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

Application for conversion of a national Swiss licence to a Part-FCL licence

Applicant's Swiss licence number:

MP(H) multi-pilot helicopters

- ❑ **CPL(H) ICAO**
- ❑ **ATPL(H) ICAO**

Applicant last name: first name: date of birth:

place of birth: place of origin: nationality:

private address: post code: city: street:

phone/fax home: phone/fax office:

e-mail:

invoice ❑ applicant ❑ company

General flight experience report

Copies of the relevant logbook pages (flight experience & STD pages) must be attached to this form.

Summary of conditions and flying experience for conversion of a national CPL(H) multi-pilot helicopter type rating by a Part-FCL CPL(H) multi-pilot helicopter type rating.

Flying hours experience and further EASA requirements for:

CPL/IR MP **with ICAO ATPL theory**

a) ❑ Part-MED medical 1 with IR issued by an authorized Swiss FOCA AME (enclose copy of valid medical certificate)

b) ❑ Demonstrate knowledge of the relevant parts of EASA Part-FCL **(must be confirmed on page 2)**

c) ❑ Minimum total flying experience as PIC on helicopters of 70 hours hours: _____

d) ❑ Knowledge of flight planning and flight performance required by FCL.310 and FCL.615(b)

e) ❑ IR: last proficiency check pass date: _____

f) ❑ Language Proficiency in accordance with FCL.055

g) ❑ ATPL theory examination passed (enclose copy of examination results)

h) ❑ Proficiency check on multi-pilot type rating helicopter in accordance with FCL.740.H **(enclose copy of first page of proficiency check form)**

(continued)

Applicant's Swiss licence number:

CPL/IR MP **more than 500hrs on multi-pilot helicopters, without ICAO ATPL theory**

CPL holders already holding a type rating for a multi-pilot helicopter are not required to have passed an examination for ATPL(H) theoretical knowledge whilst they continue to operate that same helicopter type, but will not be given ATPL(H) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot helicopter, they must pass the ATPL(H) theory examination.

a) ❑ Part-MED medical 1 with IR issued by an authorized Swiss FOCA AME
(enclose copy of valid medical certificate)

b) ❑ Demonstrate knowledge of the relevant parts of EASA Part-FCL **(must be confirmed below)**

c) ❑ Minimum total flying experience as PIC on helicopters of 70 hours hours: _____

d) ❑ Valid multi-engine instrument rating (last check): pass date: _____

e) ❑ Language Proficiency in accordance with FCL.055

f) ❑ Proficiency check on single- or multi-pilot type rating helicopter in accordance with FCL.740.H
(enclose copy of first page of proficiency check form)

By signing this form, I declare:

a) I know the relevant parts of EASA Part-FCL [1)]

b) 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.

c) 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.

d) 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.

e) 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: signature of applicant:

date and place:

[1)] The relevant parts of EASA Part-FCL are available on: Legal bases - pilot licences (admin.ch)