

CPL(A) - Issuance after integrated CPL(A) course

Application for the issue of a CPL(A) licence after completion of a CPL(A) integrated course according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Appendix 3 D.

Please fill in the framed fields of the form, sign it and send it together with attachments to pilots@austrocontrol.at, or by post to:

AUSTRO CONTROL GmbH, Aviation Agency, Schnirchgasse 17, 1030 Vienna, Austria

1 Type of application

I apply for the issue of a Commercial Pilot Licence CPL(A) after having completed a CPL(A) integrated course according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Appendix 3 D.

2 Applicant

Form of address	Title	First Name(s)	Last Name(s)
Street	City	Postal code	Country
Telephone	E-Mail		
Date of Birth	Place of Birth	Citizenship	
Place	Date	Signature of Applicant	

3 Invoice accepted by / to be sent to

☐ the Applicant via e-mail ☐ the Applicant via postal service ☐ the Company

Company (name/address)	Signature

4 Confirmation of the successfully passed theoretical knowledge examination

The applicant hereby confirms that the theoretical examination was passed successfully according to Commission Regulation (EU) No 1178/2011 Annex I Appendix 3 D.

Signature of Applicant

5 Confirmation of the practical training by the ATO

From (Date)	Until (Date)	HT/CFI (or deputy, if applicable) (Name)	Approval number

It is hereby confirmed that the training was performed in compliance with the provision of Part-FCL and the approved training manuals, and that the applicant possesses all relevant practical knowledge and skills to take the skill test on the following class/type:

Signature of the HT/CFI and, if available, seal of the ATO

6 Summary of the ATO of knowledge and flight experience before the skill test is taken

General requirements

a) Medical certificate Class 1

valid until:

b) Radiotelephony licence

Date of issue:

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Flight experience and training

c) Total number of flight training hours

min. 150 hours:

c.i) thereof hours on aeroplanes

min. 145 hours:

c.ii) thereof hours on an aircraft with 4 seats,
variable pitch pr., retract. gear

min. 5 hours:

c.iii) thereof hours dual instruction

min. 80 hours:

thereof instrument ground time

max. 5 hours:

c.iv) thereof hours as PIC

min. 70 hours:

c.v) thereof hours as PIC on cross-country flights

min. 20 hours:

d) Number of hours of IFR-flight time

min. 10 hours:

thereof in a FNPT I, FTD 2, FNPT II or FFS

max. 5 hours:

e) Night Rating completed

Date:

Cross-country flight as PIC

Leg 1

Date:

Dep:

Dest:

Km/NM:

Leg 2

Date:

Dep:

Dest:

Km/NM:

Leg 3

(optional)

Date:

Dep:

Dest:

Km/NM:

Total (min. 540 km/300 NM great circle distance)

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Attachments (Please attach, if not specified differently, copies of the listed documents to the application)

- If applicable: Residential registration form
- Logbook
- Radio telephony licence
- Identity card or passport
- Certificate of the theoretical knowledge examination
- Application form (form 096) and protocol of the language proficiency examination (if not already submitted by LPE)
- Medical certificate (Licencing authority: Austria)
- If the training was performed in a different member state: Copy of the ATO approval
- If the practical skill test was conducted by an examiner of a different member state: Copy of the examiner's licence

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8 Conduct of the skill test

Applicant	First Name	Last Name		
Examiner	First Name	Last Name	Examiner Number	Seat occupied
Aircraft	Class/Type/Variant	Registration		
Flight details	Date of Test	Time on Controls	# Landings	# Approaches
Leg #1	Block-off	Departure	Destination	Block-on
			Leg #2 (if applicable)	
☐ Validity of medical certificate checked before skill test				Examiner's initials

9 Skill test report

SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE		1 st attempt	2 nd attempt
a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS		
b	Aeroplane inspection and servicing		
c	Taxiing and take-off		
d	Performance considerations and trim		
e	Aerodrome and traffic pattern operations		
f	Departure procedure, altimeter setting, collision avoidance (lookout)		
g	ATC liaison - compliance, R/T procedures		
SECTION 2 - GENERAL AIRWORK		1 st attempt	2 nd attempt
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout		
b	Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls		
c	Turns, including turns in landing configuration. Steep turns 45°		
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives		
e	Flight by reference solely to instruments, including: i) level flight, cruise configuration, control of heading, altitude and airspeed ii) climbing and descending turns with 10°-30° bank iii) recoveries from unusual attitudes iv) limited panel instruments		
f	ATC liaison - compliance, R/T procedures		

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SECTION 3 - EN-ROUTE PROCEDURES		1 st attempt	2 nd attempt
a	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations		
b	Orientation, map reading		
c	Altitude, speed, heading control, lookout		
d	Altimeter setting. ATC liaison - compliance, R/T procedures		
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking		
f	Observation of weather conditions, assessment of trends, diversion planning		
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight), implementation of diversion plan to alternate aerodrome (visual flight)		
SECTION 4 - APPROACH AND LANDING PROCEDURES		1 st attempt	2 nd attempt
a	Arrival procedures, altimeter setting, checks, lookout		
b	ATC liaison - compliance, R/T procedures		
c	Go-around action from low height	aerodrome	
d	Normal landing, crosswind landing (if suitable conditions)	aerodrome	
e	Short field landing	aerodrome	
f	Approach and landing with idle power (single-engine only)	aerodrome	
g	Landing without use of flaps	aerodrome	
h	Post-flight actions		
SECTION 5 (This section may be combined with sections 1 through 4) ABNORMAL AND EMERGENCY PROCEDURES		1 st attempt	2 nd attempt
a	Simulated engine failure after take-off (at a safe altitude), fire drill	aerodrome	
b	Equipment malfunctions including alternative landing gear extension, electrical and brake failure		
c	Forced landing (simulated)	place/aerodrome	
d	ATC liaison - compliance, R/T procedures		
e	Oral questions		

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SECTION 6 (This section may be combined with sections 1 through 5) SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS		1 st attempt	2 nd attempt
a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)		
b	Asymmetric approach and go-around		
c	Asymmetric approach and full stop landing		
d	Engine shutdown and restart		
e	ATC liaison - compliance, R/T procedures, Airmanship		
f	As determined by the FE - any relevant items of the class or type rating skill test to include, if applicable: i) aeroplane systems including handling of autopilot ii) operation of pressurisation system iii) use of de-icing and anti-icing system		
g	Oral questions		

RESULTS OF THE SKILL TEST SECTIONS						
„P“ - passed „F“ - failed	1	2	3	4	5	6
REMARKS (if any)						

10 Result of the skill test

☐ PASSED

☐ PARTIALLY PASSED

☐ FAILED

Signature of Examiner

Signature of Applicant

11 Language Proficiency Examination German Level 6

Language proficiency German according to CAN FCL 7 verified by LPE/LPLE/flight examiner

Name

Place

Date

Signature

☐ German Level 6 (informal examination only for German native speakers)

Note: Applicants whose mother-tongue level is not ascertainable beyond doubt have to pass an examination with an LTB based on a certified method of assessment.

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12 Guidelines for the conduct of the CPL(A) skill test - Part-FCL Appendix 4

A. General

1. An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.
5. At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.
6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.
7. An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.
8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

B. Content of the skill test for the issue of a CPL(A)

1. The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.
2. The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 90 minutes.
3. The applicant shall demonstrate the ability to:
 - a) operate the aeroplane within its limitations;
 - b) complete all manoeuvres with smoothness and accuracy;
 - c) exercise good judgement and airmanship;
 - d) apply aeronautical knowledge; and
 - e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

4. The following limits shall apply, which can be corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height

normal flight	± 100 feet
with simulated engine failure	± 150 feet

Tracking on radio aids

± 5°

Heading

normal flight	± 10°
with simulated engine failure	± 15°

Speed

take-off and approach	± 5 knots
all other flight regimes	± 10 knots

CONTENT OF THE TEST

5. Items in section 2(c) and (e)(iv), and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.

Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.