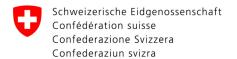


Federal Department of the Environment, Transport, Energy and Communications DETEC Federal Office of Civil Aviation FOCA Safety – Division Flight Personnel 3003 Bern

Application & report form								
IR (SPH)			Applicant's Licence Nr.					
Applicant : Last name:			First name: Date of birth:					
Private ad	Idress: Street/box:							
Postal cod	le:	(City:	Country	y:			
Phone				e-mail:				
Employed	as pilot by (company	name):						
Company	address:							
Invoice an	d licence to be send	to:	⊒ company	□ appl	icant			
	Skill Test for Initial IR	!						
	Skill Test for Renewa	al of expired IF	₹					
	Skill Test for Convers	sion IR						
To be comp	pleted by examiner:							
Details of	test:							
Date:		Type of hel	icopter:	Registration:		Training o	centre:	
Departure	:	Destination	:	Rotor Start:	Rotor Stop:	RTT:		# of landings:
	T							
Result:	□ passed	[☐ failed (see last page)	☐ partial pa	assed (see last pa	ige)		PBN APCH
Remarks:								
I confirm t	hat the test/check ha	s been carrie	d out in full compliance v	vith the provisions	s of FCL.1005, FC	L.1015(c) an	nd FCL.	1030.
Examiner	last name:		Firs	t name:				
Examiner	Examiner licence Nr.: Foreign Examiner Certificate Nr.:							
Date and place: Signature of Examiner:								
To be comp	pleted 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authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.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 license, certificate, rating, authorisation or attestation, or having it revoked or cancelled. 								
Location 8	k date:	 		Signature	of applicant:			

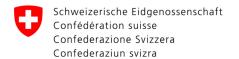
ADMINISTRATIVE INFORMATION – FOR FOCA ONLY

Version ISS 01 REV 01 / 10.01.2024 Prepared by SBFP / pah Released by SL SBFP, 21.12.2023
Business object BAZL-341.301.-1 Revised by SBFP / ane Distribution Internal / External



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

A	pplicant's Licence Nr.
Recommendation for the skill test	
ATO name:	Registration no:
Name of Head of Training:	Licence no:
Location & date: Sig	mature of Head of Training:
Details of conditions: instruction and flying experience	before skill test
a) Type of License ☐ PPL or ☐ CPL or ☐ ATPL/VFR	
b) EASA Medical class ☐ 1 or ☐ class 2 with IR	
c) Theoretical examination IR(H) or ATPL(H)/IFR passed	date:
d) IFR radiotelephony practical examination passed	date:
e) English Language Proficiency valid until	date:
f) 50 hours cross country flight as PIC	hours:
of which at least 20 hours cross country flight as PIC in h	elicoptershours:
g) Night qualification	
day only	
attached form 61.611	
licence entry	
h) At least 55 h instrument time under instruction:	hours:
of which	
at least 10 h helicopter	hours:
up to 20 h FNPT I (H) or (A)	hours:
	hours:
up to 40 h FTD2/3(H) or FNPTII(H) or FFS(H)	
A convert the velocity of the plant of the part of the	
A copy of the relevant logbook pages (flight experience & FSTD pagmust be attached to this form	es) snowing the confirmed completion of the flight instruction
To be completed by foreign examiner:	
I hereby declare that I,relevant national procedures and requirements of the FOCA contains	have reviewed and applied the
relevant national procedures and requirements of the FOCA contain	They in the last version of the Examiner Differences Document.
datesignature	



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

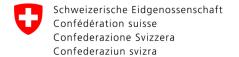
Applicant's Licence Nr.	
Applicant's Licence Nr.	

Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections.

SECTIC a Justine Section b Justine Section a Interest of Section c Pr Mustine Section a Interest of Section c Pr Mustine Section c Pr Mustine Section c Pr Mustine Section distribution c Pr Mustine Section c Pr Mustine Section c Pr Mustine Section c Pr Mustine Section distribution c Pr Mustine Section distribution c Pr Mustine distribution distribu	er initials ON 1 — DEPARTURE se of flight manual (or equivalent) especially reraft performance calculation; mass and balance se of Air Traffic Services document, weather ocument eparation of ATC flight plan, IFR flight plan/log entification of the required navaids for departure, rival and approach procedures e-flight inspection eather minima exiing/Air taxi in compliance with ATC or structions of instructor BN departure (if applicable): Check that the correct procedure has been aded in the navigation system; and Cross-check between the navigation system splay and the departure chart. e-take-off briefing, procedures and checks ansition to instrument flight strument departure procedures, including PBN ocedures er initials ON 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate turn	passed passed on, inc	taled falled	n/a n/a
a display de la control de la	se of flight manual (or equivalent) especially reraft performance calculation; mass and balance se of Air Traffic Services document, weather ocument eparation of ATC flight plan, IFR flight plan/log entification of the required navaids for departure, rival and approach procedures e-flight inspection eather minima exiing/Air taxi in compliance with ATC or structions of instructor SN departure (if applicable): Check that the correct procedure has been added in the navigation system; and Cross-check between the navigation system splay and the departure chart. e-take-off briefing, procedures and checks ansition to instrument flight strument departure procedures, including PBN occedures er initials DN 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	passed	Pelity	
a aii b Us c Pr d Id d ar e Pr f W g Ta in: dis i Pr j Tr k pr Examino SECTIC Control a 1: b stu Examino SECTIC	recraft performance calculation; mass and balance see of Air Traffic Services document, weather becument because of Air Traffic Services document, weather becument because of Air Traffic Services document, weather becument because of Air Traffic Services document, weather because of ATC flight plan, IFR flight plan/log entification of the required navaids for departure, rival and approach procedures e-flight inspection eather minima exiing/Air taxi in compliance with ATC or structions of instructor BN departure (if applicable): Check that the correct procedure has been added in the navigation system; and Cross-check between the navigation system splay and the departure chart. e-take-off briefing, procedures and checks ansition to instrument flight estrument departure procedures, including PBN ocedures er initials DN 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	т/а
D dc C Pr d ldi ar e Pr f W g Ta in:	recument reparation of ATC flight plan, IFR flight plan/log rentification of the required navaids for departure, rival and approach procedures re-flight inspection reather minima riving/Air taxi in compliance with ATC or restructions of instructor restructions of	ш.	_	ηλα
d Idding are e Profit of the p	entification of the required navaids for departure, rival and approach procedures e-flight inspection eather minima exiing/Air taxi in compliance with ATC or structions of instructor BN departure (if applicable): Check that the correct procedure has been added in the navigation system; and Cross-check between the navigation system splay and the departure chart. e-take-off briefing, procedures and checks ansition to instrument flight strument departure procedures, including PBN occedures er initials DN 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	υ(a
d Idding are e Profit Williams of the profit	entification of the required navaids for departure, rival and approach procedures e-flight inspection eather minima exiing/Air taxi in compliance with ATC or structions of instructor BN departure (if applicable): Check that the correct procedure has been added in the navigation system; and Cross-check between the navigation system splay and the departure chart. e-take-off briefing, procedures and checks ansition to instrument flight strument departure procedures, including PBN occedures er initials DN 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	π/a
e Pr f W g Ta in: PE in: I	e-flight inspection eather minima axiing/Air taxi in compliance with ATC or structions of instructor BN departure (if applicable): Check that the correct procedure has been aded in the navigation system; and Cross-check between the navigation system splay and the departure chart. e-take-off briefing, procedures and checks ansition to instrument flight strument departure procedures, including PBN ocedures er initials DN 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	n/a
f W g Ta ins PE ins dis i Pr j Tr k Ins Examino SECTIC Control a 11 Re b su tu Examino SECTIC	eather minima axiing/Air taxi in compliance with ATC or structions of instructor BN departure (if applicable): Check that the correct procedure has been aded in the navigation system; and Cross-check between the navigation system splay and the departure chart. e-take-off briefing, procedures and checks ansition to instrument flight strument departure procedures, including PBN ocedures er initials DN 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	n/a
g Tains PE Institute of the second of the se	eximg/Air taxi in compliance with ATC or structions of instructor BN departure (if applicable): Check that the correct procedure has been aded in the navigation system; and Cross-check between the navigation system splay and the departure chart. e-take-off briefing, procedures and checks ansition to instrument flight strument departure procedures, including PBN occedures er initials DN 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	D/a
h lox distriction i Pr j Tr k Ins pr Examino SECTIC Control a Cl a Cl tu Examino SECTIC	3N departure (if applicable): Check that the correct procedure has been aded in the navigation system; and Cross-check between the navigation system splay and the departure chart. e-take-off briefing, procedures and checks ansition to instrument flight strument departure procedures, including PBN occedures er initials DN 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	n/a
j Tr k Ins. pr Examino SECTIC Control a CI 1 1 1 Re b stu Examino SECTIC	ansition to instrument flight strument departure procedures, including PBN ocedures er initials ON 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	17/3
k In: pr Examino SECTIC Control a CI 1 Re b stu Examino SECTIC	strument departure procedures, including PBN ocedures er initials ON 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	n/a
Examino SECTIC Control a CI a Re b stu Examino SECTIC	ocedures er initials ON 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	n/a
SECTIC Control a CI 1 Re b st tu Examine SECTIC	ON 2 — GENERAL HANDLING of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	n/a
Control a CI a Re b su tu Examine	of the helicopter by reference solely to instruments imbing and descending turns with sustained Rate	ш.	_	n/a
a CI 1. Be su tu Examine SECTIO	imbing and descending turns with sustained Rate	s,inc	ludi	
a CI 1. Be su tu Examine SECTIO	imbing and descending turns with sustained Rate			ng
b su tu Examino SECTIC				
SECTIC	ecoveries from unusual attitudes, including estained 30° bank turns and steep descending rns			
Tr	er initials			
Tr	N 3 — EN-ROUTE IFR PROCEDURES	passed	failed	n/a
	acking, including interception, e.g. NDB, VOR, NAV			
	se of radio aids			
	evel flight, control of heading, altitude and rspeed, power setting			
	timeter settings			
	ming and revision of ETAs			
f M	onitoring of flight progress, flight log, fuel usage, stems management			
d Ice	e protection procedures, simulated if necessary			
	CC liaison — compliance, R/T procedures			
	er initials	•	•	
SECTIO	N 3a — ARRIVAL PROCEDURES	passed	failed	6/4
	etting and checking of navigational aids, if			
	rival procedures, altimeter checks			
	titude and speed constraints, if applicable			
PE —				
_	BN arrival (if applicable) Check that the correct procedure has been			
di				

Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: (a) Check that the correct procedure has been loaded in the navigation system; and (b) Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks C (*) Holding procedure Approach timing Approach timing Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure Approach iming f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedications (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude alton porations manually with flight director (****) 3D operations ma	SEC	TION 4 — 3D OPERATIONS (+)	passed	failed	-1-
a (a) Check that the correct procedure has been loaded in the navigation system; and (b) Cross-check between the navigation system display and the approach chart. b Approach and landing briefing, including descent/approach/landing checks c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in thollowing situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
loaded in the navigation system; and (b) Cross-check between the navigation system display and the approach chart. b Approach and landing briefing, including descent/approach/landing checks C (*) Holding procedure d Compliance with published approach procedure e Approach timing dittude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities C (*) Holding procedure Approach iming Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel Autorotation and recovery to a pre-set altitude Autorotation and recovery to a pre-set al	_				
display and the approach chart. b Approach and landing briefing, including descent/approach/landing checks c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude a 3D operations manually without flight director (***)	a	loaded in the navigation system; and			
b Approach and landing briefing, including descent/approach/landing checks c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude a 3D operations manually without flight director (****)					
descent/approach/landing checks c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including be descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (****)					
c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	b				
d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) B Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude a 3D operations manually without flight director (***)	(4)				
Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	/				
f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (****)					
approach) g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	е	11 0			
g (*) Go-around action h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	f	• • • • • • • • • • • • • • • • • • • •			
h (*) Missed approach procedure/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach/**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) B Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude a 3D operations manually without flight director (***)	/+\	11 /			_
Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach/**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorolation and recovery to a pre-set altitude a 3D operations manually without flight director (***)	U (/				
Examiner initials SECTION 5 — 2D OPERATIONS (+) Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i i(*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude a 3D operations manually without flight director (***)					
Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including bescent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) B Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	I (*)	ATC liaison — compliance, R/T procedures			
Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) B Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	Exan	niner initials			
Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediactions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) B Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)			P	70	
For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities C (*) Holding procedure C Compliance with published approach procedure Approach timing Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) B Failure of stability augmentation devices/hydraulic system (if applicable) C Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	SEC ⁻		basse	faile	
a — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
loaded in the navigation system; and Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
Cross-check between the navigation system display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities C (*) Holding procedure Compliance with published approach procedure Approach timing Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing in (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	а				
display and the approach chart. Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
Approach and landing briefing, including descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
b descent/approach/landing checks and identification of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
of facilities c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude a 3D operations manually without flight director (***)	h				
c (*) Holding procedure d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	D				
d Compliance with published approach procedure e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	c (*)				
e Approach timing f Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)		Compliance with published approach procedure			
Altitude, speed, heading control (stabilised approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
approach) g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)		11 0			
g (*) Go-around action h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	f	, , ,			
h (*) Missed approach procedure (3)/landing i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	a (*)				
i (*) ATC liaison — compliance, R/T procedures Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
Examiner initials SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	i (*)				
SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	<u>' ()</u>		<u> </u>		
PROCEDURES This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)			_		
regard to control of the helicopter, identification of the failed engine, immedia actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3)			passec	failed	
actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3)	This s	section may be combined with sections 1 through 5. The test	shal	l hav	е
following situations Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if applicable) Limited panel Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
Simulated engine failure after take-off and on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)			ıracy	, in t	he
a on/during approach(**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	IOHOW		1		
carried out in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
in an FFS or FNPT II/III, FTD 2,3) b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	а				
b Failure of stability augmentation devices/hydraulic system (if applicable) c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					
system (if applicable) Limited panel Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)					T
c Limited panel d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	b				
d Autorotation and recovery to a pre-set altitude 3D operations manually without flight director (***)	С				T
3D operations manually without flight director (***)					H
					H
	e				

⁽⁺⁾ To establish PBN privileges, one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD. (*) To be performed in section 4 or section 5. (***) Multi-engine helicopter only. (****) Only one item to be tested.

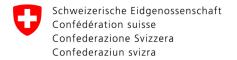


Federal Department of the Environment, Transport, Energy and Communications DETEC Federal Office of Civil Aviation FOCA Safety – Division Flight Personnel 3003 Bern

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

Competency Performance Indicator (PI)	Damank and nates	Grading Section				
For Observable Behaviours OBs, refer to GM/INFO Examination Guide	Remark and notes	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		Obserdendendendendendendendendendendendendend	onstrate lom, saf asionall ulalry, n ularly, a	ehaviou ed: fety affeo y, some nost	cted	

FOCA Form 61.420 send to: pel-qc@bazl.admin.ch 4 / 5



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

Licence Nr.	

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

Time page has to i	oo oompict	ed and signed by examiner and applicant in test	Tullou of purtius puodou.
Failed item(s):	Remarks:		
Details of the failed	l/partial pass	sed test/check:	
		I have received the test/check result and been informed about my rights of appeal.	
		informed about my rights of appeal.	
Loca	ition & date:	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 Prüfungsresultat verlangt werden.

Remarque:

Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur réquête 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 resultati 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)

FOCA Form 61.420 send to: pel-qc@bazl.admin.ch 5 / 5