



**IR (SPH)**

Application & report form

Applicant's Licence Nr.

**Applicant** : Last name: \_\_\_\_\_ First name: \_\_\_\_\_ Date of birth: \_\_\_\_\_

**Private address**: Street/box: \_\_\_\_\_

Postal code: \_\_\_\_\_ City: \_\_\_\_\_ Country: \_\_\_\_\_

Phone \_\_\_\_\_ e-mail: \_\_\_\_\_

Employed as pilot by (company name): \_\_\_\_\_

**Company address**: \_\_\_\_\_

Invoice and licence to be send to:  company  applicant

<input type="checkbox"/> Skill Test for Initial IR
<input type="checkbox"/> Skill Test for Renewal of expired IR
<input type="checkbox"/> Skill Test for Conversion IR

**To be completed by examiner:**

Details of test:					
Date:	Type of helicopter:	Registration:		Training centre:	
Departure:	Destination:	Rotor Start:	Rotor Stop:	RTT:	# of landings:
_____	_____	_____	_____	_____	_____

<b>Result:</b>	<input type="checkbox"/> passed	<input type="checkbox"/> failed (see last page)	<input type="checkbox"/> partial passed (see last page)	<input type="checkbox"/> PBN APCH
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**Remarks:**

*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.*

Examiner last name: _____	First name: _____
Examiner licence Nr.: _____	Foreign Examiner Certificate Nr.: _____
Date and place: _____	Signature of Examiner: _____

**To be completed 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authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.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 & date: \_\_\_\_\_ Signature of applicant: \_\_\_\_\_

*ADMINISTRATIVE INFORMATION – FOR FOCA ONLY*

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**Recommendation for the skill test**

ATO name: \_\_\_\_\_ Registration no: \_\_\_\_\_  
Name of Head of Training: \_\_\_\_\_ Licence no: \_\_\_\_\_  
Location & date: \_\_\_\_\_ Signature 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 helicopters ..... hours: \_\_\_\_\_
- 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: \_\_\_\_\_  
or in aeroplane approved for the course ..... hours: \_\_\_\_\_
  - up to 40 h FTD2/3(H) or FNPTII(H) or FFS(H) ..... 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**

**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.

date ..... signature .....



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

SECTION 0 — Examination of theoretical knowledge		passed	failed	
Examiner initials				
SECTION 1 — DEPARTURE		passed	failed	n/a
a	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance			
b	Use of Air Traffic Services document, weather document			
c	Preparation of ATC flight plan, IFR flight plan/log			
d	Identification of the required navaids for departure, arrival and approach procedures			
e	Pre-flight inspection			
f	Weather minima			
g	Taxiing/Air taxi in compliance with ATC or instructions of instructor			
h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.			
i	Pre-take-off briefing, procedures and checks			
j	Transition to instrument flight			
k	Instrument departure procedures, including PBN procedures			
Examiner initials				
SECTION 2 — GENERAL HANDLING		passed	failed	n/a
Control of the helicopter by reference solely to instruments, including:				
a	Climbing and descending turns with sustained Rate 1 turn			
b	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns			
Examiner initials				
SECTION 3 — EN-ROUTE IFR PROCEDURES		passed	failed	n/a
a	Tracking, including interception, e.g. NDB, VOR, RNAV			
b	Use of radio aids			
c	Level flight, control of heading, altitude and airspeed, power setting			
d	Altimeter settings			
e	Timing and revision of ETAs			
f	Monitoring of flight progress, flight log, fuel usage, systems management			
g	Ice protection procedures, simulated if necessary and if applicable			
h	ATC liaison — compliance, R/T procedures			
Examiner initials				
SECTION 3a — ARRIVAL PROCEDURES		passed	failed	n/a
a	Setting and checking of navigational aids, if applicable			
b	Arrival procedures, altimeter checks			
c	Altitude and speed constraints, if applicable			
d	PBN arrival (if applicable) — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the arrival chart.			
Examiner initials				

SECTION 4 — 3D OPERATIONS (+)		passed	failed	n/a
a	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.			
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 (+)		passed	failed	n/a
a	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.			
b	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		passed	failed	n/a
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, immediate actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations				
a	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			
e	3D operations manually without flight director (***) 3D operations manually with flight director (***)			
Examiner initials				

(+) 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.



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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) For Observable Behaviours OBS, refer to GM/INFO Examination Guide	Remark and notes	Grading Section				
		fail 1	2	3	4	5
<b>K - Application of knowledge</b> Demonstrates knowledge and understanding of relevant information, operating instructions, aircraft systems and the operating environment						
<b>P - Application of procedures and compliance with regulations</b> Identifies and applies appropriate procedures in accordance with published operating instructions and applicable regulations						
<b>M - Aircraft flight path management — manual control</b> Controls the flight path through manual control						
<b>A - Aircraft flight path management — automation</b> Controls the flight path through automation						
<b>C - Communication</b> Communicates through appropriate means in the operational environment, in both normal and non-normal situations						
<b>L - Leadership &amp; teamwork</b> Influences others to contribute to a shared purpose. Collaborates to accomplish the goals of the team						
<b>D - Problem-solving — decision-making</b> Identifies precursors, mitigates problems, and makes decisions						
<b>S - Situation awareness and management of information</b> Perceives, comprehends/manages information and anticipates its effect on the Flight						
<b>W - Workload management</b> Maintains available workload capacity by prioritising and distributing tasks using appropriate resources						
Free Text/ notes		<b>Grading Scale</b> Observable Behaviours are demonstrated: 1-Seldom, safety affected 2-Occasionally, some 3-Regularly, most 4-Regularly, all 5-Always, safety improved				



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

Failed item(s):	Remarks:	
<b>Details of the failed/partial passed test/check:</b>		
Location & date:	I have received the test/check result and been informed about my rights of appeal.	Signature of examiner:
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)