

Cor	nfederaziun	sviz	ra						afety – Di 003 Bern	vision Flight P	ersonnel
	TR (S	PH))	Applicati	on &	report for		nt's Licence Nr.			
Applicant	: Last name	e:				First ı	name:			Date of birth	:
Private ad	dress: Stre	et/bo	ox:								
Postal cod	e:			City:			Cour	ntry:			
Phone mol	oile:			Phone office	ce:		e-ma	ail:			
Employed	as pilot by (com	pany name):								
Company	address:										
Invoice and	d licence to	be s	end to:	□ compan	у		🗖 ар	oplicant			
			revalidation		2 hc	ours acc.F	CL740.H (a)(2))			
Proficienc	y check		renewal	_ 	Trai	ning not r	equired, confirr	te/training records nation signed by l mation of valid 3t	Head of	Training atta	ched
Skill Test			initial TR		Trai	ning com	pletion certificat	te/training records	signed	by Head of T	raining attached
Revalidati	on of furth	er ty	pe(s) EASA	FCL.740.H, AN	IC1 F	CL.740.F	l (a) (3) □ SI	EP SET< 3'17	5kg		
Type used for last test /check		Ту	pe	>15 hours TT on type	sin	ours PIC ace last	Type used for last test /check	Туре		>15 hours T on type	>2 hours PIC since last revalidation
*□				*□ Yes	*□ \	Yes .	*□			*□ Yes	*□ Yes
*□				*□ Yes	*□ \	Yes	*□			*□ Yes	*□ Yes
Details of	check:		☐ Helicopte	er 🚨 Simulate	or						
Date:			Type of heli	copter:		ID Nr/	registration:	Training cer	ntre:		
Departure:			Destination	:		Block-o	ff:	Block-on:	Blo	ck time:	# of landings:
		_			_						
Result:	VFR □ pa	asse	d 🖵 fa	ailed (see last p	age)		l partial passed	l (see last page)			□ PBN APCH*
	IFR □ pa			ailed (see last p	0 /			l (see last page)			
appropriatel not include a	y equipped Fi an RNP APCI	STD. H exe	By way of dero	ogation from the s privileges of the	ubpar	agraph abo	ove, in cases whe	APCH is not practicate re a proficiency che The restriction shall	ck for reva	alidation of PB	N privileges does
Remarks:											

To be completed by applicant:

Examiner last name:

Examiner licence Nr.:

I declare that

Date and place:

• 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 confirm that the test/check has been carried out in full compliance with the provisions of FCL.1005, FCL.1015(c) and FCL.1030.

 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.

First name:

Foreign Examiner Certificate Nr.:

Signature of Examiner:

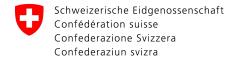
- I have never possessed any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.
- the information provided is correct. I am aware of the consequences of providing false information, such as being denied a license, certificate, rating, authorisation or attestation, or having it revoked or cancelled.
- I have received the test/check result and been informed about my rights of appeal.

Location & date:	Signature of applicant:

ADMINISTRATIVE INFORMATION - FOR FOCA ONLY

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FOCA Form 61.525 send to: pel-qc@bazl.admin.ch 1 von 5

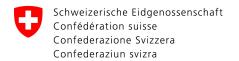


						A	۱рр	lic	ant's Licence N	lr.			
Recom	mendation for the skill te	st/ pr	oficiency c	heck f	or r	enewal							
ATO/ D	TO name:								Registrati	on no	o:		
Name o	of Head of Training:								Licen	ce no	o:		
Locatio	Name of Head of Training: Licence no: Location & date: Signature of Head of Training:												
Details	of conditions: instr	ucti	on and fl	ying	exl	perience	be	efo	ore skill test				
a)	Pilot licence		LAPL(H)			PPL(H))	CPL(H)		ATPL(H)		
b)	EASA Medical class		LAPL			2)	1		IR	valid until:_	
c)	Theoretical examination f	or TR										date:_	
d)	Commencement of type r after commencement of the	_	`				the	sk	ill test within a p	eriod	of 6 months		
e)	Flight instruction according	ig to E	ASA AMC2	2 FCL.7	'25((a)							
	helicopter											hours:	
	FFS full flight simulator			Level	:				EASA ID no:	:		_ hours:_	
	FTD flight training device			Level	:				EASA ID no:	_		_ hours:_	
	FNPT flight navigation pro	ocedu	re trainer	Level	:		_		EASA ID no:			_ Hours:_	
f)	If instruction is done for conducted by an ATO (Ce									SA F	CL.720.H (c)		
	or											_	
	Theory in accordance with	n EAS	A FCL.515	(a) and	d (b) for helicop	oter	s p	passed			date:_	

A copy of the relevant logbook pages (flight experience & FSTD pages) showing the confirmed completion of the flight instruction must be attached to this form

FCL.740.H Revalidation of type ratings - helicopters

- (a) Revalidation. For revalidation of type ratings for helicopters, the applicant shall:
- (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating; and
- (2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.
- (3) When applicants hold more than 1 type rating for single-engine piston helicopters, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed at least 2 hours of flight time as PIC on the other types during the validity period.
 - The proficiency check shall be performed each time on a different type.
- (4) When applicants hold more than 1 type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3175 kg, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed:
 - (i) 300 hours as PIC on helicopters;
 - (ii) 15 hours on each of the types held; and
 - (iii) at least 2 hours of PIC flight time on each of the other types during the validity period.
 - The proficiency check shall be performed each time on a different type.
- (5) A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups, in accordance with (3) and (4).
- (6) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.



Applicant's Licence Nr.	

Section 0. Examination of theoretical knowledge		passed	failed
Examiner initials	M		

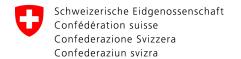
Section 1. Flight Preparation		passed	failed	n/a	
1.1.	Helicopter exterior visual inspection; location of each item and purpose of inspection	М			*□
1.2.	Cockpit inspection	М			*□
1.3.	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	М			*□
1.4.	Taxiing / air taxiing in compliance with air traffic control instructions or on instructions of the examiner	М			*□
1.5.	Pre take-off procedures and checks	М			*□
* if n/a, a j	if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials					

0.4	12. I light manoeuvers and procedures	Section 2. Flight manoeuvers and procedures					
2.1.	Take-offs (various profiles)	М			*□		
2.2.	Sloping ground or crosswind take-offs & landings						
2.3.	Take-offs at maximum take-off mass (actual or simulated maximum take-off mass)						
2.4.	Take-offs with simulated engine failure shortly before reaching TDP or DPATO (MULTI ENGINE ONLY)	М			*□		
2.4.1.	Take-offs with simulated engine failure shortly after reaching TDP or DPATO (MULTI ENGINE ONLY	М			*□		
2.5.	Climbing and descending turns to specified heading	М			*□		
2.5.1.	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments	М			*□		
2.6.	Autorotative descent	M			*□		
2.6.1.	Autorotative landing (SEH only) or power recovery (MEH)	M			*□		
2.7.	Landings, various profiles	М			*□		
2.7.1.	Go around or landing following simulated engine failure before LDP or DPBL (MULTI ENGINE ONLY)	М			*□		
2.7.2.	Landings following simulated engine failure after LDP or DPBL (MULTI ENGINE ONLY)	М			*□		
if n/a, a j	ustification is needed under "remarks" on page one of this	form					

Section	Normal and abnormal operations of the following systems and procedures		passed	failed	n/a
	A mandatory minimum of 3 items shall be selected from this section	М			
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				
Examiner initials					

Sectio		passed	failed	n/a	
	A mandatory minimum of 3 items shall be selected from this section	М			
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.	Intentionally blank				
4.7.	Transmission malfunction				
4.8.	Other emergency procedures as outlined in the appropriate AFM				
Examine initials					

FOCA Form 61.525 send to: pel-qc@bazl.admin.ch 3 von 5



Applicant's Licence Nr.		
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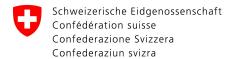
Section	n 5. Instrument flight procedures (to be performed in IMC or simulated IMC)		passed	failed	n/a
5.1.	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne				٥
5.1.1.	Simulated engine failure during departure	М			*□
5.2.	Adherence to departure and arrival routes and ATC instructions	М			*□
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				
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).	М			*•
5.4.2.	Manually, with flight director	М			*□
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 (may be combined with 5.4.1 or 5.4.2 or 5.4.3)	М		_	*•
5.5.	2D operations down to the minimum descent altitude MDA/H	М			*□
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	М			*□
5.7.	IMC autorotation with power recovery	М			*□
5.8.	Recovery from unusual attitudes	М			*□
* if n/a, a	justification is needed under "remarks" on page one of this	form			
Examiner initials	r				

Sectio	n 6. Use of special equipment		passed	failed	n/a
6.1.	Use of special equipment				
Examine initials	xaminer				

Note:

The examiner may elect do 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

FOCA Form 61.525 send to: pel-qc@bazl.admin.ch 4 von 5



Applicant's Licence Nr.	

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

Failed item(s):	Remarks:			
Details of the failed/partial passed test/check:				
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 61.525 send to: pel-qc@bazl.admin.ch 5 von 5