



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
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Swiss Confederation

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

CPL(H)

Applicant's licence number: _____

Applicant

Last name: _____ First name: _____ Date of birth: _____
Place of birth: _____ Place of origin: _____ Nationality: _____
Postal code: _____ City: _____ Street: _____
Phone/fax home: _____ Phone/fax office: _____
E-mail: _____

- Initial skill test combined with first TR Repetition of failed skill test, from date: _____
 Initial skill test combined with TR prof. check Repetition of partial passed skill test, from date: _____

Instructor

Last name: _____ First name: _____
Licence number: _____ FI signature: _____

ATO The ATO confirms having trained the candidate acc. to its approved syllabus and tested him to be ready to pass the skill test/proficiency check.

Name: _____ Registration no: _____
Name of head of training: _____ Licence no: _____
Location & date: _____ Signature of head of training: _____

Details of flight

Date: _____ Type of helicopter / variant: _____ Reg: _____ TR: _____
Dep. / Dest: _____ Rotor Start: _____ Rotor Stop: _____ RTT: _____ Landings: _____

Result of skill test *FE delete as necessary

Passed* Failed* Partial Passed* repeat section: _____

I have been informed of the test results
Applicant's signature

Revalidation of further type(s) FCL.740.H

SEP SET < 3'175kg

*FE / TRE delete as necessary

Type used for Last test /check	Type	>15 hours TT on type	>2 hours PIC since last revalidation	Type used for Last test /check	Type	>15 hours TT on type	>2 hours PIC since last revalidation
<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes

Examiner (**indicate if competent authority is different from FOCA Switzerland)

Last name: _____ First name: _____
Examiner authorisation: _____ Licence number: _____
Issuing Authority**: _____
Location & date: _____ Examiner's signature

FOCA will issue a new license after registration of skill / proficiency check data in the electronical licensing system. The expiry date of the type rating on the new license may vary from the examiners hand written licensing entry but shall be considered as the relevant expiry date

FOCA internal use only:
Examiner invoice: _____ Date: _____
Remarks: _____ Visum: _____

Use of checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

Applicant's 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: instruction and flying experience before CPL(H) skill test

- a) Applicants minimum age: (MNM18 years) YES
- b) Enclose official printout of passport or ID YES
- c) Pilot's licence (medical or PPL) valid until: _____
- d) EASA Medical class 1 (Part MED.A.030(f)) valid until: _____
- e) Theoretical examination for CPL(H) passed date: _____
- f) Night rating completed or confirmed with form 61.611 date: _____
- g) Flight experience before starting CPL modular course (MNM 155 HR) hours: _____

Crediting (EASA part FCL, Appendix 4) from the 185 hours of flight time:

- (i) PPL(A) holder (MAX 20 HR PIC); **or** hours: _____
- (ii) CPL(A) holder (MAX 50 HR PIC); **or** hours: _____
- (ii) TMG or Glider holder (MAX 10 HR PIC) hours: _____

a copy of the relevant logbook pages must be submitted

- h) Flight experience (MIN 185 HR) hours: _____
including:
- i) Flight experience as PIC(H) (MNM 50 HR) hours: _____
of which
- Cross country (MNM 10 HR) hours: _____
of which
- 1 Cross country flight: **Straight-line distance** (MNM 100NM / 185 Km) Km: _____

Leg 1 DEP: _____ DEST: _____ *straight-line dist. Km:* _____

Leg 2 DEP: _____ DEST: _____ *straight-line dist. Km:* _____

Leg 3 DEP: _____ DEST: _____ *straight-line dist. Km:* _____

- j) Dual VFR flight instruction (MIN 30 HR) hours: _____

For Pilots without IR:

- k) Dual instrument flight instruction (MNM 10 HR) hours: _____
of which
- instruction time BITD, FNPT I or II, FS (MAX 5 HR) hours: _____

For Pilots without NIT:

- l) Night flight time (see Appendix 3 K 10 EASA Part FCL) (MNM 5 HR) hours: _____

Use of checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

Applicant's licence number:

Section 1		PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
a	Helicopter knowledge, (e.g. technical log, fuel, mass and balance, performance), Flight Planning, NOTAMS, Weather					M	
b	Pre-flight inspection/action, location of parts and purpose					M	
c	Cockpit inspection, Starting procedure					M	
d	Communication and navigation equipment checks, selecting and setting frequencies					M	
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance					M	
f	Parking, Shutdown and Post-flight procedure					M	
please delete as necessary		passed		failed		examiner's signature	

Section 2		HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
a	Take-off and landing (lift off and touch down)					M	
b	Taxi, hover taxi					M	
c	Stationary hover with head/cross/tail wind					M	
d	Stationary hover turns, 360° left and right (spot turns)					M	
e	Forward, sideways and backwards hover maneuvering					M	
f	Simulated engine failure from the hover					M	
g	Quick stops into and downwind					M	
h	Sloping ground/unprepared sites landings and take-offs					M	
i	Take-offs (various profiles)					M	
j	Crosswind, downwind take-off (if practicable)					M	
k	Take-off at maximum take-off mass (actual or simulated)					M	
l	Approaches (various profiles)					M	
m	Limited power take-off and landing					M	
n	Autorotations, (FE to select two items from - Basic, range, low speed, and 360° turns)					M	
o	Autorotative landing (see note in APPENDIX)					M	
p	Practice forced landing with power recovery					M	
q	Power checks, reconnaissance technique, approach and departure technique					M	
please delete as necessary		passed		failed		examiner's signature	

Section 3		NAVIGATION - EN ROUTE PROCEDURES					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
a	Navigation and orientation at various altitudes/heights, map reading					M	
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting						
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and reestablishment of correct track, instrument monitoring						
d	Observation of weather conditions, diversion planning						
e	Tracking, positioning (NDB and/or VOR), identification of facilities						
f	ATC liaison and observance of regulations, etc.						
please delete as necessary		passed		failed		examiner's signature	

Use of checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

Applicant's licence number:

Section 4		FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS					
Items in this section may be performed in a helicopter FNPT or a helicopter FFS.		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
a	Level flight, control of heading, altitude/height and speed					M	
b	Rate 1 level turns onto specified headings, 180° to 360° left and right					M	
c	Climbing and descending, including turns at rate 1 onto specified headings					M	
d	Recovery from unusual attitudes					M	
e	Turns with 30° bank, turning up to 90° left and right					M	
please delete as necessary		passed		failed		examiner's signature	

Section 5		ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)					
Note: Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test.		1 attempt		2 attempt		FE shall select 4 items from the following	
		pass	fail	pass	fail		
a	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate						
b	Fuel system malfunction						
c	Electrical system malfunction						
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable						
e	Main rotor and/or anti-torque system malfunction (flight simulator or discussion only)						
f	Fire drills, including smoke control and removal, as applicable						
g	Other abnormal and Emergency procedures as outlined in appropriate flight manual						
g(a) (1)	Take-offs with simulated engine failure shortly before reaching TDP or DPATO <i>(MULTI ENGINE ONLY)</i>					M	
g(a) (2)	Take-offs with simulated engine failure shortly after reaching TDP or DPA-TO <i>(MULTI ENGINE ONLY)</i>					M	
g(b) (1)	Go around or landing following simulated engine failure before LDP or DPBL <i>(MULTI ENGINE ONLY)</i>					M	
g(b) (2)	Landings following simulated engine failure after LDP or DPBL <i>(MULTI ENGINE ONLY)</i>					M	
please delete as necessary		passed		failed		examiner's signature	

By signing this form, I declare:

1. 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.
2. 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.
3. 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.
4. that the information provided are 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

Name: _____

Location & date: _____ Signature of applicant: _____

Applicant's licence number:

This page should be completed in all cases by the Examiner. Refer to GM/INFO Examination Guide for details.

Competency Performance Indicator (CPI) For Observable Behaviors 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						

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.....

Applicant's licence number:

This page has to be completed and signed by examiner and applicant if test failed or partial passed.

Failed item:	Remarks:	
Details of the failed or partial passed test:		
Date and Place	I have received the test/check result and been informed about my rights of appeal. Signature of applicant	Signature of examiner

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 requested in writing to the Federal Office of Civil Aviation, 3003 Bern, using one of the official languages (German/French/Italian)

Skill test

1. An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. 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 in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

Conduct of the skill test

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (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.
5. At the discretion of the FE, 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.
6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.
7. 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 checklist for the aircraft on 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 aircraft used.
8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Content of the skill test

1. The helicopter used for the skill test shall meet the requirements for training helicopters.
2. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/ site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.
3. The applicant shall demonstrate the ability to:
 - (a) operate the helicopter within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge; and
 - (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

Note

The examiner may elect to deviate from any given procedure stated in the skill test if, in his judgment, the outcome of a maneuver may jeopardize the safety of the aircraft or its occupants. The reasons for deviating from a mandatory maneuver shall be stated in the remarks.