



Swiss Confederation

**TR (MPH) & ATPL (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: \_\_\_\_\_

Total flight hours HEL: \_\_\_\_\_ PIC hrs HEL: \_\_\_\_\_ COPI hrs HEL: \_\_\_\_\_ IFR total hrs HEL: \_\_\_\_\_ Sim. hrs HEL: \_\_\_\_\_

Employed as pilot by (AOC/FOM holder): \_\_\_\_\_

Invoice to be sent to:  Applicant  Company

- |  |  |
|--|--|
| <input type="checkbox"/> Initial ATPL(H)   | <input type="checkbox"/> Renewal of expired type rating ..... <input type="checkbox"/> IR            |
| <input type="checkbox"/> Initial MP type rating skill test ..... <input type="checkbox"/> IR       | <input type="checkbox"/> Revalidation of type rating (prof. check) ..... <input type="checkbox"/> IR |
| <input type="checkbox"/> Initial MP type rating skill test combined with initial IR rating on type | <input type="checkbox"/> Extend SPH TR to MPH TR ..... <input type="checkbox"/> IR                   |
| <input type="checkbox"/> Issue of a "Swiss validation" EASA Annex II                               | <input type="checkbox"/> Additional MPH to MPH ..... <input type="checkbox"/> IR                     |
| <input type="checkbox"/> Repetition of failed prof check/skill test, from date: _____              | <input type="checkbox"/> IR check incl. PBN privilege  |

**Recommendation for skill test or proficiency check for renewal**

**ATO**

Name: \_\_\_\_\_ Registration no: \_\_\_\_\_

Name of head of training: \_\_\_\_\_ Licence no: \_\_\_\_\_

Location & date: \_\_\_\_\_ Signature of head of training: \_\_\_\_\_

**Details of flight**  Helicopter  Simulator Training Center: \_\_\_\_\_

Crew function:  PIC  COPI

Date: \_\_\_\_\_ Type of helicopter / variant: \_\_\_\_\_ Rg / ID N°: \_\_\_\_\_ Simulator level: \_\_\_\_\_

Dep. / Dest: \_\_\_\_\_ Rotor Start: \_\_\_\_\_ Rotor Stop: \_\_\_\_\_ RTT Time: \_\_\_\_\_ Landings: \_\_\_\_\_

**Result of skill test / proficiency check\*** \*FE / TRE delete as necessary

TR  Passed\*  Failed\* new TR expiry date: \_\_\_\_\_

IFR  Passed\*  Failed\* IR CAT: \_\_\_\_\_ new IR expiry date: \_\_\_\_\_

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

**Remarks**

**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 licence after registration of skill / proficiency check data in the electrical licensing system. The expiry date of the type rating on the new licence 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: \_\_\_\_\_

Applicant's licence number:

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

**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 note your licence number together with your signature at the bottom of the pages.

**MPH TR(H) Details of conditions, instruction and flying experience before skill test**

- a. Licence PPL(H) or CPL(H) or ATPL(H)..... date of issue: \_\_\_\_\_
- b. IR (H) multi-engine helicopter (if applicable)..... valid until: \_\_\_\_\_
- c. MCC(H) course or >500h MP OPS on SP ME HEL (JAR/FAR27/29 ME) or fixed wing..... date/hours: \_\_\_\_\_
- d. EASA Medical class 1 or 2 with IR (if necessary)..... valid until: \_\_\_\_\_
- e. Theoretical examination ATPL(H) passed ..... date: \_\_\_\_\_
- f. Flight experience (MNM 70 HR PIC) ..... hours: \_\_\_\_\_
- g. Multi-pilot helicopter experience ..... hours: \_\_\_\_\_
- h. Theoretical examination for type rating (within 6 months prior to the skill test) ..... date from: \_\_\_\_\_ to: \_\_\_\_\_  
mark obtained: \_\_\_\_\_
- i. Flight instruction for type rating according an approved syllabus completed ..... date: \_\_\_\_\_  
 A helicopter landings: ..... landings: \_\_\_\_\_  
 FFS full flight simulator: ..... hours: \_\_\_\_\_  
 FTD flight training device: ..... hours: \_\_\_\_\_  
 OTD other training device:..... hours: \_\_\_\_\_

**Experience Report for initial issue of an ATPL(H)**

ATPL(H) Details of conditions, instruction and flying experience before skill test

- j. Applicant minimum age .....(MNM 21 years).....
- k. CPL(H) licence.....
- l. MCC(H) course or >500h MP OPS on SP ME HEL (JAR/FAR27/29 ME) or fixed wing..... date/hours: \_\_\_\_\_
- m. IR (H) multi-engine helicopter (if applicable)..... valid until: \_\_\_\_\_
- n. EASA Medical class 1 with IR (if necessary) ..... valid until: \_\_\_\_\_
- o. Theoretical examination ATPL(H) passed ..... date: \_\_\_\_\_
- p. Flight experience .....(MNM 1000 HR) ..... hours: \_\_\_\_\_  
 of which  
 Simulator.....(MAX 100 HR) ..... hours: \_\_\_\_\_  
 of which  
 MPH experience .....(MNM 350 HR) ..... hours: \_\_\_\_\_  
 PIC experience .....(MNM 250 HR) ..... hours: \_\_\_\_\_  
 of which  
 Co-pilot experience.....(MNM 150 HR) ..... hours: \_\_\_\_\_  
 Cross country experience.....(MNM 200 HR) ..... hours: \_\_\_\_\_  
 of which  
 PIC or co-pilot experience as PIC.....(MNM 100 HR) ..... hours: \_\_\_\_\_  
 Instrument time .....(MNM 30 HR) ..... hours: \_\_\_\_\_  
 of which  
 Instrument ground time.....(MAX 10 HR) ..... hours: \_\_\_\_\_  
 Night flight time .....(MNM 100 HR) ..... hours: \_\_\_\_\_

Applicant's licence number:

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

**Section 1 Pre-flight preparations and checks (including Multi-Crew Cooperation)**

		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection					M (if performed in the helicopter)
1.2	Cockpit inspection					M
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies					M
1.4	Taxiing / air taxiing in compliance with air traffic control instructions or on instructions of the examiner					M
1.5	Pre take-off procedures and checks					M

**Section 2 Flight manoeuvres and procedures (including Multi-Crew Cooperation)**

		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
2.1	Take-offs (various profiles)					M
2.2	Sloping ground or crosswind take-offs & landings					
2.3	Take-offs at maximum take-off mass (actual or simulated MTOM)					
2.4.1	Take-offs with simulated engine failure shortly before reaching TDP or DPATO					M
2.4.2	Take-offs with simulated engine failure shortly after reaching TDP or DPATO					M
2.5	Climbing and descending turns to specified heading					M
2.5.1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, <b>by sole reference to instruments</b>					M
2.6	Autorotative descent					M
2.6.1	Autorotative landing or power recovery					M
2.7	Landings, various profiles					M
2.7.1	Go around or landing following simulated engine failure before LDP or DPBL					M
2.7.2	Landings following simulated engine failure after LDP or DPBL					M

**Section 3 Normal and abnormal operations of the following systems and procedures**

		1 attempt		2 attempt		M	A mandatory minimum of 3 items shall be selected from this section
		pass	fail	pass	fail		
3.1	Engine						
3.2	Air conditioning (heating, ventilation)						
3.3	Pitot / static system						
3.4	Fuel system						
3.5	Electrical system						
3.6	Hydraulic system						
3.7	Flight control and trim system						
3.8	Anti- and de-icing system						
3.9	Autopilot / flight director						
3.10	Stability augmentation devices						
3.11	Weather radar, radio altimeter, transponder						
3.12	Area navigation system						
3.13	Landing gear system						
3.14	Auxiliary power unit (APU)						
3.15	Radio, navigation equipment, instruments, flight management system						

Applicant's licence number:

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**Section 4 Abnormal and emergency procedures**

		1 attempt		2 attempt		M	A mandatory minimum of 3 items shall be selected from this section
		pass	fail	pass	fail		
4.1	Fire drills (including evacuation if applicable)						
4.2	Smoke control and removal						
4.3	Engine failures, shutdown and restart at a safe height						
4.4	Fuel dumping (simulated)						
4.5	Tail rotor control failure (if applicable)						
4.5.1	Tail rotor loss (if applicable)						
4.6	Incapacitation of crew member						
4.7	Transmission malfunctions						
4.8	Other emergency procedures as outlined in the appropriate AFM						

**Section 5 Instrument flight procedures (to be performed in IMC or simulated IMC)**

		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne					
5.1.1	Simulated engine failure during departure					M*
5.2	Adherence to departure and arrival routes and ATC instructions					M*
5.3	Holding procedures					
5.4	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure					Airport, RWY, type of approach:
5.4.1	Manually, without flight director Note: According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown manually shall be chosen taken into account such limitations (example choose an ILS for 5.4.1 in case of such AFM limitation).					M*
5.4.2	Manually, with flight director					M*
5.4.3	With coupled autopilot					
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1'000 feet above aerodrome level until touchdown or until completion of the missed approach procedure					M*
5.5	2D operations down to the minimum descent altitude MDA/H					Airport, RWY, type of approach: M*
5.6	Go-around with all engine operating on reaching DA/DH or MDA/MDH					
5.6.1	Other missed approach procedures					
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH					M*
5.7	IMC autorotation with power recovery					M*
5.8	Recovery from unusual attitudes					M*

**IR PBN Privileges**

To establish or maintain PBN privileges one approach shall be an RNP Approach, either 2D or 3D. When an RNP Approach is not possible, it shall be performed in an appropriately equipped FSTD.

**Section 6 Use of special equipment**

		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
6	Use of special equipment					

Applicant's licence number:

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

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: \_\_\_\_\_

## When type rating is included: MPH I TR(H) Details of conditions, instruction and flying experience before skill test must be completed

Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only section 1 to 4 and, if applicable, section 6

Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall take only section 1 to 4 and, if applicable, section 6

Instrument flight procedures (section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) for multi-pilot helicopter or extend the privileges of that type rating to another multi-pilot type. An FFS or FTD 2/3 may be used for this purpose.

The starred items (\*) shall be flown in actual or simulated IMC, only by applicants wishing to renew an IR(H), or extend the privileges of that rating to another type.

Where the letter „M“ appears in the skill test or proficiency check column this will indicate a mandatory exercise.

A FSTD shall be used for practical training and testing if the FSTD forms part of a type-rating course. The following considerations will apply to the course:

- a. the qualification of the FSTD as set out in EASA;
- b. the qualifications of the instructor and examiner ;
- c. the amount of FSTD training provided on the course ;
- d. the qualifications and previous experience in a types of the pilot under training in similar type and
- e. the amount of supervised flying experience provided after the issue of the new type rating.

### Note:

The examiner may elect to deviate from any given procedure stated in the skill test / proficiency check 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.

### 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.