

En-Route IR - Revalidation/Renewal

Application for revalidation/renewal of an En-Route Instrument Rating according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.825 (g)

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

revalidation renewal of the en-route IR rating: single-engine single- and multi-engine according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.825 (g).

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 renewal training by the flight instructor (fill in only in case of renewal)

Description of the content and duration of the renewal training (flight hours, theoretical knowledge,...)

First Name (Flight Instructor)

Last Name (Flight Instructor)

Licence Number (Flight Instructor)

Place Date Signature of Flight Instructor

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

- Medical certificate
- Flight instructor's licence, who conducted the renewal training (if applicable)
(only necessary, if the flight instructor is NOT holder of an austrian issued licence)

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6 Conduct of the proficiency check

Applicant	First Name	Last Name	Licence Number						
Examiner	First Name	Last Name	Examiner Number	Seat occupied					
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)	Block-off	Departure	Destination	Block-on

7 Proficiency check 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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APPLICANT'S LICENCE NUMBER:

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)						

8 Proficiency check result

PASSED
 PARTIALLY PASSED
 FAILED

Manual licence entry was carried out (enclose a copy of the licence)

Signature of Examiner

Signature of Applicant

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	± 10°
(3) Heading	
(i) all engines operating	± 10°
(ii) with simulated engine failure	± 15°
(4) Speed	
(i) all engines operating	+ 10 / - 5 kt
(ii) with simulated engine failure	+ 15 / - 5 kt