

# Conversion to a Part-FCL PPL(A)

Application for conversion of a foreign ICAO licence issued by a third country (non EASA member state) to a Part-FCL Private Pilot Licence PPL(A) according to Commission Regulation (EU) No 1178/2011 Annex III B.

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

Application for conversion of a foreign ICAO licence issued by a third country (non EASA member state) to a Part-FCL Private Pilot Licence PPL(A) according to Commission Regulation (EU) No 1178/2011 Annex III B.

## 2 Applicant

APPLICANT'S LICENCE NUMBER:

Form of address

Title

First Name

Last Name

Street

Place

Postal

Country

Telephone

E-Mail

Date of Birth (dd/mm/yyyy)

Place of Birth / Country

Citizenship

Place

Date

Signature of Applicant

## 3 Confirmation of the successfully passed theoretical examination (to be filled in by the competent authority ACG)

The authority confirms hereby that theoretical examination of the following subjects were passed successfully: air law and human performance, according to Commission Regulation (EU) No 1178/2011 Annex III B.

Name and signature of the responsible official

Date and seal of the competent authority

## 4 Summary of the minimum requirements

a) Medical certificate according to Part-FCL

1  2/IR  2

valid until:

b) Radiotelephony licence

date of issue:

c) Language proficiency English min. level 4

valid until:

d) Flight time as pilot

min. 100 hours:

## 5 Contact details for verification purposes

State contact details of the issuing authority of the ICAO licence for verification purposes:

Name of issuing Authority

Telephone

E-Mail

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

- Pilot logbook (original)
- Foreign medical certificate
- Radiotelephony licence
- Certificate of residence
- Foreign licence
- Medical certificate according to Part-FCL
- Language proficiency (english)
- 1 Passport picture

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## 7 Conduct of the skill test

Applicant	First Name <input type="text"/>	Last Name <input type="text"/>	Licence Number <input type="text"/>	
Examiner	First Name <input type="text"/>	Last Name <input type="text"/>	Examiner Number <input type="text"/>	Seat occupied <input type="text"/>
FSTD if applicable	Class/Type/Variant <input type="text"/>	FSTD-ID <input type="text"/>	FSTD Operator/Location <input type="text"/>	
<input type="checkbox"/> no FSTD accessible/available	Examiner Initials <input type="text"/>			
Aircraft	Class/Type/Variant <input type="text"/>	Registration <input type="text"/>		

Flight details	Date of Test <input type="text"/>	Time on Controls <input type="text"/>	# Landings <input type="text"/>	# Approaches <input type="text"/>					
Leg #1	Block-off <input type="text"/>	Departure <input type="text"/>	Destination <input type="text"/>	Block-on <input type="text"/>	Leg #2 (if applicable) <input type="text"/>	Block-off <input type="text"/>	Departure <input type="text"/>	Destination <input type="text"/>	Block-on <input type="text"/>

## 8 Skill test report

		1 <sup>st</sup> attempt	2 <sup>nd</sup> attempt
Use of checklist, airmanship, control of aeroplane by external visual reference, anti-icing/de-icing procedures, etc., apply in all sections			
a	Pre-flight documentation, NOTAM and weather briefing		
b	Mass and balance and performance calculation		
c	Aeroplane inspection and servicing		
d	Engine starting and after starting procedures		
e	Taxiing and aerodrome procedures, pre-take-off procedures		
f	Take-off and after take-off check		
g	Aerodrome departure procedures		
h	ATC compliance and R/T procedures		
<b>SECTION 2 - GENERAL AIRWORK</b>		1 <sup>st</sup> attempt	2 <sup>nd</sup> attempt
a	ATC compliance and R/T procedures		
b	Straight and level flight, with speed changes		
c	Climbing i. best rate of climb ii. climbing turns iii. levelling off		
d	Medium (30° bank) turns		
e	Steep (45° bank) turns (incl. recognition and recovery from a spiral dive)		
<i>SECTION 2 CONTINUES</i>			

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<i>SECTION 2 (CONTINUED)</i>			
f	Flight at critically low air speed with and without flaps		
g	Stalling		
	i. clean stall and recover with power		
	ii. approach to stall descending turn with bank angle 20°, approach configuration		
h	Descending		
	i. with and without power		
	ii. descending turns (steep gliding turns)		
<b>SECTION 3 - EN-ROUTE PROCEDURES</b>		1 <sup>st</sup> attempt	2 <sup>nd</sup> attempt
a	Flight plan, dead reckoning and map reading		
b	Maintenance of altitude, heading and speed		
c	Orientation, timing and revision of ETAs and log keeping		
d	Diversion to alternate aerodrome (planning and implementation)	<i>to alternate</i>	
e	Use of radio navigation aids		
f	Basic instrument flying check (180° turn in simulated IMC)		
g	Flight management (checks, fuel systems and carburetor icing, etc.)		
h	ATC compliance and R/T procedures		
<b>SECTION 4 - APPROACH AND LANDING PROCEDURES</b>		1 <sup>st</sup> attempt	2 <sup>nd</sup> attempt
a	Aerodrome arrival procedures		
b	* Precision landing (short field landing), crosswind, if suitable conditions available	<i>aerodrome</i>	
c	* Flapless landing	<i>aerodrome</i>	
d	* Approach to landing with idle power (SE only)	<i>aerodrome</i>	
e	Touch and go	<i>aerodrome</i>	
f	Go-around from low height	<i>aerodrome</i>	
g	ATC compliance and R/T procedures		
h	Actions after flight		
<b>SECTION 5 (This section may be combined with sections 1 to 4) ABNORMAL AND EMERGENCY PROCEDURES</b>		1 <sup>st</sup> attempt	2 <sup>nd</sup> attempt
a	Simulated engine failure after take-off (SE only)	<i>aerodrome</i>	
b	* Simulated forced landing (SE only)	<i>place/aerodrome</i>	
c	Simulated precautionary landing (SE only)	<i>place</i>	
<i>SECTION 5 CONTINUES</i>			

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<i>SECTION 5 (CONTINUED)</i>			
d	Simulated emergencies		
e	Oral questions		
<b>SECTION 6</b> (This section may be combined with sections 1 to 5) <b>SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS</b>		1 <sup>st</sup> attempt	2 <sup>nd</sup> attempt
a	Simulated engine failure during take-off (at a safe altitude)		
b	Asymmetric approach and go-around		
c	Asymmetric approach and full stop landing		
d	Engine shutdown and restart (the limits acc. FEM have to be observed)		
e	ATC compliance, R/T procedures or 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 (incl. autopilot) ii. operation of pressurization system iii. use of de- and anti-icing system		
g	Oral questions		

Items marked with (\*) may be combined, at the discretion of the FE.

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

**9 Result of the skill test**

PASSED
  PARTIALLY PASSED
  FAILED

Signature of Examiner

Signature of Applicant

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## 10 Guidelines for the conduct of the skill test

### CONTENT OF THE SKILL TEST

- (a) The route to be flown for the navigation test should be chosen by the FE. The route may end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test should have a duration that allows the pilot to demonstrate his/her ability to complete a route with at least three identified waypoints and may, as agreed between the applicant and FE, be flown as a separate test.
- (b) An applicant should indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the authorized checklist for the aeroplane on which the test is being taken. During pre-flight preparation for the test the applicant should be required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used.

### FLIGHT TEST TOLERANCE

- (c) The applicant should demonstrate the ability to:
  - (1) operate the aeroplane within its limitations;
  - (2) complete all maneuvers with smoothness and accuracy;
  - (3) exercise good judgment and airmanship;
  - (4) apply aeronautical knowledge;
  - (5) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or maneuver is never seriously in doubt.
- (d) The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:
  - (1) Height
    - (i) normal flight  $\pm 150$  ft
    - (ii) with simulated engine failure  $\pm 200$  ft (if ME aeroplane is used)
  - (2) Heading or tracking of radio aids
    - (i) normal flight  $\pm 10^\circ$
    - (ii) with simulated engine failure  $\pm 15^\circ$  (if ME aeroplane is used)
  - (3) Speed
    - (i) take-off and approach  $+ 15 / - 5$  knots
    - (ii) all other flight regimes  $\pm 15$  knots