



PPL(A)

Skill test

Applicant's Swiss/JAR licence number:

Application and report form

Applicant

last name: first name: date of birth:

place of birth: place of origin: nationality:

private address: postal code: city: street:

phone/fax home: phone/fax office:

e-mail: signature of applicant:

☐ initial skill test ☐ repetition of failed / partial passed skill test, from date: _____

☐ issue of a "Swiss licence" ☐ upgrade from RPPL to PPL(A) JAR

Instructor

last name: first name:

JAR licence number: signature of flight instructor:

FTO / RF

name: registration number:

name of chief flight instructor: JAR licence number:

location & date: signature of chief flight instructor:

1 Details of flight

date: type of aeroplane: registration: class: TR:

departure/destination block-off: block-on: block time: # of landings:

2 Result of skill test

*delete as necessary

Applicant's signature

passed*

failed*

partial pass*

3 Remarks

Examiner:

last name: first name:

examiner authorisation: JAA licence number:

location and date: signature of flight examiner:

Instruction / experience report

Applicant's Swiss/JAR licence number:

General flight experience report

A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form. Please make sure to mark your licence number together with your signature at the bottom of the pages.

Recapitulation of conditions and flying experience before PPL(A) skill test

- a) Applicants minimum age: 17 years
- b) Enclose official printout of criminal record file issued by state of residence (maximum 3 months old) ☐
- c) Student pilots licence (max. 2 years valid) valid until: _____
- d) JAR Medical class ☐ 1 or ☐ 2 valid until: _____
- e) Theoretical examination PPL(A) passed date: _____
- f) VFR radiotelephony practical test passed date: _____
- g) Flight experience (MNM 45 HR incl. FNPT) hours: _____

Crediting (JAR-FCL 1.120): Holders of pilot licences or equivalent [privileges for helicopters, microlight helicopters, gyroplanes and microlights having] fixed wings and moveable aerodynamic control surfaces acting in all three dimensions, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 10 hours towards a PPL(A). A copy of the relevant logbook pages must be submitted.

Dual instruction	(MNM 25 HR)	hours:	
of which			
instruction time BITD, FNPT, FS	(MAX 5 HR)	hours:	
Solo instruction	(MNM 10 HR)	hours:	
of which			
solo cross country	Leg 1	DEP _____ DEST _____	KM _____
	Leg 2	DEP _____ DEST _____	KM _____
	Leg 3	DEP _____ DEST _____	KM _____
total	(MNM 270 Km)		KM _____

If instruction is done on MEP(A):

- h) Flight experience (MNM 70 HR) hours: _____
- i) Flight instruction
- Dual instruction (MNM 25 HR) hours: _____
- Dual instruction MEP(A) (MNM 2:30 HR normal conditions) hours: _____
- Dual instruction MEP(A) (MNM 3:30 HR asymmetric flight techniques) hours: _____

If instruction is done for night qualification additional training required:

- j) Night flight experience (MNM 5 HR) hours: _____
- k) Dual instruction (MNM 3 HR) hours: _____
- incl. dual cross country navigation (MNM 1 HR) hours: _____
- Solo take-offs and landings (MNM 5) take-offs: _____
- landings: _____

Applicant's Swiss/JAR licence number:

--

Conduct of the skill test

An applicant shall pass sections 1 through 5 of the skill test, and section 6 if a multi-engine aeroplane is used. 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. The duration of the navigation section of the test, as set out in Appendix 2 to JAR-FCL 1.135 shall be at least 60 minutes and may, as agreed between applicant and FE, be flown as a separate test.

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.

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 Prüfungsergebnis verlangt werden.

Remarque:

Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur requête 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 risultati 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 demanded by writing in one of the official languages (German/French/Italian), to the Federal Office of Civil Aviation, 3003 Bern.

Applicant's Swiss/JAR licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 1		Preflight operations & departure				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Preflight documentation and Weather briefing					
b	Mass & balance and performance calculation					
c	Aeroplane inspection & servicing					
d	Engine starting and after starting procedures					
e	Taxiing & aerodrome procedures, pre take-off procedures					
f	Take-off and after take-off checks					
g	Aerodrome departure procedures					
h	ATC liaison - compliance - procedures					
please delete as necessary		passed		failed		examiner's signature

Section 2		General Airwork				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a	ATC liaison - compliance - procedures					
b	Straight and level flight with speed changes					
c	Climbing:					
	i. Best rate of climb					
	ii. Climbing turns					
	iii. Levelling off					
d	Medium (30° bank) turns					
e	Steep (45° bank) turns, including recognition & recovery from spiral dive					
f	Flight at critically low airspeed with and without flaps					
g	Stalling:					
	i. clean stall and recover with power					
	ii. Approach to stall in descending turn with bank angle 20°, approach configuration					
	iii. Approach to stall in landing configuration					
h	Descending:					
	i. With and without power					
	ii. Descending turns (steep gliding turns)					
	iii. Levelling off					
please delete as necessary		passed		failed		examiner's signature

Applicant's Swiss/JAR licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 3		En-Route procedures				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Flight plan, dead reckoning, map reading					
b	Maintenance of altitude, heading and speed					
c	Orientation, timing and revision of ETAs, Log keeping					
d	Diversion to alternate aerodrome (planning and implementation)					
e	Use of radio navigation aids					
f	Basic instrument flying check (180° turn in simulated IMC)					
g	Flight management (checks, fuel systems & carburetor icing, etc.) ATC liaison: compliance, R/T procedures					
please delete as necessary		passed failed				examiner's signature

Section 4		Approach and landing procedures				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Aerodrome arrival procedure					
b	* Precision landing (short field landing), Crosswind landing (if suitable conditions available)					
c	* Flapless landing					
d	Approach and landing with idle power (single engine aeroplane only)					
e	Touch and go					
f	Go-around from low height					
g	ATC liaison: compliance, R/T procedures					
h	Actions after flight					
please delete as necessary		passed failed				examiner's signature

* some of this items may be combined at the discretion of the Flight Examiner

Applicant's Swiss/JAR licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 5		Abnormal & emergency procedures				
	(This section may be combined with Sections 1 to 4)	1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Simulated engine failure after take-off (single engine aeroplanes only)					
b	*Simulated forced landing (single engine aeroplanes only)					
c	Simulated precautionary landing (single engine aeroplanes only)					
d	Simulated emergencies					
e	Oral questions					
please delete as necessary		passed		failed		examiner's signature

* some of this items may be combined at the discretion of the Flight Examiner

Section 6		Simulated asymmetric flight and relevant class/type items				
	(This section may be combined with Sections 1 to 5)	1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Simulated engine failure during take-off (at a safe altitude unless carried out in FS or FNPT II)					
b	Asymmetric approach and go-around					
c	Asymmetric approach and full stop landing					
d	Engine shut down and restart					
e	ATC liaison: compliance, R/T procedures					
f	As determined by flight examiner: 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					
g	Oral questions					
please delete as necessary		passed		failed		examiner's signature

* some of this items may be combined at the discretion of the Flight Examiner