

ATPL(A) - Issuance

Application for the issue of an Airline Transport Pilot Licence ATPL(A) according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart F

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 an Airline Transport Pilot Licence ATPL(A) according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart F after having successfully completed a skill test in accordance with FCL.520.A.

Note to the applicant: To apply for an ATPL theory credit, please use form FO_LFA_ACW_026.

2 Applicant

APPLICANT'S LICENCE NUMBER:

Form of address	Title	First Name(s)	Last Name(s)

Street	City	Postal code	Country

Telephone	E-Mail

Date of Birth (dd/mm/yyyy)	Place of Birth / Country	Citizenship

Place	Date	Signature of Applicant

The applicant confirms hereby that all information given is complete and correct. He also confirms that he has no further licences issued according to Commission Regulation (EU) No 1178/2011 by another EASA Member State and has not applied for in any other EASA Member State.

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 Summary of knowledge and flight experience before the ATPL(A) skill test is taken

General requirements

a) Medical certificate Class 1	valid until:	
b) Holder of a CPL(A) incl. ME/IR and MCC or MPL licence	date of issue:	
c) Language proficiency English min. level 4	valid until:	
d) Valid ATPL(A) theoretical examination	passed on (date):	

Flight experience

e) Total flight experience	min. 1500 hours:	
thereof on FFS or FNPT	max. 100 hours:	
thereof on FNPT	max. 25 hours:	

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f) Experience in multi-pilot operations

min. 500 hours:

g) Flight experience as PIC or

min. 250 hours:

h) Flight experience as PICUS or

min. 500 hours:

i) Flight experience as PIC and PICUS

i.i) thereof as PIC

min. 70 hours:

i.ii) thereof as PICUS

difference to 250 hours:

j) Flight experience on cross-country flights

min. 200 hours:

thereof as PIC or PICUS

min. 100 hours:

k) Instrument time

min. 75 hours:

thereof instrument ground time

max. 30 hours:

l) Night flight time as PIC or co-pilot

min. 100 hours:

5 Attachments (Please attach copies of the listed documents and provide them before the skill test)

- Pilot's licence
- official photo-ID
- All of the applicant's logbooks (or the electronic logbook stored as a pdf file)
- If the practical skill test was conducted by an examiner of a different member state: Copy of the examiner's licence
- Application for the designation of a flight examiner for the conduct of the ATPL(A) skill test
- If necessary: Records of the accomplished PICUS program or confirmation of PICUS by employer

6 Conduct of the ATPL(A) skill test as PIC of a multi-pilot aeroplane

Applicant	First Name	Last Name		Licence Number	
Examiner	First Name	Last Name		Examiner Number	Seat occupied
FSTD if applicable	Class/Type/Variant	FSTD-ID		FSTD Operator/Location	
☐ no FSTD available	Examiner Initials				
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 Initials

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7 Skill test report

Note: According to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.520.A the ATPL(A) skill test shall be passed as PIC of a multi-pilot aeroplane under IFR, and the ability to perform the relevant procedures and manoeuvres with the competency appropriate to the privileges granted shall be demonstrated.

Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes		Practical Training			ATPL/MPL/Type Rating Skill Test or Proficiency Check	
Manoeuvres/Procedures		Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
		FSTD	A			
SECTION 1 - FLIGHT PREPARATION						
1.1	Performance calculation	OTD P				
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P			
1.3	Cockpit inspection	P →	→			
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P →	→		M	
1.5	Taxiing in compliance with ATC instructions or instructions of instructor	P →	→			
1.6	Before take-off checks	P →	→		M	
SECTION 2 - TAKE-OFFS						
2.1	Normal take-offs with different flap settings, including expedited take-off	P →	→			
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P →	→			
2.3	Crosswind take-off	P →	→			
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P →	→			
2.5	Take-offs with simulated engine failure:					
2.5.1*	shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)	P →	→			
2.5.2*	between V1 and V2	P	X		M FFS only	

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		FSTD	A			
2.6	Rejected take-off at a reasonable speed before reaching V1	P →	→X		M	
SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES						
3.1	Manual flight with and without flight directors (no autopilot, no autothrust/ autothrottle, and at different control laws, where applicable)	P →	→			
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P →	→			
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P →	→			
3.1.3	Turns with and without spoilers	P →	→			
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P →	→			
3.2	Tuck under Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P →	→X An aeroplane shall not be used for this exercise		FFS only	
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	→			
3.4	Normal and abnormal operations of following systems:				M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0	Engine (if necessary propeller)					
3.4.1	Pressurisation and air conditioning	OTD P →	→			
3.4.2	Pitot/static system	OTD P →	→			
3.4.3	Fuel system	OTD P →	→			
3.4.4	Electrical system	OTD P →	→			
3.4.5	Hydraulic system	OTD P →	→			
3.4.6	Flight control and trim-system	OTD P →	→			
3.4.7	Anti-icing/de-icing system, glare shield heating	OTD P →	→			
3.4.8	Autopilot/flight director	OTD P →	→		M Single-Pilot only	

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3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P →	→			
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P →	→			
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P →	→			
3.4.12	Landing gear and brake	OTD P →	→			
3.4.13	Slat and flap system	OTD	→			
3.4.14	Auxiliary power unit (APU)	OTD P →	→			
Intentionally left blank						
3.6	Abnormal and emergency procedures:				M	A mandatory min. of 3 items shall be selected from 3.6.1 to 3.6.9 incl.
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P →	→			
3.6.2	Smoke control and removal	P →	→			
3.6.3	Engine failures, shutdown and restart at a safe height	P →	→			
3.6.4	Fuel dumping (simulated)	P →	→			
3.6.5	Wind shear at take-off/landing	P	X		FFS only	
3.6.6	Simulated cabin pressure failure/emergency descent	P →	→			
3.6.7	Incapacitation of flight crew member	P →	→			
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P →	→			
3.6.9	TCAS event	OTD P →	An aeroplane shall not be used		FFS only	
3.7	Upset recovery training					
3.7.1	Recovery from stall events in: - take-off configuration; - clean configuration at low altitude; - clean configuration near maximum operating altitude; and - landing configuration.	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise			

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	FSTD	A			
3.7.2 The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS only	
3.8 Instrument flight procedures					
3.8.1* Adherence to departure and arrival routes and ATC instructions	P →	→		M	
3.8.2* Holding procedures	P →	→			
3.8.3* 3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure					
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 taking into account such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).					
3.8.3.1* manually, without flight director	P →	→		M (skill test only)	
3.8.3.2* Manually, with flight director	P →	→			
3.8.3.3* With autopilot	P →	→			
3.8.3.4* Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.	P →	→		M	

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	FSTD	A			
3.8.4* 2D operations down to the MDH/A	P* →	→		M	
3.8.5 Circling approach under the following conditions: a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude. Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.	P* →	→			
3.8.6 Visual approaches	P →	→			
SECTION 4 - MISSED APPROACH PROCEDURES					
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	P* →	→			
4.2 Go-around with all engines operating* from various stages during an instrument approach	P* →	→			
4.3 Other missed approach procedures	P* →	→			
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		M	
4.5 Rejected landing with all engines operating: - from various heights below DH/MDH; - after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P →	→			

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	FSTD	A			
SECTION 5 - LANDINGS					
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P			
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P →	An aeroplane shall not be used for this exercise	FFS only	
5.3	Crosswind landings (aircraft, if practicable)	P →	→		
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P →	→		
5.5	Landing with critical engine simulated inoperative	P →	→	M	
5.6	Landing with two engines inoperative: - aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and - aeroplanes with four engines: two engines at one side	P	X	M FFS only (skill test only)	

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

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9 Skill test result

☐ PASSED

☐ PARTIALLY PASSED

☐ FAILED

Result acknowledged - Signature of Applicant

Signature of Examiner

10 Guidelines for the conduct of the skill test

In the case of multi-pilot and single-pilot high performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing 5 or fewer items shall take the failed items again. Failure in any item on the re-test or re-check, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again.

FLIGHT TEST TOLERANCE

Applicants 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;
- e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- f) understand and apply crew coordination and incapacitation procedures, if applicable; and
- g) communicate effectively with the other crew members, if applicable.

The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height		Tracking	
Generally	± 100 ft	On radio aids	± 5°
Starting a go-around at decision height/altitude	+ 50 ft / - 0 ft	For „angular“ deviations	Half_scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
minimum descent height/MAPt/altitude	+ 50 ft / - 0 ft	2D (LNAV) and 3D (LNAV/VNAV) “linear” lateral deviations	Cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
-	-	3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	Not more than - 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1000 ft above aerodrome level.
Speed		Heading	
all engines operating	± 5 knots	all engines operating	± 5°
with simulated engine failure	+ 10 knots / - 5 knots	with simulated engine failure	± 10°

CONTENTS OF THE SKILL TEST/PROFICIENCY CHECK

a) The following symbols mean:

- P Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable
- OTD Other training devices may be used for this exercise
- X An FFS shall be used for this exercise; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure
- P# The training shall be complemented by supervised aeroplane inspection

b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow →

The following abbreviations are used to indicate the training equipment used:

- A aeroplane
- FFS full-flight simulator
- FSTD flight simulator training device

c) The starred items (*) shall be flown solely by reference to instruments.

d) Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.

e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:

- i) the qualifications of the instructors;
- ii) the qualification and the amount of training provided on the course in an FSTD; and
- iii) the qualifications and previous experience on similar types of the pilots under training.

f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high-performance complex aeroplanes in multi-pilot operations.

g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single-pilot operations.

h) In the case of single-pilot high-performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

i) In the case of a restricted type rating issued in accordance with FCL.720.A(e), applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.

j) 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.