



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Swiss Confederation

Federal Department of the Environment, Transport, Energy and
Communications DETEC

Federal Office of Civil Aviation FOCA

Safety – Division Flight Personnel

3003 Bern

Switzerland

PPL(H)

Applicant's license number:

Applicant

Last name: _____ First name: _____ Date of birth: _____

Place of birth: _____ Place of origin: _____ Nationality: _____

Postal code: _____ City: _____ Street: _____

Phone/fax home: _____ Phone/fax office: _____

E-mail: _____

- Initial skill test
- Repetition of failed / partial passed skill test, from date: _____
- Conversion to an EASA licence

Instructor

Last name: _____ First name: _____

Licence number: _____ FI signature: _____

ATO / DTO

ATO/DTO confirms having trained the candidate acc. to its approved syllabus and tested him to be ready to pass the skill test/proficiency check.

Name: _____ Registration no: _____

Name of Head of Training: _____ Licence no: _____

Location & date: _____ Signature of Head of Training: _____

Details of flight

Date: _____ Type of helicopter / variant: _____ Reg: _____ TR: _____

Dep. / Dest: _____ Rotor Start: _____ Rotor Stop: _____ RTT: _____ Landings: _____

Result of skill test

*FE delete as necessary

Passed*

Failed*

Partial Passed*

repeat section: _____

I have been informed of the test results

Applicant's signature

Remarks

Examiner

(**indicate if competent authority is different from FOCA Switzerland)

Last name: _____ First name: _____

Examiner authorisation: _____ Licence number: _____

Issuing Authority**: _____

Location & date: _____

Examiner's signature

FOCA internal use only:

Examiner invoice: _____ Date: _____

Remarks: _____ Visum: _____

Use of checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

Applicant's licence number:

General flight experience report

A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form. Please make sure to mark your licence number together with your signature at the bottom of the pages.

Recapitulation of conditions: instruction and flying experience before PPL(H) skill test

- a) Applicants minimum age: (MNM17 years)
- b) Enclose official printout of passport or ID
- c) EASA Medical class 1 or 2 valid until: _____
- d) Theoretical examination for PPL(H) passed date: _____
- e) VFR radiotelephony practical test passed date: _____
- e) Language proficiency MNM level 4 if applicable valid until: _____
- f) Flight experience (MNM 45 HR incl. FNPT or FFS) hours: _____
- g) Flight experience on type used for skill test (MNM 35 HR) hours: _____

FCL.210.H PPL(H) (c)— Experience requirements and crediting

Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 6 hours. The amount of credit given shall in any case not include the requirements in FCL. 210.H (a)(2) solo flight time.

Crediting (MAX 6 HR) hours: _____

Dual instruction (MNM 25 HR) hours: _____

of which:

- instruction time FNPT, FFS (MAX 5 HR) hours: _____

Supervised solo flights (MNM 10 HR) hours: _____

of which:

- solo cross country (MNM 5 HR) hours: _____

- 1 solo flight incl. 2 stops (Straight-line dist. MNM 100NM / 185 Km) Km: _____

Leg 1 DEP: _____ DEST: _____ straight-line dist. Km: _____

Leg 2 DEP: _____ DEST: _____ straight-line dist. Km: _____

Leg 3 DEP: _____ DEST: _____ straight-line dist. Km: _____

Use of checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

Applicant's licence number:

Section 1		PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
a	Helicopter knowledge, (e.g. technical log, fuel, mass and balance, performance), Flight Planning, NOTAMS, Weather					M	
b	Pre-flight inspection/action, location of parts and purpose					M	
c	Cockpit inspection, Starting procedure					M	
d	Communication and navigation equipment checks, selecting and setting frequencies					M	
e	Pre-take-off procedure, R/T procedure, ATC compliance					M	
f	Parking, Shutdown and Post-flight procedure					M	
please delete as necessary		passed		failed		examiner's signature	

Section 2		HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
a	Take-off and landing (lift off and touch down)					M	
b	Taxi, hover taxi					M	
c	Stationary hover with head/cross/tail wind					M	
d	Stationary hover turns, 360° left and right (spot turns)					M	
e	Forward, sideways and backwards hover manoeuvring					M	
f	Simulated engine failure from the hover					M	
g	Quick stops into and downwind					M	
h	Sloping ground/unprepared sites landings and take-offs					M	
i	Take-offs (various profiles)					M	
j	Crosswind, downwind take-off (if practicable)						
k	Take-off at maximum take-off mass (actual or simulated)					M	
l	Approaches (various profiles)					M	
m	Limited power take-off and landing					M	
n	Autorotations, (FE to select two items from - Basic, range, low speed, and 360° turns)					M	
o	Autorotative landing (see note in APPENDIX)					M	
p	Practice forced landing with power recovery					M	
q	Power checks, reconnaissance technique, approach and departure technique					M	
please delete as necessary		passed		failed		examiner's signature	

Use of checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

Applicant's licence number:

Section 3		NAVIGATION - EN ROUTE PROCEDURES					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
a	Navigation and orientation at various altitudes/heights, map reading					M	
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting					M	
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and reestablishment of correct track, instrument monitoring					M	
d	Observation of weather conditions, diversion planning					M	
e	Use of navigation aids (where available)						
f	ATC liaison and observance of regulations, etc.					M	
please delete as necessary		passed		failed		examiner's signature	

Section 4		FLIGHT PROCEDURES AND MANOEUVRES					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
a	Level flight, control of heading, altitude/height and speed					M	
b	Climbing and descending turns to specified headings					M	
c	Level turns with up to 30°bank, 180° to 360° left and right					M	
d	Level turns 180° left and right by sole reference to instruments					M	
please delete as necessary		passed		failed		examiner's signature	

Section 5		ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)					
Note: Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test.		1 attempt		2 attempt		FE shall select 4 items from the following	
		pass	fail	pass	fail		
a	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate						
b	Fuel system malfunction						
c	Electrical system malfunction						
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable						
e	Main rotor and/or anti-torque system malfunction (flight simulator or discussion only)						
f	Fire drills, including smoke control and removal, as applicable						
g	Other abnormal and Emergency procedures as outlined in appropriate flight manual						
g(a) (1)	Take-offs with simulated engine failure shortly before reaching TDP or DPATO <i>(MULTI ENGINE ONLY)</i>					M	
g(a) (2)	Take-offs with simulated engine failure shortly after reaching TDP or DPATO <i>(MULTI ENGINE ONLY)</i>					M	
g(b) (1)	Go around or landing following simulated engine failure before LDP or DPBL <i>(MULTI ENGINE ONLY)</i>					M	
g(b) (2)	Landings following simulated engine failure after LDP or DPBL <i>(MULTI ENGINE ONLY)</i>					M	
please delete as necessary		passed		failed		examiner's signature	

Use of checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

Applicant's licence number:

By signing this form, I declare:

1. I do not possess a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
2. I have not applied for a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
3. I have never possessed any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State, which was revoked or suspended in any other EASA Member State.
4. that the information provided are correct. I am aware of the consequences of providing false information, such as being denied a license, certificate, rating, authorisation or attestation, or having it revoked or cancelled

Name: _____

Location & date: _____ Signature of applicant: _____

Applicant's licence number:

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

Competency Performance Indicator (CPI) For Observable Behaviors OBs, refer to GM/INFO Examination Guide	Remark and notes	Grading Section				
		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						

To be completed by foreign examiner:

I hereby declare that I.....have reviewed and applied the relevant national procedures and requirements of the FOCA contained in the last version of the Examiner Differences Document.

datesignature.....

Applicant's licence number:

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

Failed item:	Remarks:	
Details of the failed or partial passed test:		
Date and Place	I have received the test/check result and been informed about my rights of appeal. 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 Prüfungsergebnis verlangt werden.

Remarque:

Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur requête écrite auprès de l'Office fédéral de l'aviation civile, 3003 Berne, une décision susceptible de recours portant sur le résultat dudit examen.

Avviso:

Entro dieci giorni dall'invio dei risultati dello Skill Test/Proficiency Check può essere richiesta per iscritto all'Ufficio federale dell'aviazione civile, 3003 Berna, una decisione impugnabile sull'esito dell'esame.

Remark:

Within 10 days after receipt of this skill test/proficiency check result, an appealable decision about the test / check results may be requested in writing to the Federal Office of Civil Aviation, 3003 Bern, using one of the official languages (German/French/Italian)

Skill test

- (a) The area and route to be flown should be chosen by the FE and all low level and hover work should be at an adequate aerodrome or site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test, as set out in this AMC should consist of at least three legs, each leg of a minimum duration of 10 minutes. The skill test may be conducted in two flights.
- (b) An applicant should indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the authorised checklist or pilot operating handbook for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

Conduct of the skill test

- (a) Applicants for a PPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.
- (b) An applicant for the skill test shall have received flight instruction on the same class or type of aircraft, or a group of balloons to be used for the skill test.
- (c) Pass marks
 - (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.
 - (2) Failure in any item of a section will cause the applicant to fail the entire section. Failure in more than 1 section will cause the applicant to fail the entire test. If the applicant fails only 1 section, he/she shall repeat only that section.
 - (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
 - (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.
- (d) The FE will take no part in the operation of the helicopter except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Note

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