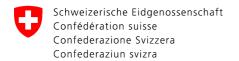


Federal Department of the Environment, Transport, Energy and Communications DETEC Federal Office of Civil Aviation FOCA Safety – Division Flight Personnel 3003 Bern

	_
	Application & report form
D (ODII)	

	TR (SP	H)				Applica	nt's Licence Nr.				
Applicant	: Last name:			•	First	name:			Date of I	birth:	
	dress: Street	/box:									
Postal code	e:		(City:		Cour	ntry:				
Phone mot	oile:					e-mail:					
Employed	as pilot by (co	mpany r	name):								
Company	address:										
Invoice and licence to be send to: ☐ company ☐ applicant											
Proficienc			□ revalidatio	on 🗖	2 hours acc.	FCL740.H (a)(2)				
) [□ renewal	_ _ _	Training not	required, confire	te/training records mation signed by I mation of valid 3tl	Head of ⁻	Training	g attache	ed
Skill Test			□ initial TR		Training com	npletion certifica	te/training records	signed b	oy Head	d of Trai	ning attached
Revalidati	on of further	type(s)	EASA FCL	740.H, AN	MC1 FCL.740.I	H (a) (3) 🔲 SI	EP □ SET< 3'175	ikg			
Type used for last test /cheon refresher training	·k/	Туре		hours TT on type	>2 hours PIC since last revalidation	Type used for last test /check/ refresher training	Туре		>15 ho on ty		>2 hours PIC since last revalidation
*□			*□	Yes	*□ Yes	*□			*□ Ye	es	*□ Yes
*□			*□	Yes	*□ Yes	*□			*□ Ye	es	*□ Yes
Details of	check/test:	□ PIC	. [COPI		☐ simulator	☐ helicopt	ter	☐ helico	opter & s	simulator
A/C: Date:		Туре о	of helicopter:			Registration:	Type Ratir	ng:			
FSTD: Dat	e	Type/ \	Variant of ai	rcraft		ID No	FSTD qua	lification	level:		
Departure:		Destina	ation:	Block-o	off:	Block-on:	Block time): 	_	# of lan	dings:
									-		
Result:	•	assed assed		•	ee last page)		passed (see last			□ PBN	APCH*
appropriately not include a	equipped FST	D. By way	y of derogation the PBN privil	n from the s eges of the	subparagraph ab	ove, in cases whe	APCH is not practica re a proficiency chec The restriction shall	k for reva	ilidation o	of PBN p	rivileges does
I confirm th	nat the test/ch	eck has	been carrie	d out in fu	III compliance	with the provision	ons of FCL.1005, I	FCL.1015	(c) and	FCL.10	30.
Remarks:											
Examiner I	ast name:				Fire	st name:					
Examiner I	cence Nr.:				Fo	reign Examiner	Certificate Nr.:				
Date and p	lace:				Sig	nature of Exam	iner:				
To be fille	d in if two ex	aminers	are involv	ed in the	check/test. Ap	plies with prio	r approval of the	FOCA i	nspecto	or.	
Examiner I	ast name:				Fire	st name:					
Examiner I	cence Nr.:				Fo	reign Examiner	Certificate Nr.:				
Date and p	lace:				Sig	nature of Exam	iner:				
·			AD	MINISTRA	ATIVE INFORM	AATION – FOR	FOCA ONLY				

Version ISS 03 REV 02 / 01.02.2025 Prepared by SBFP / pah Released by SL SBFP,01.02.2025 Business object BAZL-341.301.-1 Revised by SBFP / ane Distribution Internal / External

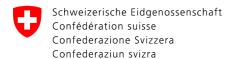


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				Δ	ppli	cant's Licence	Nr.				
Recomi	Recommendation for the skill test/ proficiency check for renewal										
ATO/ D	ГО name:					Registra	ation no	o:		_	
Name o	of Head of Training:					Lice	ence no	o:		_	
Locatio	n & date:			Si	gnatı	ure of Head of	Trainin	g:		_	
Details	of conditions: instruction	on and flying ex	perience l	oefore skill	test						
a)	Pilot licence	☐ LAPL(H)		PPL(H)		CPL(H)		ATPL(H)			
b)	EASA Medical class	☐ LAPL		2		1		IR	valid until:		
c)	Theoretical examination	for TR							date:		
d)	d) Commencement of type rating course (The applicant shall pass the skill test within a period of 6 months after commencement of the type rating training course) date:										
e)	e) Flight instruction according to EASA AMC2 FCL.725(a)										
	helicopter								hours:		
	FFS full flight simulator		Level:			EASA ID r	10:		hours:		
	FTD flight training device	:	Level:			EASA ID r	10:		hours:		
	FNPT flight navigation pr	ocedure trainer	Level:			EASA ID r	10:		hours:		
f)	If instruction is done for conducted by an ATO (C	or the first ME(H) Pertificate must be	- a pre-en	try course in	n acc	cordance with E	ASA F	CL.720.H (c) date:		
	or										
	Theory in accordance wit	th EASA FCL.515	(a) and (b) for helicop	ters	passed			date:		
g)	Additionally for the first ty	pe rating in MPO									
	70 h as PIC on helicopter	rs							hours		
	□ MCC/VFR (H) or □	MCC/IR (H) or	□ 500 h N	MPO in any	aircra	aft category			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

FOCA Form 61.525 send to: pel-qc@bazl.admin.ch 2 / 6



Federal Department of the Environment, Transport, Energy and Communications DETEC Federal Office of Civil Aviation FOCA Safety – Division Flight Personnel 3003 Bern

Applicant's Licence Nr.	
• •	

	Section 0. Examinati knowledge			passed	failed				
Examiner A/C	niner initials Examiner initials FSTD								
	Section 1. Departure								
	Section 1. Departure								
1.1.	Helicopter exterior visit location of each item a inspection								
1.2.	Cockpit inspection		М						
1.3.	Starting procedures, ra equipment check, sele of navigation and com frequencies	ection and setting	М		0	0			
1.4.	Taxiing / air taxiing in compliance with air traffic control instructions or on instructions of the examiner								
1.5.	Pre take-off procedures and checks M 🔲 🗅								
* if n/2 2	justification is pooded unde	r "romarke" on page one	of th	sie fo	rm				

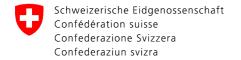
	Section 1. Departure			A/C	FS1	bass	fail	u/u
1.1.	Helicopter exterior visual inspection; location of each item and purpose of inspection							
1.2.	Cockpit inspection		М	О	О			
1.3.	Starting procedures, radio and navig equipment check, selection and sett of navigation and communication frequencies	ina	М					
1.4.	Taxiing / air taxiing in compliance wi traffic control instructions or on instructions of the examiner		М					
1.5.	Pre take-off procedures and checks		М	О	О			
* if n/a, a	a justification is needed under "remarks" on pa	age one d	of th	nis fo	rm			
Examiner initials Examiner initials A/C FSTD								
						D.	-	

	Section 2. Flight manoeuver procedures	rs and		A/C	FSTD	passed	failed	n/a		
2.1.	Take-offs (various profiles)		М							
2.2.	Sloping ground or crosswind take-clandings									
2.3.	Take-offs at maximum take-off mas (actual or simulated maximum take mass)									
2.4.	Take-offs with simulated engine fai shortly before reaching TDP or DP. (MULTI ENGINE ONLY)		М							
2.4.1.	Take-offs with simulated engine fai shortly after reaching TDP or DPA (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 rig by sole reference to instruments	ht,	М							
2.6.	Autorotative descent		М							
2.6.1.	(SEH only) Autorotative landing or power recoveryprovided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants' logbook by the instructor. (MEH) power recovery									
2.7.	Landings, various profiles		М							
2.7.1.	Go around or landing following simulated . engine failure before LDP or DPBL (MULTI ENGINE ONLY)									
2.7.2.	Landings following simulated engine 2.7.2. failure after LDP or DPBL (MULTI ENGINE ONLY) Landings following simulated engine M Landings following simulated engine M Landings following simulated engine									
* if n/a, a	justification is needed under "remarks" on p	page one o	of th	nis fo	rm					
Examine A/C	Examiner initials Examiner initials									

	Section 3. Normal and a operations of the follow systems and procedure.	wing		A/C	FSTD	passed	failed	n/a
	datory minimum of 3	,	М					
	hall be selected from this secti	ion		_]]]	_
3.1.	Engine							
3.2.	Air conditioning (heating, vent	tilation)						
3.3.	Pitot / static system							
3.4.	Fuel system							
3.5.	Electrical system							
3.6.	Hydraulic system						О	О
3.7.	Flight control and trim system							
3.8.	Anti- and de-icing system							
3.9.	Autopilot / flight director							
3.10.	Stability augmentation devices	S						
3.11.	Weather radar, radio altimeter transponder	r,						
3.12.	Area navigation system							
3.13.	Landing gear system							
3.14.	Auxiliary power unit (APU)							
Radio navigation equipment								
* if n/a, a	justification is needed under "remark	s" on page one	of th	nis fo	rm			
Examine A/C		xaminer initials STD						

	Section 4. Abnormal and emergency procedures		A/C	FSTD	passed	failed	n/a			
A mandatory minimum of 3										
items s	hall be selected from this section									
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.	4.4. Fuel dumping (simulated)									
4.5.	Tail rotor control failure (if applicable)									
4.5.1.	Tail rotor loss (if applicable)					О				
4.6.	Intentionally blank					О				
4.7.	Transmission malfunction									
4.8.	4.8. Other emergency procedures as outlined in the appropriate AFM									
* if n/a, a	justification is needed under "remarks" on page or	e of t	his fo	orm						
Examiner initials A/C Examiner initials FSTD										

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Instrument flight

Section 5.

Member State.

Location & date:

authorisation or attestation, or having it revoked or cancelled.

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Use of special

	IMC or simulated IMC)		à	FS	pass	fail	/u		equi	ipment			Ā	FS	pas	fail	2
	Instrument take-off: transition to							6.1.	Use of sp	ecial equipment							
5.1.	instrument flight is required as soon as									is needed under "rema	rks" on page one	of th		rm			
	possible after becoming airborne								er initials		Examiner initials						
5.1.1.	Simulated engine failure during departure	М						A/C			FSTD						
5.2.	Adherence to departure and arrival routes and ATC instructions	М							Additional	SP flight if MPO a	and SPO		A/C	FSTD	passed	failed	n/a
5.3.	Holding procedures									J			4	ŭ	pa	fa	-
5.4.	3D operations to DH/A of 200 feet (60 m)	or to	o hi	ghei	r mii	nima	a if	2.1	Take-offs	(various profiles)							
	required by the approach procedure	1	ı		l					ve descent (SING	I F FNGINE						
	Manually, without flight director. Note: According to the AFM, RNP APCH							2.6	ONLY)	vo docoonii (Onivo		M					
	procedures may require the use of							204	Autorotati	ve landing (SINGL	E ENGINE	Ī.,]]		
	autopilot or flight director. The procedure							2.6.1	ONLY)	• • • • • • • • • • • • • • • • • • • •		М					
5.4.1.	to be flown manually shall be chosen	М*								with simulated en							
	taken into account such limitations (for							2.4		fore reaching TDF	or DPATO	М					
	example, choose an ILS for 5.4.1 in the									NGINE ONLY)							
	case of such AFM limitation).									with simulated en				_	_		
	* M unless Exercise 5.4.2 is completed Manually, with flight director							2.4.1 shortly after reaching TDP or DPATO						ш			
5.4.2.	* M unless Exercise 5.4.1 is completed	М*						5		pach of section 5 s	necify:	м					
5.4.3.	With coupled autopilot	М							•	is needed under "rema					_	_	_
	Manually, with one engine simulated								er initials	is needed under Terris	Examiner initials		115 10				_
	inoperative, engine failure has to be							A/C			FSTD						
	simulated during final approach before																
5.4.4.	passing 1'000 feet above aerodrome	М															
	level until touchdown or until completion									Detail of	SP flight						
	of the missed approach procedure (may be combined with 5.4.1 or 5.4.2 or																
	(may be combined with 5.4.1 or 5.4.2 or 5.4.3)							_		L	I		I				
	2D operations down to the minimum					_	1	Depai	ture:	Destination:	Block-off:		Blo	ck-	on:		
5.5.	descent altitude MDA/H	M															
5.6 .	Go-around with all engine operating on reaching DA/DH or MDA/MDH	М															
5.6.1.	Other missed approach procedures	М															
	Go-around with one engine simulated							Note:									
5.6.2.	inoperative on reaching DA/DH or	М						The e	xaminer m	nay elect do dev	iate from anv	/ aiv	/en				
	MDA/MDH									d in the skill test				if, i	n		
5.7.	IMC autorotation with power recovery	М						•		e outcome of a							
5.8.	Recovery from unusual attitudes	M						jeopa	rdize the s	afety of the airc	raft or its occ	upa	nts	. Th	ne		
-	justification is needed under "remarks" on page one		his fo	orm				reaso	ns for dev	iating from a ma	ndatory man	ieuv	er s	sha	II		
Examine A/C	r initials Examiner initials FSTD	i						be sta	ited in the	remarks.							
To be o	completed by applicant:																
I decla	re that																
•	I do not possess a pilot licence, certificate, i	ratin	g, aı	ıthor	isati	on o	r atte	estation wit	n the same so	cope and in the same	e category issue	d in a	anoth	ner E	AS	4	

Applicant's Licence Nr.

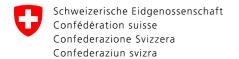
Section 6.

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

_Signature of applicant:

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, sufficiently as attestation or attestation as attestation are attestation as a state of the consequences.



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Communications DETEC
Federal Office of Civil Aviation FOCA
Safety – Division Flight Personnel
3003 Bern

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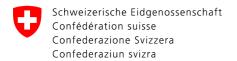
This page should be completed in all cases by the Examiner. Refer to GM/INFO Examination Guide for details

Competency Performance Indicator (PI)			Grading Section				
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				<u> </u>	<u> </u>	1	

1=Fail / 2=Below Standard / 3=Standard / 4=Above Standard / 5=Outstanding acc. FOCA Examination Guide

To be completed by fore	ign examiner:	
	ents of the FOCA contained in the last version o	have reviewed and applied the relevant national f the Examiner Differences Document.
date	signature	

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Licence Nr.	

This page has to be completed and signed by examiner and applicant if test/check failed orpartial passed.

rine pergernane re	· · · · · ·				
Failed item(s):	Remarks:				
Details of the failed	Details of the failed/partial passed test/check:				
		I have received the test/sheek receilt and hear			
		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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