



Swiss Confederation

TR (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: _____

Grand total flight hours HEL: _____ PIC hours HEL: _____ IFR total hours HEL: _____ Sim. hours HEL: _____

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

Invoice to be sent to: Applicant Company

- | | |
|--|--|
| <input type="checkbox"/> Initial SE type rating skill test | <input type="checkbox"/> Renewal of expired type rating |
| <input type="checkbox"/> Initial ME type rating skill test | <input type="checkbox"/> Renewal of expired IR rating |
| <input type="checkbox"/> Initial type rating skill test combined with initial IR rating on type | <input type="checkbox"/> Revalidation of type rating (prof. check) |
| <input type="checkbox"/> Repetition of failed / partial passed prof check/skill test, from date: _____ | <input type="checkbox"/> Revalidation of IR rating (prof. check) |
| <input type="checkbox"/> STI(H) prof check acc EASA-FCL.915 STI (b) | <input type="checkbox"/> IR check incl. PBN privilege |

Recommendation for skill test or proficiency check for renewal

ATO

Name: _____ Registration no: _____

Name of Head of Training : _____ Licence no: _____

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

Revalidation of further type(s) EASA FCL.740.H / AMC1 FCL.740.H (b)(1) SEP SET< 3'175kg *FE / TRE / SFE delete as necessary

Type used for last test /check	Type	>15 hours TT on type	>2 hours PIC since last revalidation	Type used for last test /check	Type	>15 hours TT on type	>2 hours PIC since last revalidation
<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/>	*	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes

Details of flight Helicopter Simulator Training Center: _____

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

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

Result of skill test / proficiency check* *FE / TRE delete as necessary

Verbal examination of theoretical knowledge (Sect. 7):

I have been informed of the test results

Applicant's signature

TR Repeat item(s): _____

IFR New IR expiry date: _____

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 / proficiency check data in the electronic licensing system. The expiry date of the type rating on the new licence may vary from the examiners hand written licensing entry but shall be considered as the relevant expiry date

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.

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

- a) Pilot licence LAPL (H) PPL (H) CPL (H) ATPL (H) valid until: _____
- b) EASA Medical class LAPL 1; or 2 IR valid until: _____
- c) Theoretical examination for TR (within the preceeding 6 months prior to skill test) date: _____
- d) Flight instruction according to EASA AMC2 FCL.725(a)
 - H helicopter hours: _____
 - FS flight simulator hours: _____
 - FTD flight training device hours: _____

Revalidation of further types according to EASA-FCL.740.H

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.

The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.

An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In this case, the applicant shall not exercise his/her privileges in any of the types in the relevant group.

To revalidate a **single-engine piston helicopter type rating** within a group the applicant shall complete:

- 1) Minimum 2 hours as PIC in the relevant helicopter type within the validity period
- 2) The proficiency check shall be performed each time on a different type.
- 3) Complete table page 1 for Type Ratings to be revalidated with this proficiency check and indicate type used for last proficiency check

To revalidate a **single-engine turbine helicopter type rating (MTOW < 3'175 kg)** within a group the applicant shall complete:

- 1) Minimum 300 hours PIC on helicopters
- 2) Minimum 15 hours on each of the types held; and
at least 2 hours of PIC flight time on each of the other types during the validity period.
- 3) The proficiency check shall be performed each time on a different type.
- 4) Complete table page 1 for type ratings to be revalidated with this proficiency check and indicate type used for last proficiency check.

Skill test for TR on SPH ME (H)

- e) Hold a certificate of satisfactory completion of a pre-entry approved course in accordance with EASA FCL.720.H (C) conducted by an ATO (required only for the first multi engine helicopter type rating)
 - Certificate of satisfactory course completion; or date: _____
 - Theory in accordance with EASA FCL.515 (a)(b) for helicopters date: _____
- f) Flight experience as PIC(H) hours: _____
- g) Flight instruction according to EASA AMC2 FCL.725 (a)
 - H helicopter hours: _____
 - FFS C/D flight simulator (EASA FFS approval no: _____) hours: _____
 - FTD 2/3 flight training device (EASA FTD approval no: _____) hours: _____

Skill Test IR(SPH) combined with skill / prof check (for initial IR(H) see FOCA form 61.420)

- a) Pilot licence PPL (H) CPL (H) ATPL (H) valid until: _____
- b) EASA Medical class 1; or 2 IR valid until: _____

Applicant's licence number:

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

Section 1 Pre-flight preparations and checks

		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection					M (if performed in the helicopter)
1.2	Cockpit inspection					M
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies					M
1.4	Taxiing / air taxiing in compliance with air traffic control instructions or on instructions of the examiner					M
1.5	Pre take-off procedures and checks					M

Section 2 Flight manoeuvres and procedures

		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
2.1	Take-offs (various profiles)					M
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)					M
2.4.1	Take-offs with simulated engine failure shortly after reaching TDP or DPATO (MULTI ENGINE ONLY)					M
2.5	Climbing and descending turns to specified heading					M
2.5.1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments					M
2.6	Autorotative descent					M
2.6.1	Autorotative landing (SEH only) or power recovery (MEH)					M
2.7	Landings, various profiles					M
2.7.1	Go around or landing following simulated engine failure before LDP or DPBL (MULTI ENGINE ONLY)					M
2.7.2	Landings following simulated engine failure after LDP or DPBL (MULTI ENGINE ONLY)					M

Section 3 Normal and abnormal operations of the following systems and procedures

		1 attempt		2 attempt		M	A mandatory minimum of 3 items shall be selected from this section
		pass	fail	pass	fail		
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						

Applicant's licence number:

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

Section 4		Abnormal and emergency procedures					
		1 attempt		2 attempt		M	A mandatory minimum of 3 items shall be selected from this section
		pass	fail	pass	fail		
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						

Section 5		Instrument flight procedures (to be performed in IMC or simulated IMC)					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
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					M*	
5.2	Adherence to departure and arrival routes and ATC instructions					M*	
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						Airport, RWY, type of approach:
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).					M*	
5.4.2	Manually, with flight director					M*	
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					M*	
5.5	2D operations down to the minimum descent altitude MDA/H					M*	Airport, RWY, type of approach:
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					M*	
5.7	IMC autorotation with power recovery					M*	
5.8	Recovery from unusual attitudes					M*	

IR PBN Privileges

To establish or maintain PBN privileges one approach shall be an RNP Approach, either 2D or 3D. When an RNP Approach is not possible, it shall be performed in an appropriately equipped FSTD.

Section 6		Use of special equipment					
		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
6	Use of special equipment						

Applicant's licence number:

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

Section 7	Oral test for SE type rating skills test
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		1 attempt		2 attempt		Remarks
		pass	fail	pass	fail	
7.1	Limitations					
7.1.1	Vne / Vy					
7.1.2	Power limitations					
7.1.3	Other limitations as outlined in the appropriate AFM					
7.2	Performance					
7.2.1	HOGE / HIGE					
7.2.2	H/V curve					
7.3	Mass and balance					

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: _____

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 multi-engine 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 in Part-OR;
- (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 to 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.

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.