

En-Route IR - Issuance/Extension

Application for the issue of an En-Route Instrument Rating according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.825 and extension of the EIR privileges

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

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

1 Type of application

I apply for the

- issue of an en-route instrument rating for single-engine aeroplanes
- issue of an en-route instrument rating for multi-engine aeroplanes
- extension of the privileges of the en-route instrument rating from single- to multi-engine aeroplanes

according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.825.

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

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 was performed in compliance with the provisions of Part-FCL and the approved training manuals, and that the applicant possesses all relevant theoretical knowledge to take the theoretical examination.

Signature of the Head of Training and Seal of the ATO

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

Name and Signature of the responsible Official

Date and Seal of the competent Authority

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APPLICANT'S LICENCE NUMBER:

6 Confirmation of the flight 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 to take the skill test on the following Class/Type:

Signature of Head of Training and Seal of ATO

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

Pre-entry requirements

a) Medical certificate	<input type="checkbox"/> 1 <input type="checkbox"/> 2/IR	valid until:	<input type="text"/>
b) Radiotelephony licence (incl. IR privileges)		date of issue:	<input type="text"/>
c) Language proficiency English min. level 4		passed (date):	<input type="text"/>
d) Flight experience as PIC on cross-country flights		min. 20 hours:	<input type="text"/>

Training for the initial issue of an En-Route Instrument Rating

e) Number of hours IR flight instruction	min. 15 (single-engine) min. 16 (multi-engine):	<input type="text"/>
thereof on multi-engine aeroplanes	min. 4 (multi-engine only):	<input type="text"/>
f) Number of IFR approaches (emergency training)	min. 2:	<input type="text"/>
g) Flights to controlled aerodromes with high density of traffic (min. 2)	airports:	<input type="text"/>

Training for the extension of the En-Route IR privileges from single- to multi-engine aeroplanes

h) IR dual training on multi-engine aeroplanes	min. 2 hours:	<input type="text"/>
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Credits for flight training outside the ATO

i) Pre-entry flight test performed	date:	<input type="text"/>
j) Number of flight hours credited	max. 5 (single-engine) max. 6 (multi-engine):	<input type="text"/>

Note: If instrument flight instruction had been performed by an IRI(A) or FI(A) outside the ATO, this training needs to be documented within a specific training record and signed by the instructor.

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

- Medical certificate
- Radiotelephony licence
- Confirmation of payment of the examination fee
- Pilot logbook (relevant pages)
- Protocol of the language proficiency examination (if not already submitted by LPE)

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9 Conduct of the skill test

Applicant	First Name	Last Name	Licence Number						
	<input type="text"/>	<input type="text"/>	<input type="text"/>						
Examiner	First Name	Last Name	Examiner Number	Seat occupied					
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>					
Aircraft	Class/Type/Variant	Registration							
	<input type="text"/>	<input type="text"/>							
Flight details	Date of Test	Time on Controls	# Landings	# Approaches					
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>					
Leg #1	Block-off	Departure	Destination	Block-on	Leg #2 (if applicable)	Block-off	Departure	Destination	Block-on
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

10 Skill test report

SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE		1 st attempt	2 nd attempt
Use of checklist, airmanship, anti/de-icing procedures, etc., apply in all sections.			
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance		
b	Use of ATC document, weather document		
c	Preparation of ATC flight plan, IFR flight plan/log		
d	Pre-flight inspection		
e	Weather Minima		
f	Taxiing		
g	Pre-take-off briefing. Take-off		
h	ATC liaison: compliance, R/T procedures		
SECTION 2 - GENERAL HANDLING		1 st attempt	2 nd attempt
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim		
b	Climbing and descending turns with sustained Rate 1 turn		
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns		
d	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration		
e	Limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes		
SECTION 3 - EN-ROUTE IFR PROCEDURES		1 st attempt	2 nd attempt
a	Transition to instrument flight		
b	Tracking, including interception, e.g. NDB, VOR, RNAV		
c	Use of radio aids		
<i>SECTION 3 CONTINUES</i>			

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SECTION 3 (CONTINUED)			
d	Level flight, control of heading, altitude and airspeed, power setting, trim technique		
e	Altimeter settings		
f	Timing and revision of ETAs (En route hold - if required)		
g	Monitoring of flight progress, flight log, fuel usage, systems management		
h	Simulated emergency situation(s)		
i	Ice protection procedures, simulated if necessary		
j	Simulated diversion to alternate aerodrome	<i>to aerodrome</i>	
k	Transition to visual flight		
l	ATC liaison and compliance, R/T procedures		
SECTION 4 (intentionally left blank)			
SECTION 5		1 st attempt	2 nd attempt
a	Setting and checking of navigational aids, identification of facilities		
b	Arrival procedures, altimeter settings		
c	Approach and landing briefing, including descent/approach/landing checks		
d	Visual landing		
e	ATC liaison: compliance, R/T procedures		
SECTION 6 (multi-engine aeroplanes only) - FLIGHT WITH ONE-ENGINE INOPERATIVE		1 st attempt	2 nd attempt
a	Simulated engine failure during en route phase of flight		
b	ATC liaison: compliance, R/T procedures		

RESULTS OF THE TEST SECTIONS						
	1	2	3	4	5	6
„P“ - passed				X		
„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 - AMC1 FCL.825(e); (g)

SKILL TEST FOR THE ISSUE OF AN EN-ROUTE INSTRUMENT RATING (EIR)

- (a) An applicant for an EIR should have received instrument flight instruction on the same type or class of aeroplane to be used in the test/check.
- (b) An applicant should pass all the relevant sections of the skill test/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/check again. An applicant failing only one section should only repeat the failed section. Failure in any section of the retest/recheck, including those sections that have been passed on a previous attempt, requires the applicant to take the entire test/check again. All sections of the skill test/proficiency check should be completed within six months. Failure to achieve a pass in all sections of the test/check in two attempts requires further training.
- (c) Further training may be required following a failed skill test/proficiency check. There is no limit to the number of skill tests/proficiency checks that may be attempted.

CONDUCT OF THE TEST/CHECK

- (d) The test/check is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant should undertake the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight should be at least 60 minutes.
- (e) Should the applicant choose to terminate a skill test/proficiency check for reasons considered inadequate by the flight examiner, the applicant should retake the entire skill test/proficiency check. If the test/check is terminated for reasons considered adequate by the examiner, only those sections not completed should be tested in a further flight.
- (f) At the discretion of the examiner any manoeuvre or procedure of the test/check may be repeated once by the applicant. The examiner may stop the test/check at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest/recheck.
- (g) An applicant should fly the aeroplane from a position where the pilot-in-command functions can be performed and to carry out the test/check as if there is no other crew member. Responsibility for the flight should be allocated in accordance with national regulations.
- (h) Minimum descent heights/altitudes and the transition points should be determined by the applicant and agreed by the examiner.
- (i) An applicant for an EIR should indicate to the examiner the checks and duties carried out, including the identification of radio facilities. The checks should be completed in accordance with the authorised checklist for the aeroplane on which the test/check is being taken. During pre-flight preparation for the test/check the applicant should 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 TOLERANCES

- (j) The applicant should demonstrate the ability to:
 - (1) operate the aeroplane 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 aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
- (k) The following limits should apply, corrected to make allowance for turbulent conditions, and the handling qualities and performance of the aeroplane used
 - (1) Height - generally ± 100 ft
 - (2) Tracking on radio aids $\pm 10^\circ$
 - (3) Heading
 - (i) all engines operating $\pm 10^\circ$
 - (ii) with simulated engine failure $\pm 15^\circ$
 - (4) Speed
 - (i) all engines operating $+ 10 / - 5$ kt
 - (ii) with simulated engine failure $+ 15 / - 5$ kt