

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

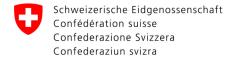
Application & report to

	TR (SPH)	)	приноски	011 04 1	roport ion					
						Applica	nt's Licence Nr.			
Applicant	: Last name:				First	name:			Date of birth:	
Private ad	dress: Street/bo	ox:								
Postal code	e:		City:			Cour	ntry:			
Phone mol	oile:					e-mail:				
Employed	as pilot by (com	pany name):								
Company	address:									
Invoice and	d licence to be s	end to:	□ compan	у		☐ ap	oplicant			
Proficienc		□ reval	idation 🚨	2 hc	ours acc.l	FCL740.H (a)(2	)			
	SPO MPO SPO and MPO	☐ rene	wal 📮	Trai	ining not	required, confiri	te/training records mation signed by mation of valid 3t	Head of	Training attack	hed
	SPO MPO SPO and MPO	☐ initial	TR 🗅	Trai	ning com	pletion certifica	te/training record	s signed	by Head of Tra	aining attached
Revalidati	on of further ty	pe(s) EASA	FCL.740.H, AN	/IC1 F	CL.740.F	H (a) (3)	EP  SET < 3'17	5kg		
Type used for last test /check	Ту	ре	>15 hours TT on type	sin	ours PIC ice last alidation	Type used for last test /check	Туре		>15 hours TT on type	>2 hours PIC since last revalidation
*□			*□ Yes	*□ Y		*□			*□ Yes	*□ Yes
*□			*□ Yes	*□ Y	⁄es	*□			*□ Yes	*□ Yes
Details of	check:	□ F	PIC 🗆	COPI			□ H	Helicopte	r 🗖	Simulator
Date:		Type of heli	copter:		ID Nr/	registration:	Training cer	ntre:		
Departure:		Destination			Block-o	off:	Block-on:	ВІ	ock time:	# of landings:
				_				_		
Result:	TR □ passed		ailed (see last p	0 ,			(see last page)		□ PBN APC	CH*
appropriately not include a	y equipped FSTD. an RNP APCH exe	By way of dero	ogation from the s privileges of the	subpara	agraph abo	ove, in cases whe	APCH is not practice re a proficiency che The restriction shall	ck for rev	alidation of PBN	privileges does
Proficiency of Remarks:	heck including an	RNP APCH ex	ercise.							
I confirm ti	hat the test/ched	ck has been c	arried out in fu	II com	pliance v	with the provisi	ons of FCL.1005,	FCL.101	5(c) and FCL.1	030.
Examiner I	ast name:				Firs	st name:				
Examiner I	icence Nr.:				For	eign Examiner	Certificate Nr.:			
Date and p	lace:				Sig	nature of Exam	iner:			
Го be comp	leted by applic	ant:								
• I • I • I • t	do not possess a EASA Member Sta have not applied EASA Member Sta have never posse n another EASA M	ate. for a pilot licend ate. essed any perso dember State w ovided is correc	ce, certificate, rationnel licence, cer hich was revoked t. I am aware of the	ng, aut tificate d or sus he cons	thorisation r, rating, au spended in sequences	or attestation with athorisation or attention any other EASA s of providing false	same scope and in in the same scope an estation with the san Member State. e information, such a	nd in the s	same category is	sued in another
Location & c	late:					Signat	ure of applicant:			

ADMINISTRATIVE INFORMATION – FOR FOCA ONLY

ISS 02 REV 01 / 10.01.2024 BAZL-341.301.-1 Prepared by SBFP / pah Revised by SBFP / ane SL SBFP, 21.12.2023 Internal / External Released by Distribution Version Business object

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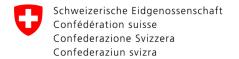
				Aı	oplic	cant's Licence	Nr.			
Recom	mendation for the skill to	est/ proficiency c	heck for re	enewal						
ATO/ D	TO name:	· · · · · · · · · · · · · · · · · · ·				Registrat	ion n	o:		
Name	of Head of Training:					Lice	nce n	0:		
Locatio	on & date:			Sig	natı	ire of Head of Ti	rainin	g:		
Details	s of conditions: instructi	on and flying exp	perience be	efore skill t	est					
a)	Pilot licence	□ LAPL(H)		PPL(H)		CPL(H)		ATPL(H)		
b)	EASA Medical class	☐ LAPL		2		1		IR	valid until:	
c)	Theoretical examination	for TR							date:	
d)	Commencement of type after commencement of				he s	kill test within a	perio	d of 6 month		
e)	Flight instruction accordi	ng to EASA AMC	2 FCL.725(a	a)						
	helicopter								hours:	
	FFS full flight simulator		Level:			EASA ID no	<b>)</b> :		hours:	
	FTD flight training device		Level:			EASA ID no	<b>)</b> :		hours:	
	FNPT flight navigation pr	ocedure trainer	Level:			EASA ID no	<b>)</b> :		hours:	
f)	If instruction is done for conducted by an ATO (C						SA F	CL.720.H (d		
	or									
	Theory in accordance wit	h EASA FCL.515	(a) and (b)	for helicopt	ers	passed			date:	
g)	Additionally for the first ty	. •								
	70 h as PIC on helicopter	rs							hours	
	□ MCC/VFR (H) or □	MCC/IR (H) or	□ 500 h MI	PO in any a	ircra	oft category			hours	

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.

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Applicant's Licence Nr.	

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

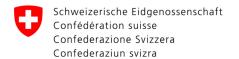
Section	Section 1. Flight Preparation		passed	failed	n/a	
1.1.	Helicopter exterior visual inspection; location of each item and purpose of inspection	М			*□	
1.2.	Cockpit inspection	М			*	
1.3.	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication 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	* if n/a, a justification is needed under "remarks" on page one of this form					
Examine initials	er					

Section	1 2. Flight manoeuvers and procedures		passed	failed	n/a
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	М			*□
2.6.1.	Autorotative landing (SEH only) or power recovery (MEH)	М			*□
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	justification is needed under "remarks" on page one of this	form			
Examiner initials	•				

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					

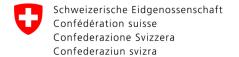
Sectio	n 4. Abnormal and emergency procedures		passed	failed	n/a
	A mandatory minimum of 3 items shall be selected from this section	М			
4.1.	Fire drills (including evacuation if applicable)				
4.2.	Smoke control and removal				
4.3.	Engine failures, shutdown and restart at a safe height				
4.4.	Fuel 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	·				

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Section	n 5. Instrument flight procedures (to be performed in IMC or simulated IMC)		passed	failed	n/a	Sectio	n 6. Use of s	pecial equipm	nent		passed	failed	n/a
5.1.	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne		_			6.1.	· '	al equipment					
5.1.1.	Simulated engine failure during departure	М			*□	initials							
5.2.	Adherence to departure and arrival routes and ATC instructions	М			*□								1
5.3.	Holding procedures					A -1 -114		4 15 MDO1	000		sed	pə	.ro
5.4.	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure					2.1	1	arious profiles)	SPO		☐ passed	failed	n/a
	Manually, without flight director Note: According to the AFM, RNP APCH					2.6	`		SLE ENGINE ONLY	)		) 	_
5.4.1.	procedures may require the use of autopilot or Flight director. The procedure to be flown	м			*□	2.6.1		•	LE ENGINE ONLY				
	manually shall be chosen taken into account such limitations (example choose an ILS for 5.4.1 in case of such AFM limitation).					2.4	before reach (MULTI ENG	iing TDP or DP SINE ONLY)					٥
5.4.2.	Manually, with flight director	М			*□	2.4.1			ngine failure shortly				
5.4.3.	With coupled autopilot					2.4.1	(MULTI ENG	g TDP or DPA SINE ONLY	10			_	"
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	м	0		*□	5		h of section 5 s	specify:				
	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)				J	Examine initials	er -						_
5.5.	2D operations down to the minimum descent altitude MDA/H	М			*□			Detail of	f SP flight				
5.6.	Go-around with all engine operating on reaching DA/DH or MDA/MDH					Depart	ure. De	estination:	Block-off:	Block	-on·		
5.6.1.	Other missed approach procedures					Боран	aro.	Journation.	Blook on.	Biook	011.		
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			<b>,</b>	Note:							
* if n/a, a j Examiner initials	justification is needed under "remarks" on page one of this	form	1			proced his jud jeopar reasor	dure stated in the distance of the distance of the distance of the safether safether of the sa	n the skill tes outcome of a ety of the airo ing from a ma	riate from any giv t / proficiency cho maneuver may craft or its occupa andatory maneuv	eck if, nts. T	-he		
l hereby relevan	completed by foreign examiner: y declare that I, It national procedures and requirements of	the	FO	CA	con	tained in	the last vers	ion of the Exa	aminer Difference	d app	olied	i th	e t.



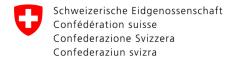
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# This page should be completed in all cases by the Examiner. Refer to GM/INFO Examination Guide for details

Competency Performance Indicator (PI)	Remark and notes		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		Observed demo 1-Seld 2-Occa 3-Regu 4-Regu	onstrate om, saf asionall ulalry, n ularly, a	ehaviou ed: fety affe y, some nost	cted	

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

Failed item(s):	Remarks:	-,		
Details of the failed/partial passed test/check:				
		I have received the test/check result and been		
		informed about my rights of appeal.		
Loca	tion & 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)