



Swiss Confederation

**IR (SPH)**

Applicant's licence 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: \_\_\_\_\_ Signature of applicant: \_\_\_\_\_

Employed as pilot by (AOC/FOM holder): \_\_\_\_\_  No examiner invoice

Invoice to be sent to:  Applicant  Company

- Initial IR skill test
- Skill test in accordance with CR (EU) 2016/539 with PBN privileges
- Renewal of expired IR rating
- Repetition of failed / partial passed skill test, from date: \_\_\_\_\_

The ATO confirms that the candidate has been trained in accordance with approved syllabus and recommends him/her for the skill test.

**ATO** 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** \* delete as necessary

Passed\*  Failed\*  Partial Passed\* repeat item(s): \_\_\_\_\_

I have been informed of the test results

Applicant's signature

**Remarks**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

**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 will issue a new licence after registration of skill test data in the electrical licensing system.

**FOCA internal use only:**

Examiner invoice: \_\_\_\_\_ Date: \_\_\_\_\_

Remarks: \_\_\_\_\_ Visum: \_\_\_\_\_

Applicant's licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

**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.

**Details of conditions: instruction and flying experience before IR(SPH) skill test**

- a) Pilot licence  PPL (H)  CPL (H)  ATPL/VFR (H)
- b) EASA Medical class  1 or  2 / with IR valid until: \_\_\_\_\_
- c) Theoretical examination IR(H) passed date: \_\_\_\_\_
- d) IR radiotelephony examination passed date: \_\_\_\_\_
- e) Language proficiency min. level 4 valid until date: \_\_\_\_\_
- e) Night qualification entry in licence; or   
 confirmed with form 61.611; or   
 IFR day only
- f) Flight experience (MNM 50 HR PIC) hours: \_\_\_\_\_  
 (Exceptions acc. EASA Part FCL.610 IR (b))

**If instruction is done on SE(H)**

- g) IFR dual flight instruction: (MNM 50 HR ) hours: \_\_\_\_\_  
 of which
- Instruction time on an IFR-certificated helicopter (MNM 10 HR ) hours: \_\_\_\_\_  
 of which
- Instruction time FNPT I (H/A) or in an aeroplane approved for this course (MAX 20 HR ) hours: \_\_\_\_\_  
 of which
- Instruction time in a helicopter FTD2/3, FNPTII/III or FS (MAX 35 HR ) hours: \_\_\_\_\_

**If instruction is done on ME(H)**

- g) IFR dual flight instruction: (MNM 55 HR ) hours: \_\_\_\_\_  
 of which
- Instruction time on an IFR-certificated multi-engine helicopter (MNM 10 HR ) hours: \_\_\_\_\_  
 of which
- Instruction time FNPT I (H/A) or in an aeroplane approved for this course (MAX 40 HR ) hours: \_\_\_\_\_  
 of which
- Instruction time in a helicopter FTD2/3, FNPTII/III or FS (MAX 35 HR ) hours: \_\_\_\_\_

Applicant's licence number:

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Use of checklist, airmanship, A/C limitations must be respected in all sections

| Section 1 |  | Departure |      |           |      |         |
|-----------|--|-----------|------|-----------|------|---------|
|           |  | 1 attempt |      | 2 attempt |      | Remarks |
|           |  | pass      | fail | pass      | fail |         |
| 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 nav aids 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): <ul style="list-style-type: none"> <li>• Check that the correct procedure has been loaded in the navigation system; and</li> <li>• Cross-check between the navigation system display and the departure chart</li> </ul> |           |      |           |      |         |
| i         | Pre-take-off briefing, procedures and checks   |           |      |           |      |         |
| j         | Transition to instrument flight  |           |      |           |      |         |
| k         | Instrument departure procedures, including PBN procedures  |           |      |           |      |         |

| Section 2  |   | General handling |      |           |      |         |
|--|---|------------------|------|-----------|------|---------|
|  |   | 1 attempt        |      | 2 attempt |      | Remarks |
|  |   | pass             | fail | pass      | fail |         |
| 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 turn |                  |      |           |      |         |

| Section 3 |   | En-route IFR procedures |      |           |      |         |
|-----------|---|-------------------------|------|-----------|------|---------|
|           |   | 1 attempt               |      | 2 attempt |      | Remarks |
|           |   | pass                    | fail | pass      | fail |         |
| 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                                  |                         |      |           |      |         |

| Section 3a |  | Arrival procedures |      |           |      |         |
|------------|--|--------------------|------|-----------|------|---------|
|            |  | 1 attempt          |      | 2 attempt |      | Remarks |
|            |  | pass               | fail | pass      | fail |         |
| a          | Setting and checking of navigational aids, if applicable   |                    |      |           |      |         |
| b          | Arrival procedures, altimeter checks   |                    |      |           |      |         |
| c          | Fuel system  |                    |      |           |      |         |
| d          | PBN arrival (if applicable): <ul style="list-style-type: none"> <li>• Check that the correct procedure has been loaded in the navigation system; and</li> <li>• Cross-check between the navigation system display and the arrival chart</li> </ul> |                    |      |           |      |         |

Applicant's licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

**Section 4** **3D operations**

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

|       |   | 1 attempt |      | 2 attempt |      | Airport<br>RWY<br>Type of Approach |
|-------|---|-----------|------|-----------|------|------------------------------------|
|       |   | pass      | fail | pass      | fail |                                    |
| a     | Setting and checking of navigational aids<br>Check Vertical Path angle For RNP APCH:<br>• Check that the correct procedure has been loaded in the navigation-system; and<br>• 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  |           |      |           |      |                                    |

(\*) To be performed in Section 4 or Section 5.

**Section 5** **2D operations**

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

|       |  | 1 attempt |      | 2 attempt |      | Airport<br>RWY<br>Type of Approach |
|-------|--|-----------|------|-----------|------|------------------------------------|
|       |  | pass      | fail | pass      | fail |                                    |
| a     | Setting and checking of navigational aids<br>For RNP APCH:<br>• Check that the correct procedure has been loaded in the navigation system; and<br>• 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 (*)/landing  |           |      |           |      |                                    |
| i     | ATC liaison — compliance, R/T procedures   |           |      |           |      |                                    |

(\*) To be performed in Section 4 or Section 5.

**Section 6** **Abnormal and emergency procedures**

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

|   |  | 1 attempt |      | 2 attempt |      | Remarks |
|---|--|-----------|------|-----------|------|---------|
|   |  | pass      | fail | pass      | fail |         |
| a | Simulated engine failure after take-off and on/during approach (**)<br>(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 (***)<br>3D operations manually with flight director (****)                                       |           |      |           |      |         |

(\*\*) Multi-engine helicopter only  
(\*\*\*) Only one item to be tested

## Conduct of the skill test

An applicant for an IR shall have received instruction on the same type of aircraft in the test.

An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall only repeat the failed section. Failure in any section of the retest, including those sections that been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

Further training may be required following a failed skill test. There is no limit to the number of skill tests that may be attempted.

The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least one hour.

Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

An applicant shall fly the helicopter from a position where the pilot-in-command functions can be performed and carry out the test as if there is no other crew member. The examiner will take no part in the operation of the helicopter except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be decided in accordance with national regulations.

Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

An applicant for IR(H) shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the helicopter 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 shall be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

### 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 demanded by writing in one of the official languages (German/French/Italian), to the Federal Office of Civil Aviation, 3003 Bern.