

CPL(H) modular / ATPL(H) theory credit - Issuance

Application for the issue of a Commercial Pilot Licence CPL(H) according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart D + Appendix 3 and for the issue of an ATPL(H) theory credit according to FCL.515

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 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

2 Invoice accepted by / to be sent to

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

Company (name/address)	Signature

3 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 Subpart D (CPL) or Subpart F (ATPL)

Signature of Applicant

4 Confirmation of the flight 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 HT/CFI and, if available, seal of the ATO

5 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:

c) Language Proficiency, at least Level 4 in English

Date of test:

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APPLICANT'S LICENCE NUMBER:

Experience

d) Total flight experience

min. 185 hours:

e) Flight hours as PIC

min. 50 hours:

thereof as PIC on cross-country flights

min. 10 hours:

f) Possibility of crediting of PIC-hours

f.i) for PPL(A) holder, or

max. 20 hours:

f.ii) for CPL(A) holder, or

max. 50 hours:

f.iii) in TMGs or sailplanes

max. 10 hours:

Flight training for applicants without IR

g) Number of hours VFR-dual flight instruction

min. 20 hours:

thereof on FSTD

max. 5 hours:

h) Number of hours IR-dual flight instruction

min. 10 hours:

thereof on FSTD

max. 5 hours:

Flight training for applicants holding a valid IR(A)

i) Number of hours IR-dual flight instruction in a helicopter

min. 5 hours:

j) Night Rating completed

date:

VFR 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. 185 km / 100 NM great circle distance)

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

- Pilot logbook
- Radio telephony licence
- Certificate of the theoretical knowledge examination
- Medical certificate (Licencing authority: Austria)
- Application form (form 096) and protocol of the language proficiency examination (if not already submitted by LPE)
- 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
- If applicable: Residential registration form
- Identity card or passport

7 Conduct of the skill test

Applicant	First Name	Last Name	Licence Number							
Examiner	First Name	Last Name	Examiner Number	Seat occupied						
Aircraft	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)	Block-off	Departure	Destination	Block-on	
☐ Validity of medical certificate checked before skill test										Examiner's initials

8 Skill test report

SECTION 1 - PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES		1 st attempt	2 nd attempt
a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMs, weather		
b	Pre-flight inspection/action, location of parts and purpose		
c	Cockpit inspection, starting procedure		
d	Communication and navigation equipment checks, selecting and setting frequencies		
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance		
f	Parking, shutdown and post-flight procedure		
SECTION 2 - HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS		1 st attempt	2 nd attempt
a	Take-off and landing (lift off and touchdown)		
b	Taxi, hover taxi		
c	Stationary hover with head/cross/tail wind		
d	Stationary hover turns, 360° left and right (spot turns)		
e	Forward, sideways and backwards hover manoeuvring		
f	Simulated engine failure from the hover		
SECTION 2 CONTINUES			

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SECTION 2 (CONTINUED)			
g	Quick stops into and downwind		
h	Sloping ground/unprepared sites landings and take-offs		
i	Take-offs (various profiles)		
j	Crosswind, downwind take-off (if practicable)		
k	Take-off at maximum take-off mass (actual or simulated)		
l	Approaches (various profiles)		
m	Limited power take-off and landing		
n	Autorotations (FE to select two items from: basic, range, low speed and 360° turns)		
o	Autorotative landing		
p	Practice forced landing with power recovery		
q	Power checks, reconnaissance technique, approach and departure technique		
SECTION 3 - NAVIGATION - EN-ROUTE PROCEDURES		1 st attempt	2 nd attempt
a	Navigation and orientation at various altitudes/heights, map reading		
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting		
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring		
d	Observation of weather conditions, diversion planning		
e	Tracking, positioning (NDB and/or VOR), identification of facilities		
f	ATC liaison and observance of regulations, etc.		
SECTION 4 - FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS		1 st attempt	2 nd attempt
a	Level flight, control of heading, altitude/height and speed		
b	Rate 1 level turns onto specified headings, 180° to 360° left and right		
c	Climbing and descending, including turns at rate 1 onto specified headings		
d	Recovery from unusual attitudes		
e	Turns with 30° bank, turning up to 90° left and right		

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SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE) (Note (1): Where the test is conducted on a ME helicopter, a simulated engine failure drill, including a SE approach and landing shall be included in the test. Note (2): The FE shall select 4 items from the following:)		1 st attempt	2 nd attempt
a	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate		
b	Fuel system malfunction		
c	Electrical system malfunction		
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable		
e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)		
f	Fire drills, including smoke control and removal, as applicable		
g	Other abnormal and emergency procedures as outlined in appropriate flight manual, including for ME helicopters: (a) Simulated engine failure at take-off: Rejected take-off at or before TDP or safe forced landing at or before DPATO; shortly after TDP or DPATO. (b) Landing with simulated engine failure: Landing or go-around following engine failure before LDP or DPBL; following engine failure after LDP or safe forced landing after DPBL.		

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

9 Skill test result

☐ PASSED

☐ PARTIALLY PASSED

☐ FAILED

Signature of Examiner

Signature of Applicant

10 Guidelines for the conduct of the skill test

CONTENTS OF THE SKILL TEST

- (a) The helicopter used for the skill test shall meet the requirements for training helicopters.
- (b) The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.
- (c) The applicant shall demonstrate the ability to:
 - (1) operate the helicopter within its limitations;
 - (2) complete all manoeuvres with smoothness and accuracy;
 - (3) exercise good judgment and airmanship;
 - (4) apply aeronautical knowledge; and
 - (5) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

- (d) The following limits shall apply, which can be corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:
 - (1) height
 - (i) normal flight ± 100 ft
 - (ii) simulated major emergency ± 150 ft
 - (2) tracking on radio aids $\pm 10^\circ$
 - (3) heading
 - (i) normal flight $\pm 10^\circ$
 - (ii) simulated major emergency $\pm 15^\circ$
 - (4) speed:
 - (i) take-off and approach multi-engine ± 5 knots
 - (ii) all other flight regimes ± 10 knots
 - (5) ground drift:
 - (i) T.O. hover I.G.E. ± 3 ft
 - (ii) landing no sideways or backwards movement

CONTENT OF THE TEST

- (e) Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.