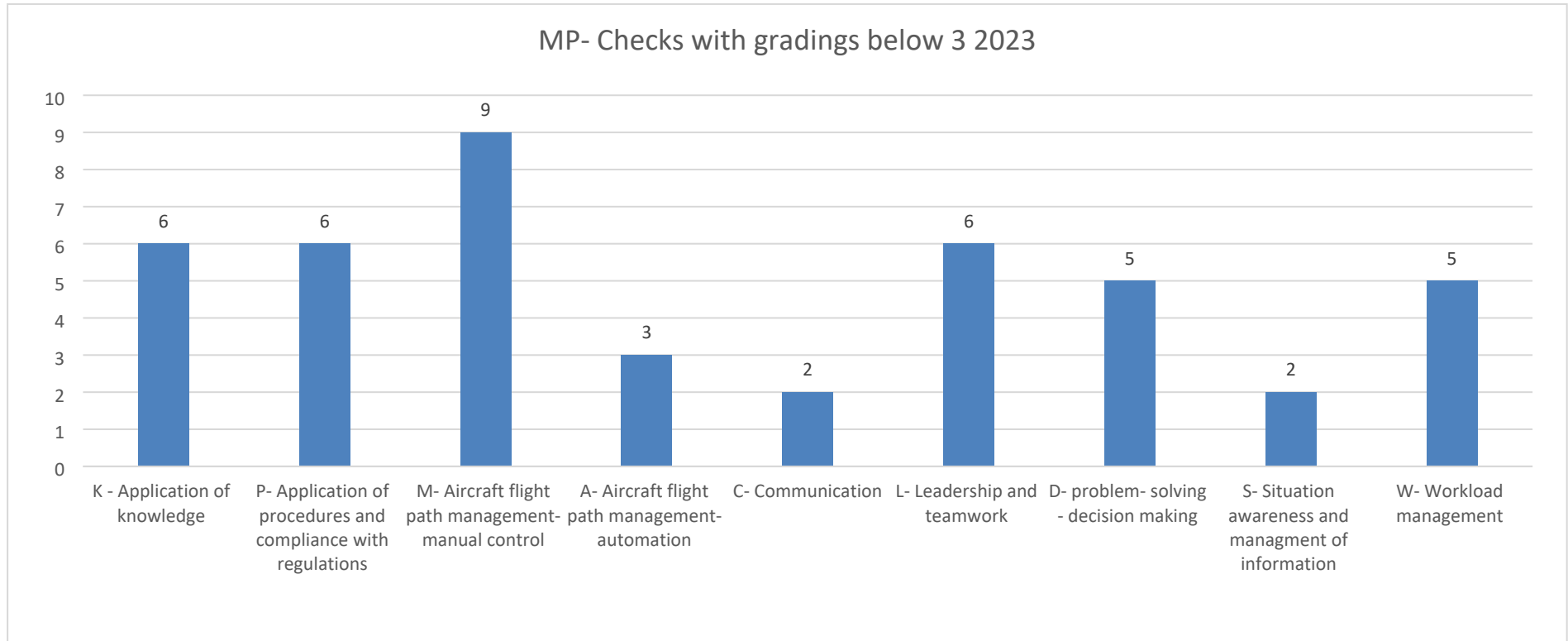
### SP Aeroplane



- For SPA, gradings below 3 are mainly found in IR checks, though some VFR checks also appear
- Most frequent category overall is: **M-Aircraft flight path management manual control**, followed by: **W-Workload management**
- Typical narrative comments are shown here (sample only):

<b>M-Aircraft flight path management manual control</b>	<i>Attitude control in manual flying, distracted by other tasks Level-off overshoot by 600 ft Sometime close to exceeding limits (...) tendency to overcontrol</i>
<b>W-Workload management</b>	<i>During return flight, behind the aircraft due to increasing tailwinds Gets distracted by some tasks, insufficient cross-checks Does not systematically prioritize tasks. Occasionally fails to recover from interruptions</i>

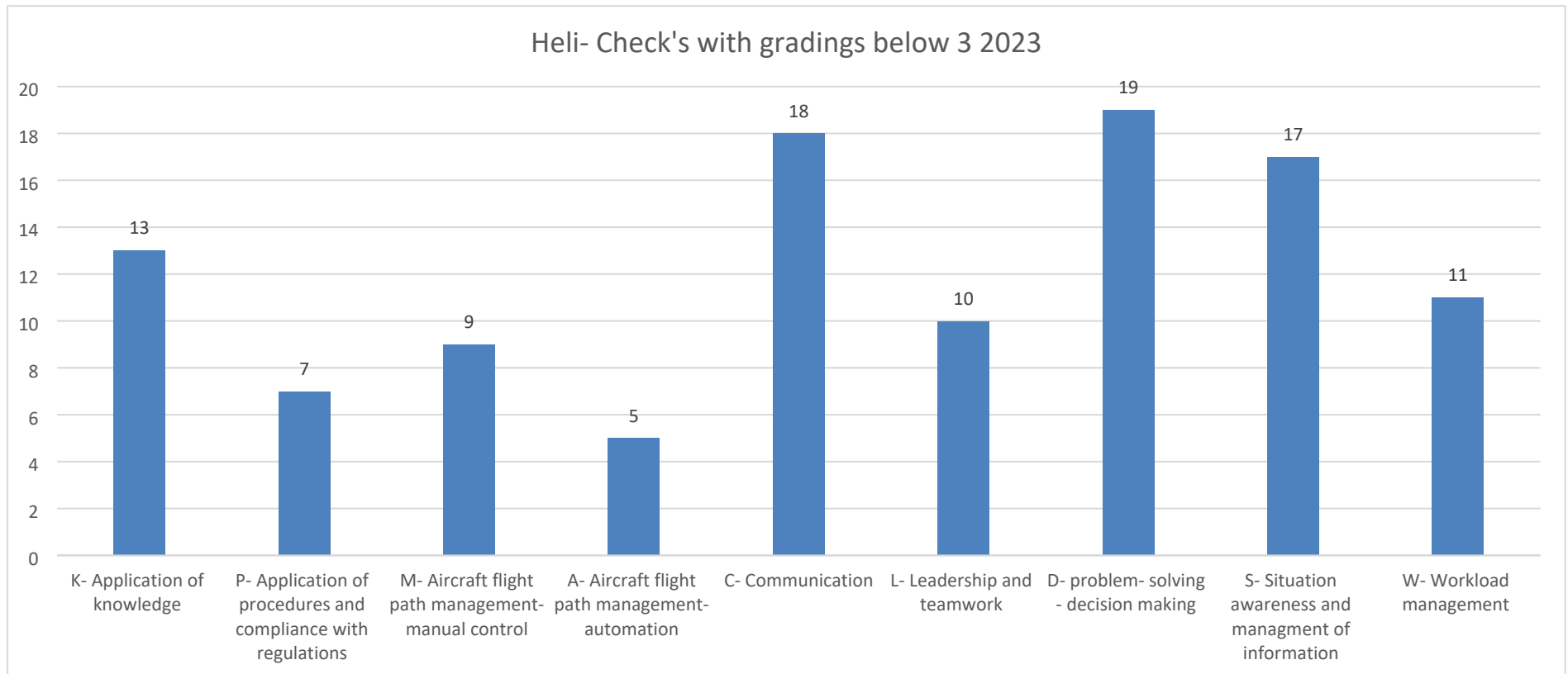
## MP Aeroplane



- For MPA, most frequent category overall is: **M-Aircraft flight path management manual control**, followed by: **L-Leadership and teamwork**
- Typical narrative comments are shown here (sample only):

<b>M-Aircraft flight path management manual control</b>	<i>Transition from instrument approach to visual became over-controlling, recovered to a safe landing</i>
<b>L-Leadership and teamwork</b>	<i>Frequently made decisions unilaterally without consultation of other crew member Intervention too weak when being pushed into undesired situation by PM</i>

## Helicopter



- **For Helicopter, most frequent category overall is: D-problem solving-decision making, followed by C-communication and S-situation awareness and management of information**

## 11.RISK BASED EXAMINER OVERSIGHT

Based on Part ARA.FCL.205, a systematic risk-based assessment of examiner performance is conducted by FOCA SBFP since January 2023. A number of indicators is observed on a regular basis and individual examiner risk ratings are awarded. On this basis, the FOCA SBFP inspectors conduct targeted unannounced inspections; additionally, when needed, a review of examiner paperwork quality is also conducted. The following table summarizes the results.

### Examiners with Risk Rating Overview 1.1.2024

Category	MPA	SPA	Helicopter	Sailplane	Balloon
Total number of examiners certified by FOCA	183	96	78	18	5
Examiners Amber Category (risk rating higher than standard)	4	4	2	0	0
Examiners Red Category (risk rating critical)	0	0	0	0	0

### Unannounced Inspection Findings/Observations during 2023

Category	MPA	SPA	Helicopter	Sailplane	Balloon
Unannounced Inspections	3	1	2	0	0
Finding/Observation	2	0	0	0	0

*Most frequent finding/observations:*

- *Flexco notification missing or wrong;*
- *non-compliance with admin. procedures;*
- *unclear applicability of operations manuals.*