



TR (SPH)

Applicant's Swiss /JAR license 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: _____

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 type rating skill test | <input type="checkbox"/> renewal of expired type rating |
| <input type="checkbox"/> initial type rating skill test combined with initial IR rating on type | <input type="checkbox"/> renewal of expired IR rating |
| <input type="checkbox"/> repetition of failed / partial passed prof check/skill test, from date: _____ | <input type="checkbox"/> revalidation of type rating (prof. check) |
| <input type="checkbox"/> STI(H) prof check acc JAR-FCL 2.360F (b) | <input type="checkbox"/> revalidation of IR rating (prof. check) |
| <input type="checkbox"/> issue of a "Swiss validation" | <input type="checkbox"/> |

Instructor (if required)
last name: _____ first name: _____
Swiss / JAR license number: _____ FI signature: _____

RF / FTO / TRTO / Manufacturer (required for skill test only)
Instructor / authorised instructor name: _____ registration no: _____
name of chief flight instructor: _____ Swiss / JAR license no: _____
location & date: _____ signature of chief flight instructor: _____

Revalidation of further type(s) JAR-FCL 2.245^b SEP SET < 3'175kg *FE / TRE 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
<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: _____ Flight Time: _____ Landings: _____

Result of skill test / proficiency check* *FE / TRE delete as necessary
VFR Passed* Failed* Partial Passed*
IFR Passed* Failed* Partial Passed* new IR expiry date: _____ Applicant's signature

Examiner
last name: _____ first name: _____
Examiner authorisation / Swiss - JAR license no: _____
location & date: _____ signature of flight examiner: _____ Examiner's signature

FOCA will issue a new license after registration of skill / proficiency check data in the electronic licensing system. The expiry date of the type rating on the new license 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: _____

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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 PPL (H) CPL (H) ATPL (H) valid until: _____
- b) JAR Medical class 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 Appendix 1 to JAR-FCL 2.261(b)
 - H helicopter hours: _____
 - FS flight simulator hours: _____
 - FTD flight training device hours: _____

Revalidation of further types according to JAR-FCL 2.245

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 on the least recently used helicopter for a proficiency check.
- 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 relevant helicopter type
- 3) Minimum 2 hours as PIC on the relevant helicopter type within the validity period
- 4) The proficiency check shall be performed on the least recently used helicopter type for a proficiency check.
- 5) 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 Appendix 1 to JAR FCL 2.255 be conducted by a FTO or TRTO (required only for the first multi engine helicopter type rating)
 - Certificate of satisfactory course completion; or date: _____
 - Theory in accordance with JAR-FCL 2.470(a) date: _____
- f) Flight experience as PIC(H) (MNM 70 HR) hours: _____
- g) Flight instruction according to Appendix 1 to JAR-FCL 2.261(b)
 - H helicopter hours: _____
 - FS flight simulator hours: _____
 - FTD flight training device 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) JAR Medical class 1; or 2 IR valid until: _____

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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.

Where the letter "M" appears in the skill test/proficiency check column this will indicate the mandatory exercise.

A flight simulator shall be used for practical training and testing if the flight simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course.

- a) the qualification of the flight simulator as set out in JAR-STD
- b) the qualification of the instructor and examiner
- c) the amount of line-orientated flight training provided on the course
- d) the qualifications and previous line operation experience of the pilot under training and
- e) the amount of supervised line 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.

Acceptable Performance

The applicant shall demonstrate the ability to:

- a) Operate the helicopter within its AFM limitations
- b) Complete all manoeuvres with smoothness and accuracy
- c) Exercise good judgement and airmanship
- d) Apply aeronautical knowledge of procedures and regulations as currently applicable
- e) Maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt. The applicant's airmanship must be assessed with each exercise and this must include lookout (as appropriate), checks and drills, cockpit management RTF & ATC liaison, icing precautions etc.
- f) Understand and apply crew co-ordination and incapacitation procedures (if applicable)
- g) Communicate effectively with the other crew members and ATC
- h) Demonstrate sufficient knowledge of emergency equipment and procedures to ensure the safety of passengers.

The following limits are for general guidance. The Examiner shall make allowance for turbulent conditions and the handling qualities and performance of the type of helicopter used.

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Assessment example

The examiner should refer to the flight test tolerances given in the table below. Flight within these tolerances should not be at the expense of smoothness and good co-ordination.

The candidate need not be failed if a height error of >100 feet occurs two or three times, but should be failed if any of the following occur;

- Height error >200 feet;
- Height error >100 feet sustained (& uncorrected) for an unreasonable time (normally about 15 secs);
- At DH or DA, if the candidate fails to initiate the go around within -0 feet & +50 feet of DH/DA;
- If the candidate fails to maintain the helicopter within -0 feet & +50 feet of the MDH/MDA at MAP.

The candidate need not be failed if the speed error is >5 knots occasionally but should be failed if any of the following occur:

- Airspeed error >15 knots;
- Airspeed errors >10 knots sustained (& uncorrected) for an unreasonable time (normally about 15 secs)

IFR FLIGHT LIMITS		ALL LICENSE LEVEL	
Height (ft)			
Generally	±100 ft		
Starting a go-around at decision height/altitude	+50 ft / -0 ft		
MDH / MDA	+50 ft / -0 ft		
Tracking			
On radio aids	±5°		
On precision approach	half scale deflection azimuth and glidepath		
Heading			
Normal operations	±5°		
Abnormal operations / emergencies	±10°		
Speed (Kts)			
Generally	±10 Kts		
Simulated OEI	+10 / -5 Kts		
VFR FLIGHT LIMITS		PPL holder	CPL - ATPL holder
Height (ft)			
Generally	±150 ft	±100 ft	
Abnormal operations / emergencies	±200 ft		
Heading			
Normal operations	±10°	±5°	
Abnormal operations / emergencies	±15°	±10°	
Speed (Kts)			
Generally	±15 Kts	±10 Kts	
Take-off and approach	-10 Kts / +15 Kts	±10 Kts	
Simulated OEI	±15 Kts	+10 Kts / -5 Kts	
Ground Drift (ft)			
Take-off, hover IGE	±3 ft		
Landing	±2 ft / No sideways or backward movement		

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Section 1		Pre-flight preparation and check				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
1.1	Helicopter exterior Visual inspection; location of each item and purpose of inspection					M
	1 Check knowledge of helicopter serviceability record 2 Using a checklist, perform pre-flight inspections 3 Identify components and functions as required by the Examiner 4 Confirm that the helicopter is in a serviceable and safe condition for flight 5 Check and complete all necessary documentation 6 Complete appropriate passenger emergency procedure briefing for the Examiner Pass = min. 4+ / 2M	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M M
1.2	Cockpit inspection					M
	1 Systematic use of checklist 2 Cockpit manipulations Pass = min. 2+	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	
1.3	Prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies					M
	1 ATIS / Startup clearance if applicable 2 Systematic use of checklist 3 Appropriate Com and nav equipment setting 4 Altimeter setting 5 Limitations according to AFM/RFM Pass = min. 4+ / 1M	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M
1.4	Taxiing / air taxiing in compliance with air traffic control instructions or on instructions of the examiner					M
	1 Obtain ATC clearance and follow ATC instructions or as directed by the FE 2 Demonstrate standard radio procedures and phraseology 3 Use correct lookout techniques 4 Comply with airport markings Pass = min. 3+ / 2M	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M M
1.5	Pre take-off procedures					M
	1 Complete all recommended pre take-off checks 2 Demonstrate compliance with ATC instructions 3 Use charts or other published information as required 4 Limitations according to AFM/RFM 5 Complete a departure briefing for the examiner Pass = min. 4+ / 2M	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M M
please delete as necessary		passed	failed	examiner's signature		

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Section 2		Flight manoeuvres and procedures				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
2.1	Take-offs (various profiles)					M
	1 Vertical take-off 2 Stabilised hover height 3 Hover check 4 Maintain heading 5 Acceleration according to situation 6 Recommended climb speed 7 Limitations according to AFM/RFM 8 Lookout techniques / collision avoidance Pass = min. 6+ / 1M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M
2.2	Sloping ground take-offs & landings					
	1 Approach and departure from slope 2 Left side cross slope landing (within aircraft and pilot limits) 3 Right side cross slope landing (within aircraft and pilot limits) 4 Front slope landing (within aircraft and pilot limits) 5 Heading and ground position Pass = min. 3+ / 1M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M
2.3	Take-offs at maximum take-off mass (actual or simulated maximum take-off mass)					
	<i>Examiner giving a power limitation</i> 1 Take-off briefing 2 Hover check 3 Transition from hover to climb out 4 Power and RPM limitations 5 Obstacle clearance Pass = min. 3+ / 2M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M M
2.4.1	Take-offs with simulated engine failure shortly before reaching TDP or DPATO (MULTI ENGINE ONLY)					M
	<i>Examiner to choose one CAT A procedure</i> 1.1 CAT A procedure (specify): 1.2 CAT B procedure if helicopter not certified for CAT A 2 Helicopter control (Heading, attitude) 3 Rotor RPM within Limits 4 O.E.I. Limitations (TQ, ITT/ TOT, N1, etc.) 5 Landing Attitude 6 Engine shutdown procedure (simulated) or as required by the examiner Pass = min. 5+ / 3M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M M M M
2.4.2	Take-offs with simulated engine failure shortly after reaching TDP or DPATO (MULTI ENGINE ONLY)					M
	<i>Examiner to choose one CAT A procedure</i> 1.1 CAT A procedure (specify): 1.2 CAT B procedure if helicopter not certified for CAT A 2 Helicopter control (Heading, attitude) 3 Rotor RPM within Limits 4 O.E.I. Limitations (TQ, ITT/ TOT, N1, etc.) 5 Airspeed and attitude control (V _{TOSS} , Vy) 6 Engine shutdown procedure (simulated) or as required by the examiner Pass = min. 5+ / 3M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M M M M

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Section 2 cont.		Flight manoeuvres and procedures				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
2.5	Climbing and descending turns to specified heading					M
	1 Assigned climb speed 2 90° to 180° right turn 3 90° to 180° left turn 4 Bank 20°±10° 5 Assigned descent speed Pass = min. 3+ (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	
2.5.1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments					M
	1 Right 180° turn / 30° bank ±10° 2 Maintain airspeed 3 1 minute straight and level flight 4 Left 180° turn / 30° bank ±10° 5 smooth control inputs Pass = min. 3+ (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	
2.6	Autorotative descents					M
	1 Autorotation entry (Rotor RPM within limits / attitude / yaw) 2 Wind evaluation 3 Landing area selection (terrain, obstacles) 4 Parameter correction during glide 5 Precision selected touchdown area 6 Go-Around @ ~ 50 m / AGL Pass = min. 4+ / 3M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M
2.6.1	Autorotative landing or power recovery					M
	1 Autorotation entry (Rotor RPM within limits / attitude / yaw) 2 Maintain proper glide configuration (speed / rotor-RPM-control) 3 Parameters before flare according to AFM 4 Flare (height, heading) 5 Level off (yaw, height, attitude, speed) 6 Precision selected landing area Pass = min. 4+ / 4M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M
2.7	Landings various profiles					M
	Outside landing (e.g: pinnacle / confined area / open field) 1 Reconnaissance 2 Approach briefing 3 Flight tactics (terrain, cables, ecology) 4 Approach (speed, rate of descent, angle) 5 Precision selected landing area 6 Landing Pass = min. 4+ (items must be passed in the same attempt) CAN BE COMBINED WITH OTHER EXERCISES	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	

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Section 2 cont.		Flight manoeuvres and procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
2.7.1	Go around or landing following simulated engine failure before LDP or DPBL (MULTI ENGINE ONLY)					M	
	<i>Examiner to choose one CAT A procedure</i> 1.1 CAT A procedure (specify): 1.2 CAT B procedure if helicopter not certified for CAT A 2 Helicopter control (Heading, attitude) 3 Rotor RPM within Limits 4 O.E.I. Limitations (TQ, ITT/ TOT, N1, etc.) 5 Airspeed and attitude control 6 Engine shutdown procedure (simulated) or as required by the examiner Pass = min. 5+ / 3M (items must be passed in the same attempt)	+ <input type="checkbox"/>	- <input type="checkbox"/>	+ <input type="checkbox"/>	- <input type="checkbox"/>	M	
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Use of checklist, airmanship, A/C limitations must be respected in all sections

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 system						
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						
please delete as necessary		passed		failed			examiner's signature

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, shut down and restart at safe height						
4.4	Fuel dumping (simulated)						
5.5	Tail rotor control failure (if applicable)						
4.5.1	Tail rotor loss (if applicable)						
4.6	Transmission malfunction						
4.7	Other emergency procedures as outlined in the appropriate AFM						
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Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 5 Instrument flight procedures (to be performed in IMC or simulated IMC)

		1 attempt		2 attempt		
		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 instruction					M
5.3	Holding procedures					
5.4	ILS-approaches down to CAT 1 DH					
5.4.1	Manually, without flight director					M (skill test only)
5.4.2	Manually, with flight director					
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 the outer marker (OM) until touchdown or until completion of the missed approach procedure)					M
5.5	Non-Precision approach down to the minimum descent altitude MDA/H					M
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
please delete as necessary		passed		failed		examiner's signature

Section 6 Use of special equipment

		1 attempt		2 attempt		
		pass	fail	pass	fail	
6	Use of special equipment					
please delete as necessary		passed		failed		examiner's signature