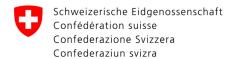


		Application	on & ı	report form					
TR (M	PH)								
		J		Applicant's	Licence Nr.				
Applicant : Last name): 			First name:		Date o	of birth:		
Private address: Stre	et/box:								
Postal code:		City:		Country:					
Phone mobile:				e-mail:					
Employed as pilot by (company name):								
Company address:									
Invoice and licence to	be send to:	□ compan	у	☐ applic	ant				
Proficiency check	☐ revalidation	<u> </u>		ours acc.FCL740.H (a)(2)	aining records si	aned by He	ad of T	raining attached	
Proficiency check	☐ renewal		Trai	ning completion certificate/it ning not required, confirmation ning not required, confirmation	on signed by He	ad of Trainir	ng attao	ched	
Okill Took	☐ initial TR		Traii	ning completion certificate/tra	aining records si	gned by Hea	ad of T	raining attached	
Skill Test		Dele	gation issued by FOCA.						
Details of check:	□ PIC	□ COPI		☐ Helicopter ☐ Simulate	or				
Date:	Type of helicopt			ID Nr/ registration:	Training centre	======================================			
	1,7,7 2			g	J				
Departure:	Destination:			Block-off:	Block-on:	Block tim	e:	# of landings:	
			-						
							<u> </u>		
Result: VFR I pa		l (see last p l (see last p	0 ,	□ partial passed (se□ partial passed (se	,		Į.	□ PBN APCH*	
*To establish or maintain	PBN privileges, one appr	roach shall b	e an R	NP APCH. Where an RNP APC	H is not practicable	e, it shall be p	erforme	d in an	
appropriately equipped F3 not include an RNP APCI proficiency check including	Hexercise, the PBN privi	leges of the	ubpara pilot sh	agraph above, in cases where a nall not include RNP APCH. The	restriction shall be	for revalidation lifted if the pi	n of PBI lot has o	N privileges does completed a	
Remarks:									
I confirm that the test/	check has been carrie	ed out in fu	ll com	pliance with the provisions	of FCL.1005, FC	L.1015(c) an	d FCL.	1030.	
Examiner last name:				First name:					
Examiner licence Nr.:				Foreign Examiner Cert	tificate Nr.:				
Date and place:				Signature of Examiner	•				
To be completed by ap	plicant:								
I declare that									
issued in an	other EASA Member	State.	•	authorisation or attestation wing, authorisation or attestati		•		0 ,	
	other EASA Member		ic, rai	ing, authorisation of attestati	ion with the sam	ie scope and	ı III IIIC	Same Category	
same catego • the informat	ory issued in another I ion provided is correct	EASA Mem t. I am awa	ber S re of t	rtificate, rating, authorisation tate which was revoked or s he consequences of providir on, or having it revoked or ca	uspended in any ng false informat	y other EAS	A Mem	ber State.	
Location & date:				Signature o	of annlicant:				

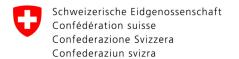
Version ISS 02 REV 00 / 11.01.2024 Prepared by SBFP / pah Released by SL SBFP, 21.12.2023 Business object BAZL-341.301.-1 Revised by SBFP / ane Distribution Internal / External

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			Applicant's Licence Nr.		
Recom	mendation for the skill test/ prof	ficiency check for renewal			
ATO na	ame:		Registration no:		
	of Head of Training:				
Locatio	on & date:		Signature of Head of Training:		
Details	s of conditions: instruction	n and flying experienc	ce before skill test		
a)	Pilot licence	□ PPL(H)	□ CPL(H) □ ATPL(H)		
b)	EASA Medical class	□ 1	☐ 2 with IR (if necessary)	valid until:	
c)	IR (H) multi-engine helicopter (if	applicable)		valid until:	
d)	MCC(H) course or >500h MP OF	'S on SP ME HEL (JAR/FAR:	27/29 ME) or fixed wing date/hours	date / hours:	
e)	Theoretical examination ATPL(H) passed		date:	
f)	Flight experience (MNM 70 HR P	rIC)		hours:	
g)	Multi-pilot helicopter experience			hours:	
h)	Theoretical examination for TR			date:	
i)	Commencement of type rating comonths after commencement of the		ss the skill test within a period of 6	date:	
j)	Flight instruction for type rating a	ccording an approved syllabu	us completed:		
	Helicopter landings			landings::	
	FFS full flight simulator	Level:	EASA ID no:	hours:	
	FTD flight training device	Level:	EASA ID no:	hours:	
	OTD other training device	Level:	EASA ID no:	hours:	
k)	For initial issue of an ATPL(H) de				
A copy	y of the relevant logbook pages	flight experience & FSTD p	pages) showing the confirmed con	ipletion of the flight instr	uction

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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	M			*□
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 justification is needed under "remarks" on page one of this form					
Examiner initials					

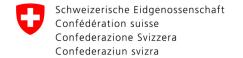
* if n/a, a justification is needed under "remarks" on page one of this form Examiner initials	

Section 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			
* if n/a, a	·	form			

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	Section 4. Abnormal and emergency procedures				
	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	or .				



Annlicant's License Nr	
Applicant's Licence Nr.	

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				
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		0	*□
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	M			*□
* if n/a, a	justification is needed under "remarks" on page one of this	form			
Examiner initials	,				

Section 6. Use of special equipment		pəssed	failed	n/a		
6.1.	Use of special equipment					
Examine initials						

Specific requirements for the helicopter category

In case of skill test or proficiency check for type ratings and the ATPL the applicant shall pass sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than 5 items will require the applicant to take the entire test or check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the retest or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.

In case of proficiency check for an IR the applicant shall pass section 5 of the proficiency check. Failure in more than 3 items will require the applicant to take the entire section 5 again. An applicant failing not more than 3 items shall take the failed items again. Failure in any item of the re-check or failure in any other items of section 5 already passed will require the applicant to take the entire check again. Contents of the type rating skill test/ proficiency check for single-engine and multiengine single pilot helicopters (including proficiency checks for the instrument rating)

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

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

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

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

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

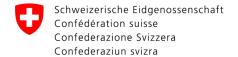
Note:

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

To be completed by foreign examiner:

have reviewed and ap		s and requirements of the FOCA contained
date	signature	

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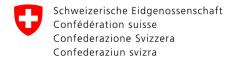


Applicant's Licence Nr.	

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

Competency Performance Indicator (PI)			Grad	ding Se	ction		
For Observable Behaviours OBs, refer to GM/INFO Examination Guide	Remark and notes		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			Grading Scale				
		demo	onstrate	ehaviou d: ety affe			
		2-Occ		y, some			
		4-Reg	ularly, a		مدمط		

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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/check failed or partial passed.

Failed item(s):	Remarks:		
Details of the failed	/partial pass	sed 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)

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