



TR (SPH)

Application & report form

Applicant's Licence Nr.

Applicant : Last name: _____ First name: _____ Date of birth: _____

Private address: Street/box: _____

Postal code: _____ City: _____ Country: _____

Phone mobile: _____ e-mail: _____

Employed as pilot by (company name): _____

Company address: _____

Invoice and licence to be send to: company applicant

Proficiency check <input type="checkbox"/> SPO <input type="checkbox"/> MPO <input type="checkbox"/> SPO and MPO	<input type="checkbox"/> revalidation <input type="checkbox"/> 2 hours acc. FCL740.H (a)(2)
	<input type="checkbox"/> renewal <input type="checkbox"/> Training completion certificate/training records signed by Head of Training attached <input type="checkbox"/> Training not required, confirmation signed by Head of Training attached <input type="checkbox"/> Training not required, confirmation of valid 3th country ICAO type rating,
Skill Test <input type="checkbox"/> SPO <input type="checkbox"/> MPO <input type="checkbox"/> SPO and MPO	<input type="checkbox"/> initial TR <input type="checkbox"/> Training completion certificate/training records signed by Head of Training attached

Revalidation of further type(s) EASA FCL.740.H, AMC1 FCL.740.H (a) (3) <input type="checkbox"/> SEP <input type="checkbox"/> SET< 3'175kg							
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 check:	<input type="checkbox"/> PIC	<input type="checkbox"/> COPI	<input type="checkbox"/> Helicopter	<input type="checkbox"/> Simulator
Date:	Type of helicopter:	ID Nr/ registration:	Training centre:	
Departure:	Destination:	Block-off:	Block-on:	Block time:
_____	_____	_____	_____	_____
				# of landings:

Result:	TR <input type="checkbox"/> passed <input type="checkbox"/> failed (see last page) <input type="checkbox"/> partial passed (see last page)	<input type="checkbox"/> PBN APCH*
	IFR <input type="checkbox"/> passed <input type="checkbox"/> failed (see last page) <input type="checkbox"/> partial passed (see last page)	

*To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD. By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.

Remarks:

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

Examiner last name: _____ First name: _____

Examiner licence Nr.: _____ Foreign Examiner Certificate Nr.: _____

Date and place: _____ Signature of Examiner: _____

To be completed by applicant:

I declare that

- 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.
- 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.
- 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, authorisation or attestation, or having it revoked or cancelled.
- I have received the test/check result and been informed about my rights of appeal.

Location & date: _____ Signature of applicant: _____

ADMINISTRATIVE INFORMATION – FOR FOCA ONLY

Version	ISS 02 REV 00 / 30.10.2022	Prepared by	SBFP / pah	Released by	SL SBFP, 30.10.2022
Business object	BAZL-341.301.-1	Revised by	SBFP / ane	Distribution	Internal / External



Applicant's Licence Nr.

Recommendation for the skill test/ proficiency check for renewal

ATO/ DTO name: _____ Registration no: _____
Name of Head of Training: _____ Licence no: _____
Location & date: _____ Signature of Head of Training: _____

Details of conditions: instruction and flying experience before 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) 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) Flight instruction according to EASA AMC2 FCL.725(a)
 - helicopter hours: _____
 - FFS full flight simulator Level: _____ EASA ID no: _____ hours: _____
 - FTD flight training device Level: _____ EASA ID no: _____ hours: _____
 - FNPT flight navigation procedure trainer Level: _____ EASA ID no: _____ hours: _____
- f) **If instruction is done for the first ME(H)** - a pre-entry course in accordance with EASA FCL.720.H (c) conducted by an ATO (Certificate must be attached to the application) date: _____
or
Theory in accordance with EASA FCL.515 (a) and (b) for helicopters passed date: _____
- g) Additionally for the first type rating in MPO
 - 70 h as PIC on helicopters hours _____
 - MCC/VFR (H) or MCC/IR (H) or 500 h MPO in any aircraft 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

FCL.740.H Revalidation of type ratings – helicopters

(a) Revalidation. For revalidation of type ratings for helicopters, the applicant shall:

- (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating; and
- (2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.
- (3) When applicants hold more than 1 type rating for single-engine piston helicopters, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed at least 2 hours of flight time as PIC on the other types during the validity period.
The proficiency check shall be performed each time on a different type.
- (4) When applicants hold more than 1 type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3175 kg, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed:
 - (i) 300 hours as PIC on helicopters;
 - (ii) 15 hours on each of the types held; and
 - (iii) at least 2 hours of PIC flight time on each of the other types during the validity period.
 The proficiency check shall be performed each time on a different type.
- (5) 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, in accordance with (3) and (4).
- (6) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.



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Section 0. Examination of theoretical knowledge		passed	failed
Examiner initials	M	<input type="checkbox"/>	<input type="checkbox"/>

Section 1. Flight Preparation		passed	failed	n/a
1.1.	Helicopter exterior visual inspection; location of each item and purpose of inspection	M	<input type="checkbox"/>	<input type="checkbox"/> *
1.2.	Cockpit inspection	M	<input type="checkbox"/>	<input type="checkbox"/> *
1.3.	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	M	<input type="checkbox"/>	<input type="checkbox"/> *
1.4.	Taxiing / air taxiing in compliance with air traffic control instructions or on instructions of the examiner	M	<input type="checkbox"/>	<input type="checkbox"/> *
1.5.	Pre take-off procedures and checks	M	<input type="checkbox"/>	<input type="checkbox"/> *
* if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 2. Flight manoeuvres and procedures		passed	failed	n/a
2.1.	Take-offs (various profiles)	M	<input type="checkbox"/>	<input type="checkbox"/> *
2.2.	Sloping ground or crosswind take-offs & landings		<input type="checkbox"/>	<input type="checkbox"/>
2.3.	Take-offs at maximum take-off mass (actual or simulated maximum take-off mass)		<input type="checkbox"/>	<input type="checkbox"/>
2.4.	Take-offs with simulated engine failure shortly before reaching TDP or DPATO (MULTI ENGINE ONLY)	M	<input type="checkbox"/>	<input type="checkbox"/> *
2.4.1.	Take-offs with simulated engine failure shortly after reaching TDP or DPATO (MULTI ENGINE ONLY)	M	<input type="checkbox"/>	<input type="checkbox"/> *
2.5.	Climbing and descending turns to specified heading	M	<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	<input type="checkbox"/>	<input type="checkbox"/> *
2.6.	Autorotative descent	M	<input type="checkbox"/>	<input type="checkbox"/> *
2.6.1.	Autorotative landing (SEH only) or power recovery (MEH)	M	<input type="checkbox"/>	<input type="checkbox"/> *
2.7.	Landings, various profiles	M	<input type="checkbox"/>	<input type="checkbox"/> *
2.7.1.	Go around or landing following simulated engine failure before LDP or DPBL (MULTI ENGINE ONLY)	M	<input type="checkbox"/>	<input type="checkbox"/> *
2.7.2.	Landings following simulated engine failure after LDP or DPBL (MULTI ENGINE ONLY)	M	<input type="checkbox"/>	<input type="checkbox"/> *
* if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 3. Normal and abnormal operations of the following systems and procedures		passed	failed	n/a
A mandatory minimum of 3 items shall be selected from this section		M		
3.1.	Engine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2.	Air conditioning (heating, ventilation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3.	Pitot / static system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.	Fuel system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5.	Electrical system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.	Hydraulic system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.7.	Flight control and trim system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.	Anti- and de-icing system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.9.	Autopilot / flight director	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.10.	Stability augmentation devices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.11.	Weather radar, radio altimeter, transponder	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.12.	Area navigation system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.13.	Landing gear system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.14.	Auxiliary power unit (APU)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.15.	Radio, navigation equipment, instruments, flight management system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials				

Section 4. Abnormal and emergency procedures		passed	failed	n/a
A mandatory minimum of 3 items shall be selected from this section		M		
4.1.	Fire drills (including evacuation if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.2.	Smoke control and removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.3.	Engine failures, shutdown and restart at a safe height	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.4.	Fuel dumping (simulated)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.5.	Tail rotor control failure (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.5.1.	Tail rotor loss (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.6.	Intentionally blank	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.7.	Transmission malfunction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.8.	Other emergency procedures as outlined in the appropriate AFM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials				



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Section 5. Instrument flight procedures (to be performed in IMC or simulated IMC)		passed	failed	n/a
5.1.	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.1.1.	Simulated engine failure during departure	M	<input type="checkbox"/>	<input type="checkbox"/> *
5.2.	Adherence to departure and arrival routes and ATC instructions	M	<input type="checkbox"/>	<input type="checkbox"/> *
5.3.	Holding procedures		<input type="checkbox"/>	<input type="checkbox"/>
5.4.	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure		<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/> *
5.4.2.	Manually, with flight director	M	<input type="checkbox"/>	<input type="checkbox"/> *
5.4.3.	With coupled autopilot		<input type="checkbox"/>	<input type="checkbox"/>
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 (may be combined with 5.4.1 or 5.4.2 or 5.4.3)	M	<input type="checkbox"/>	<input type="checkbox"/> *
5.5.	2D operations down to the minimum descent altitude MDA/H	M	<input type="checkbox"/>	<input type="checkbox"/> *
5.6.	Go-around with all engine operating on reaching DA/DH or MDA/MDH		<input type="checkbox"/>	<input type="checkbox"/>
5.6.1.	Other missed approach procedures		<input type="checkbox"/>	<input type="checkbox"/>
5.6.2.	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	M	<input type="checkbox"/>	<input type="checkbox"/> *
5.7.	IMC autorotation with power recovery	M	<input type="checkbox"/>	<input type="checkbox"/> *
5.8.	Recovery from unusual attitudes	M	<input type="checkbox"/>	<input type="checkbox"/> *
* if n/a, a justification is needed under "remarks" on page one of this form				
Examiner initials				

Section 6. Use of special equipment		passed	failed	n/a
6.1.	Use of special equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials				

Additional SP flight if MPO and SPO		passed	failed	n/a
2.1	Take-offs (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.6	Autorotative descent (SINGLE ENGINE ONLY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.6.1	Autorotative landing (SINGLE ENGINE ONLY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.4	Take-offs with simulated engine failure shortly before reaching TDP or DPATO (MULTI ENGINE ONLY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.4.1	Take-offs with simulated engine failure shortly after reaching TDP or DPATO (MULTI ENGINE ONLY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	one approach of section 5 specify:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials				

Detail of SP flight			
Departure:	Destination:	Block-off:	Block-on:
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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



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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 (CPI) For Observable Behaviours OBs, refer to GM/INFO Examination Guide	Remark and notes	Grading Section				
		fail 1	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		Grading Scale Observable Behaviours are demonstrated: 1-Seldom, safety affected 2-Occasionally, some 3-Regularly, most 4-Regularly, all 5-Always, safety improved				

