



**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 the airport authority (authorised duty manager of Swiss airport authority) or examiner (during proficiency check/ skill test)

**Airport:** \_\_\_\_\_ **Registration no:** \_\_\_\_\_

**Name of manager/examiner:** \_\_\_\_\_ **Licence no:** \_\_\_\_\_

**Location & date:** \_\_\_\_\_ **Signature of 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).**

*ADMINISTRATIVE INFORMATION – FOR FOCA ONLY*

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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;<sup>c9</sup>