

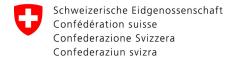
Federal Department of the Environment, Transport, Energy and Communications DETEC Federal Office of Civil Aviation FOCA Safety - Division Flight Personnel 3003 Bern

	TR (SPH)	١	Applicat	ion &	report for	m					
	11(011)	,				Applica	nt's Licence Nr.				
Applicant	: Last name:				First	name:			Date of birth:		
Private ac	Idress: Street/bo	ox:									
Postal cod	e:		City:			Cou	ntry:				
Phone mo	bile:					e-mail:					
Employed	as pilot by (com	pany name):									
Company	address:										
Invoice an	d licence to be s	end to:	□ compan	ıy		□ ap	oplicant				
Proficienc		☐ revalidat	ion 🗖	2 ho	ours acc.	FCL740.H (a)(2	2)				
	SPO MPO SPO and MPO	□ renewal		Tra	ining not	required, confir	te/training records mation signed by I rmation of valid 3tl	Head of	Training attach	ned	
	SPO MPO SPO and MPO	☐ initial TR		Trai	ining com	npletion certifica	te/training records	signed	by Head of Tra	ining attached	
Revalidati	on of further ty	rpe(s) EASA FCI	740.H, AN	/IC1 F	CL.740.I	H (a) (3) □ S	EP □ SET< 3'175	ikg			
Type used for last tes			5 hours TT on type	>2 h sin	ours PIC ice last	Type used for last test /check	Туре		>15 hours TT on type	>2 hours PIC since last revalidation	
*□		*_	l Yes	*□ \	⁄es	*□			*□ Yes	*□ Yes	
*□		*□	l Yes	*□ \	res .	*□			*□ Yes	*□ Yes	
Details of	check:	□ PIC		COPI	OPI 🔲 Helio			elicopte	elicopter		
Date:		Type of helicop	ter:		ID Nr/	registration:	Training cen	itre:			
Departure		Destination:			Block-o	off:	Block-on:	ВІ	ock time:	# of landings:	
				_				_ -			
				_				- -			
Result:	TR □ passe		d (see last p	• ,			l (see last page)		□ PBN APC	:H*	
	h or maintain PBN	privileges, one app	roach shall b	e an F	RNP APCH	I. Where an RNP	APCH is not practica				
not include	an RNP APCH exe		ileges of the				re a proficiency chec The restriction shall				
Remarks:											
I confirm t	hat the test/ched	ck has been carri	ed out in fu	II con	npliance v	with the provisi	ons of FCL.1005, I	FCL.101	5(c) and FCL.1	030.	
Examiner	last name:				Fire	st name:					
Examiner	licence Nr.:				Foi	reign Examiner	Certificate Nr.:				
Date and	olace:				Sig	nature of Exam	iner:				
	oleted by applic	ant:									
			cate, rating, a	authori	sation or a	ttestation with the	same scope and in	the same	category issued	in another	
•	I have not applied	for a pilot licence, c	ertificate, rat	ing, au	thorisation	or attestation wit	h the same scope an	nd in the s	same category is:	sued in another	
•		essed any personne					estation with the sam	e scope	and in the same	category issued	
•	the information pro	Member State which ovided is correct. I a on or attestation, or I	m aware of t	he con	sequences	s of providing false	Member State. e information, such a	s being o	denied a license,	certificate,	
•	I have received the	e test/check result a	nd been info	rmed a	bout my ri	ghts of appeal.					
Location &	date:					Signat	ure of applicant:				

ADMINISTRATIVE INFORMATION – FOR FOCA ONLY

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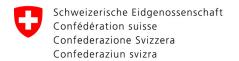
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						А	ppli	cant's Licence N	r.			
Recomi	mendation for the skill te	st/ pro	ficiency ch	neck f	or r	enewal						
ATO/ D	ATO/ DTO name: Registration no:											
	of Head of Training:											
	n & date:											
							,					
Details	of conditions: instruction	n and	flying exp	erien	ce b	efore skill	test					
a)	Pilot licence		_APL(H)			PPL(H)		CPL(H)		ATPL(H)		
b)	EASA Medical class		_APL			2		1		IR	valid until:_	
c)	Theoretical examination f	or TR									date:	
d)								_				
e)	Flight instruction according to EASA AMC2 FCL.725(a)											
	helicopter										hours:_	
	FFS full flight simulator			Leve	l:			EASA ID no:			hours:_	
	FTD flight training device			Leve	l:			EASA ID no:			hours:_	
	FNPT flight navigation pro	ocedure	e trainer	Leve	l:			EASA ID no:			hours:_	
f)	If instruction is done for conducted by an ATO (Ce								SA F	CL.720.H (c		
	or											
	Theory in accordance with	n EASA	FCL.515 ((a) and	d (b)) for helicop	ters	passed			date:_	
g)	Additionally for the first ty	pe ratir	ng in MPO									
	70 h as PIC on helicopters	S									hours_	
	□ MCC/VFR (H) or □ i	MCC/IF	R (H) or [⊒ 500	h M	1PO in any a	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

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	М		

Section 1. Flight Preparation					n/a	
1.1.	Helicopter exterior visual inspection; location of each item and purpose of inspection	М	۵		*□	
1.2.	Cockpit inspection	М			*□	
1.3.	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	М			*□	
1.4.	Taxiing / air taxiing in compliance with air traffic control instructions or on instructions of the examiner	М			*□	
1.5.	Pre take-off procedures and checks	М			*□	
* if n/a, a justification is needed under "remarks" on page one of this form						
Examiner initials						

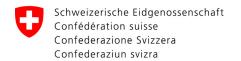
1.5.	Pre take-on procedures and checks	IVI	J]						
* if n/a, a j	* if n/a, a justification is needed under "remarks" on page one of this form									
Examiner initials										

Section	passed	failed	n/a		
2.1.	Take-offs (various profiles)	М			*□
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)	М			*□
2.4.1.	Take-offs with simulated engine failure shortly after reaching TDP or DPATO (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 right, by sole reference to instruments	М			*□
2.6.	Autorotative descent	М			*□
2.6.1.	Autorotative landing (SEH only) or power recovery (MEH)	М			*□
2.7.	Landings, various profiles	М			*□
2.7.1.	Go around or landing following simulated engine failure before LDP or DPBL (MULTI ENGINE ONLY)	М			*□
2.7.2.	Landings following simulated engine failure after LDP or DPBL (MULTI ENGINE ONLY)	M			*□
* if n/a, a	justification is needed under "remarks" on page one of this	form			
Examine	r				

Section	Section 3. Normal and abnormal operations of the following systems and procedures				
	A mandatory minimum of 3 items shall be selected from this section	M			
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				
Examiner initials					

Sectio	passed	failed	n/a		
	A mandatory minimum of 3 items shall be selected from this section	М			
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				
Examine initials	ur .				

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Section	n 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		_	<u> </u>	٥
5.1.1.	Simulated engine failure during departure	М			*□
5.2.	Adherence to departure and arrival routes and ATC instructions	М			*□
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				
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).	М	٥	0	*□
5.4.2.	Manually, with flight director	М			*□
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 (may be combined with 5.4.1 or 5.4.2 or 5.4.3)	М	٥		*□
5.5.	2D operations down to the minimum descent altitude MDA/H	М			*□
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	М			*□
5.7.	IMC autorotation with power recovery	М			*□
5.8.	Recovery from unusual attitudes	м			*□
* if n/a, a	justification is needed under "remarks" on page one of this	form			
Examine initials	,				

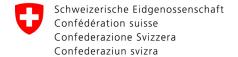
Section	Section 6. Use of special equipment		passed	failed	n/a
6.1.	Use of special equipment				
Examine initials	,				

Additional SP flight if MPO and SPO					n/a
2.1	Take-offs (various profiles)				
2.6	Autorotative descent (SINGLE ENGINE ONLY)				
2.6.1	Autorotative landing (SINGLE ENGINE ONLY)				
2.4	Take-offs with simulated engine failure shortly before reaching TDP or DPATO (MULTI ENGINE ONLY)				
2.4.1	Take-offs with simulated engine failure shortly after reaching TDP or DPATO (MULTI ENGINE ONLY				
5	one approach of section 5 specify:				0
Examiner initials					

Detail of SP flight						
Departure:	Destination:	Block-off:	Block-on:			

Note:

The examiner may elect do 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

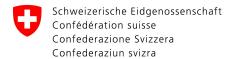


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This page should be completed in all cases by the Examiner. Refer to GM/INFO Examination Guide for details

Competency			Grading Section					
Performance Indicator (CPI) 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		Gradi	ng Scal	е	<u>I</u>	1		
		demo	onstrate Iom, saf	ety affe	cted			
				y, some				
			ulalry, n ularly, a					
				ety impr	oved			



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

Failed item:	Remarks:			
Details of the failed	l or partial pa	assed test/check:		
Date	e and Place		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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