

CR/TR SP(A), except high-performance complex aeroplanes - Issuance

Application for the issue of a class or type rating for single-pilot aeroplanes, except for high-performance complex aeroplanes, according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.720.A and Appendix 9

Please fill in the framed fields of the form, sign it and send it together with attachments to:

AUSTRO CONTROL GmbH, Aviation Agency, Management Services, Wagramer Straße 19, 1220 Vienna, Austria

1 Type of application

I apply for the issue of the following

single-pilot **single-engine** class rating

single-pilot **multi-engine** class/type rating

except for high-performance complex aeroplanes according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.720.A and Appendix 9.

2 Applicant

APPLICANT'S LICENCE NUMBER:

Title First Name Last Name

Street Place Postal Country

Telephone E-Mail

Place Date Signature of Applicant

3 Invoice accepted by / to be sent to

the Applicant the Company

Company (name/address)

Signature

4 Confirmation of the theoretical training by the ATO

From (Date) Until (Date) Head of Training (Name) ATO (Approval Number)

The Head of Training confirms that the training has been performed in compliance with Part-FCL and the approved training manuals, and that the applicant possesses all relevant theoretical knowledge to take the theoretical examination.

Signature of Head of Training and Seal of ATO

Theoretical exam result in %:

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5 Confirmation of the practical training by the ATO

From (Date)	Until (Date)	Head of Training (Name)	ATO (Approval Number)
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

The Head of Training confirms that the training has been performed in compliance with Part-FCL and the approved training manuals, and that the applicant possesses all relevant knowledge and skills for the skill test on the type.

Signature of Head of Training and Seal of ATO

Type:

Registration:

SIM/FNPT II:

Training on controls in hours:

6 The landing training has been performed as follows (except for class rating!)

Type:	<input type="text"/>	Registration mark:	<input type="text"/>
Number of landings:	<input type="text"/>	Time on controls:	<input type="text"/>
Aerodromes:	<input type="text"/>	Date:	<input type="text"/>

Instructor

First name / Last name	Licence number
<input type="text"/>	<input type="text"/>

Location / Date	Signature of instructor
<input type="text"/>	<input type="text"/>

7 Summary of knowledge and flight experience

a) Medical certificate class 1 2 IR valid until:

Additionally for initial SP(A) **multi engine** CR/TR skill test:

b) flight experience as PIC on aeroplanes	min. 70 hours:	<input type="text"/>
c) dual flight instruction normal conditions	min. 2:30 hours:	<input type="text"/>
d) dual flight instruction abnormal conditions (engine failure procedures, asymmetric flight)	min. 3:30 hours:	<input type="text"/>

Additionally for the issue of a CR/TR SP(A) for **High Performance Aeroplanes (HPA)**

e) flight experience	min. 200 hours:	<input type="text"/>
f) ATPL(A) theory or high performance aeroplanes (HPA) course passed	date:	<input type="text"/>

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

- Medical certificate
- Pilot logbook
- Instructor's licence (only if not an austrian FI!)

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9 Conduct of the skill test

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	
<input type="checkbox"/> no FSTD accessible/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)

For info: The applicant shall pass the skill test within a period of 6 months after commencement of the class/type rating training course and within a period of 6 months preceding the application for the issue of the class/type rating.

10 Skill test report

high performance complex aeroplanes		Practical training			Test/Prof. Check		
Manoeuvres/Procedures		Practical training performed in			Instructor initials when training completed	Chkd in FFS A	Examiner initials when test completed
		FTD	FFS	A			
SECTION 1 - DEPARTURE							
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM						
1.2	Pre-start checks						
1.2.1	External	P#		P			
1.2.2	Internal			P		M	
1.3	Engine starting: Normal Malfunctions	P →	→	→		M	
1.4	Taxiing		P→	→		M	
1.5	Pre-departure checks: Engine run-up (if applicable)	P→	→	→		M	
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		P→	→		M	

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Single-Pilot aeroplanes, except for high performance complex aeroplanes	Practical training				Class or Type Rating Skill Test/Prof. Check	
	Practical training performed in			Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	A		FFS A	
1.7 Climbing: Vx/Vy Turns onto headings Level off		P→	→		M	
1.8 ATC liaison - Compliance, R/T procedure						
SECTION 2 - AIRWORK (VMC)						
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)		P→	→			
2.2 Steep turns (360° left and right at 45° bank)		P →	→		M	
2.3 Stalls and recovery: i) Clean stall ii) Approach to stall in descending turn with bank with approach configuration and power iii) Approach to stall in landing configuration and power iv) Approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplane only)		P →	→		M	
2.4 Handling using autopilot and flight director (may be conducted in section 3) if applicable		P →	→		M	
2.5 ATC liaison - Compliance, R/T procedure						
SECTION 3A - EN-ROUTE PROCEDURES VFR (see CONTENTS c) and d))						
3A.1 Flight plan, dead reckoning and map reading						
3A.2 Maintenance of altitude, heading and speed						
3A.3 Orientation, timing and revision of ETAs						

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	Practical training performed in				Chkd in	Examiner initials when test completed
Manoeuvres/Procedures	FTD	FFS	A	FFS A		
3A.4 Use of radio navigation aids (if applicable)		P→	→		M	
3A.5 Flight management (flight log, routine checks including fuel, systems and icing)						
3A.6 ATC liaison - Compliance, R/T procedure						
SECTION 3B - INSTRUMENT FLIGHT						
3B.1* Departure-IFR		P→	→		M	
3B.2* En-route IFR		P→	→		M	
3B.3* Holding procedures		P→	→		M	
3B.4* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)		P→	→		M	
3B.5* 2D operations to MDH/A		P→	→		M	
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: rate 1 turns, recoveries from unusual attitudes	P→	→	→		M	
3B.7* Failure of localizer or glideslope	P→	→	→			
3B.8* ATC liaison - Compliance, R/T procedure						
Intentionally left blank						

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	Practical training performed in			Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	A		FFS A	
SECTION 4 - ARRIVAL AND LANDINGS						
4.1 Aerodrome arrival procedure		P→	→		M	
4.2 Normal landing		P→	→		M	
4.3 Flapless landing		P→	→		M	
4.4 Crosswind landing (if suitable conditions)		P→	→			
4.5 Approach and landing with idle power from up to 2000' above the runway (single-engine aeroplane only)		P→	→			
4.6 Go-around from minimum height		P→	→		M	
4.7 Night go-around and landing (if applicable)	P→	→	→			
4.8 ATC liaison - Compliance, R/T procedure						
SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES (This section may be combined with sections 1 through 4)						
5.1 Rejected take-off at a reasonable speed		P→	→		M	
5.2 Simulated engine failure after take-off (single-engine aeroplanes only)			P		M	
5.3 Simulated forced landing without power (single-engine aeroplanes only)			P		M	
5.4 Simulated emergencies: i) fire or smoke in flight, ii) systems' malfunctions as appropriate	P→	→	→			
5.5 Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft)	P→	→	→			
5.6 ATC liaison - Compliance, R/T procedure						

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Manoeuvres/Procedures	Practical training performed in			Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	A		FFS A	
SECTION 6 - SIMULATED ASYMMETRIC FLIGHT						
6.1* (This section may be combined with sections 1 through 5) Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)	P→	→	→ X		M	
6.2* Asymmetric approach and go-around	P→	→	→		M	
6.3* Asymmetric approach and full stop landing	P→	→	→		M	
6.4 ATC liaison - Compliance, R/T procedure						

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

11 Result of the skill test

PASSED

PARTIALLY PASSED

FAILED

Signature of Examiner

Signature of Applicant

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12 Guidelines for the conduct of the skill test

PASS MARKS

In the case of single-pilot aeroplanes, with the exception of for single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. 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 or check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test or check again. For single-pilot multi-engine aeroplanes, section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.

FLIGHT TEST TOLERANCE

The applicant shall demonstrate the ability to:

- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge;
- maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is always assured;
- understand and apply crew coordination and incapacitation procedures, if applicable; and
- 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 feet	On radio aids	± 5°
Starting a go-around at decision height/altitude	+ 50 feet / - 0 feet	For „angular“ deviations	half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
Minimum descent height/MAP/altitude	+ 50 feet / - 0 feet	2D (LNAV) and 3D (LNAV/VNAV) “linear” lateral deviations	Cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
		3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	Not more than - 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1000 feet 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°

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CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

a) The following symbols mean:

- P Trained as PIC or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF)
- X Flight simulators shall be used for this exercise, if available, 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 on any higher level of equipment shown by the arrow →

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

- A Aeroplane
- FFS Full Flight Simulator
- FTD Flight Training Device (including FNPT II for ME class rating)

c) The starred (*) items of section 3B and, for multi-engine, section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.

d) Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required of section 3B is completed.

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

f) An FFS or an FNPT II shall be used for practical training for type or multi-engine class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:

- i) the qualification of the FFS or FNPT II as set out in the relevant requirements of Part-ARA and Part-ORA;
- ii) the qualifications of the instructors;
- iii) the amount of FFS or FNPT II training provided on the course; and
- iv) the qualifications and previous experience on similar types of the pilot under training.

g) When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.

h) 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.