OPC / LC

[1]*For LPC use FOCA Form 61.525*

Applicant's licence number:

Applicant

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

e-mail: _____ Signature of applicant:_____

Grand total flight hours HEL: _____ PIC hours HEL: _____ IFR total hours HEL: - Sim. hours HEL: -

Check Type
☒ OPC [1]☐ LPC ☒ LC

OPC valid for the following non complex type/variant (see OM-D)
☐ Bell206 ☐ Bell407 ☐ _____

Compliance checklist *(checks can be completed up to 90 days prior to expiration date)*

☐ Last LPC Date completed: _____ (12 month) valid unti: _____
☐ Last OPC ☐ Day ☐ Night Type used: _____ (6 month) Date completed: _____
☐ Last Line Check Type used: _____(12 month) Date completed: _____

☒ Medical Class 1 valid until: _____
☒ English proficiency Level: ☐4 ☐5 ☐6 valid until: _____
☒ Dangerous Goods certification (24 month) valid until: _____
☒ CRM recurrent (see OM-D) (12 month) valid until: _____
☒ ESET (see OM-D) (12 month) valid until: _____
☒ ESET (see OM-D) (36 month) valid until: _____
☒ First Aid training (see OM-D) (36 month) valid until: _____

☒ OM Theoretical knowledge check (12 month) Date completed: _____
☒ OPC Type Rating Theoretical knowledge check (12 month) Date completed: _____

Details of flight ☒ Helicopter ☐ Simulator Training Center: Buttwil

date:_____ type of helicopter / variant: Bell407 reg: HB-XQY TR: B407

Dep. / Dest: LSZU / LSZU Rotor Start: _____ Rotor Stop: _____ RT Time: _____ Landings: _____

Check Result* **delete as necessary*

OPC	Passed*	Failed*	Partial Passed*	**NVFR Qualified**	☐
IFR	Passed*	Failed*	Partial Passed*	_____	☐
LC	Passed*	Failed*	Partial Passed*	_____	☐

Applicant's signature

AUTHORISED EXAMINER ☒ OPC ☐ LPC ☐ LC requirements have been completed

This is to certify that the applicant ☒ is ☐ is not, competent to act as COMMANDER / PIC of:
Bell206 / Bell407 Helicopters on ☒ VFR ☐ IFR flight operations in accordance with the current regulations.

Location & date: Buttwil, examiner license N°:_____

Last name:_____ first name: _____ signature: _____

OPERATOR CERTIFICATION *(should be signed by the NPFO or the NPCT or their delegated representatives)*

This is to certify that the applicant ☒ is ☐ is not, competent to act as COMMANDER / PIC of:
Bell206 / Bell407 Helicopters on ☒ VFR ☐ IFR flight operations in accordance with the current regulations.

Location & date: Buttwil, Position: NPFO

Last name: Baumgartner first name: Marcel signature: _____

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Applicant's licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

***Items marked with M are mandatory**

Section 1 / OPC — Pre-flight preparations and checks

		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
1.1	Helicopter exterior Visual inspection; location of each item and purpose of inspection						
1.2	Cockpit inspection						
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies						
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 / After landing & shut down procedures						

Section 2 / OPC — Flight manoeuvers and procedures

		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
2.1	Take-offs (various profiles)						
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	Climbing and descending turns to specified heading						
2.6	Landings, various profiles including reconnaissance						

Section 3 / OPC — Abnormal and emergency procedures

		1 attempt		2 attempt		Remarks	
		pass	fail	pass	fail		
3.1	Engine fire					**M***	
3.2	Fuselage fire					**M***	
3.3	Emergency operation of under carriage (if applicable)					**M***	
3.4	Engine failure and relight (discussion)					**M***	
3.5	Hydraulic failure (if applicable)					**M***	
3.6	Electrical failure					**M***	
3.7	Transmission malfunction						
3.8	Take-offs with simulated engine failure shortly before reaching TDP or DPATO (MULTI ENGINE ONLY)					**M***	
3.9	Take-offs with simulated engine failure shortly after reaching TDP or DPATO (MULTI ENGINE ONLY)					**M***	
3.10	Go around or landing following simulated engine failure before LDP or DPBL (MULTI ENGINE ONLY)					**M***	
3.11	Landings following simulated engine failure after LDP or DPBL (MULTI ENGINE ONLY)					**M***	
3.12	Recovery from unusual attitudes (sole reference to instruments)					**M***	
3.13	OEI landing (simulated OEI)					**M***	
3.14	Autorotative descent to a designated area					**M***	
3.15	Autorotative landing (SEH only) with power recovery					**M***	
3.16	IMC autorotation with power recovery					**M***	
3.17	Pilot incapacitation (according to OM-A)					**M***	
3.18	Tail rotor control failures and malfunctions					**M***	
3.19	Other emergency procedures as outlined in the appropriate AFM						

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***Items marked with M are mandatory**

Section 4 / OPC	**Instrument flight procedures (to be performed in IMC or simulated IMC)**						
		1 attempt		2 attempt			
		pass	fail	pass	fail	**Remarks**	
4.1	Precision instrument approach to minima					**M***	
4.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH					**M***	
4.3	Non-Precision approach down to the minima					**M***	
4.4	OEI approch to the minimum descent altitude MDA or DH					**M***	
4.5	OEI landing (simulated OEI)					**M***	
4.6	Instrument approach with AFCS/FD malfunctions					**M***	
4.7	Instrument approach with flight and navigation equipment failures					**M***	

Section 5 / OPC	**Use of company specific equipment**					
		1 attempt		2 attempt		
		pass	fail	pass	fail	**Remarks**
5.1						
5.2						
5.3						
5.4						
5.5						

Section 6 / OPC	**Company Procedures**			
		PIC		
		pass	fail	
6.1	Aircraft documents / Helicopter Tech Log / MEL, CDL			
6.2	Flight planning / Maps, AIP, DABS, Skybriefing			
6.3	Loading W&B / Performance planning			
6.4	Helicopter limitations			
6.5	CRM (incl: communication, closed-loop, coordination, self-critique)			
6.6	Company documents (OM)			
6. 7				
6. 8				
6. 9				
6. 10				

NOTE:

(a) The flight crew member involved in operations by day and over routes navigated by reference to visual landmarks with an other-than-complex motor-powered helicopter may complete the operator proficiency check in only one of the relevant types held.

(b) The operator proficiency check shall be performed each time on the type least recently used for the proficiency check. The relevant helicopter types that may be grouped for the purpose of the operator proficiency check shall be contained in the operations manual.

(c) Before a flight crew member without a valid instrument rating is allowed to operate in VMC at night, he/she should be required to undergo a proficiency check at night. Thereafter, each second proficiency check should be conducted at night.

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Section L Line Check				**Company Procedures**
☐ *Line Check should be completed during CAT operations*		PIC		
		pass	fail	
Preflight				
1.1	Flight planning / Maps, AIP, DABS, Skybriefing			
1.2	FOM / AFM / Limitation / W&B / Fuel planning			
1.3	Aircraft documents / Tech Log / External checks			
1.4	Flight and Ground crew briefing			
1.5	Pre take-off procedures and checks / After landing & shut down procedures			
Taxi / Flight				
2.1	Engine Start			
2.2	Power management and use of brakes (if required)			
2.3	Procedures and strategies during taxi (if required)			
2.4	Air Taxi Speed / Vigilance (if required)			
2.5	Parking alignment and stop point (if required)			
2.6	Runway / FATO alignment			
2.7	Takeoff / Climb			
2.8	Area departure / Airspeed, Noise abatement, etc.			
2.9	Level off / Cruise			
2.10	Route selection (valleys, cables, etc.)			
2.11	Altitude selection			
2.12	Navigation / Map / GPS			
2.13	Outside landing / Area reconnaissance / Approach			
2.14	Airspeed control			
2.15	Assessment of operating site from the air			
2.16	Approach Type, angle, speed			
2.17	Hover performance assessment			
Systems Management				
3.1	Autopilot / Flight Director			
3.2	GPS and avionics (tuning and techniques)			
Miscellaneous				
4.1	Punctuality and Crew documents			
4.2	Personal appearance			
4.3	Interpersonal communications			
4.4	Radio communications			
4.5	CRM (incl: communication, closed-loop, coordination, self-critique)			
4.6	Command and control of crew members			
4.7	Traffic watch / Clearance compliance			
4.8	Weather avoidance & monitoring			
4.9	Situational awareness			
4.10	Emergency, irregular & abnormal procedures			
4.11	Compliance with AFM, OM's and SOP's			
4.12	Paper work / Post flight documentation / Tech Log			
4.13	Decision making			

Remarks