

Conversion - PPL(H) according to Part-FCL

Application for conversion of a foreign ICAO licence issued by a third country (non EASA member state) to a Part-FCL Privat Pilot Licence PPL(H) according to Commission Regulation (EU) 2020/723.

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 Type of application

Application for conversion of a foreign ICAO licence issued by a third country (non EASA member state) to a Part-FCL Privat Pilot Licence PPL(H) according to Commission Regulation (EU) 2020/723.

2 Applicant

Form of address	Title	First Name(s)	Last Name(s)
Street	City	Postal code	Country
Telephone	E-Mail		
Date of Birth	Place of Birth	Citizenship	
Place	Date	Signature	

3 Invoice accepted by / to be sent to

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

Company (name/address)	Signature

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 German or English min. level 4	☐ German ☐ English	valid until:	
d) Flight time as pilot on helicopters		min. 100 hours:	

5 Confirmation of the successfully passed theoretical knowledge examination

The applicant hereby confirms that the theoretical examination of the following subjects were passed successfully: Air Law and Human Performance, according to Commission Regulation (EU) 2020/723.

Signature of Applicant

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

- | | |
|---|---------------------------|
| 7 | Conduct of the skill test |
|---|---------------------------|

8 Skill test report

FO LFA ACW 090 EN v 5 0 17.09.2025 2/5

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SECTION 2 (CONTINUED)			
d	Stationary hover turns, 360° left and right (spot turns)		
e	Forward, sideways and backwards hover manoeuvring		
f	Simulated engine failure from the hover		
g	Quick stops into and downwind		
h	Sloping ground or unprepared sites landings and take-offs		
i	Take-offs (various profiles)		
j	Crosswind and 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		1st attempt	2nd attempt
a	Navigation and orientation at various altitudes or heights and map reading		
b	Altitude or height, speed, heading control, observation of airspace and altimeter setting		
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error, re-establishment of correct track and instrument monitoring		
d	Observation of weather conditions and diversion planning		
e	Use of navigation aids (where available)		
f	ATC liaison with due observance of regulations		
SECTION 4 - FLIGHT PROCEDURES AND MANOEUVRES		1st attempt	2nd attempt
a	Level flight, control of heading, altitude or height and speed		
b	Climbing and descending turns to specified headings		
c	Level turns with up to 30° bank, 180° to 360° left and right		
d	Level turns 180° left and right by sole reference to instruments		

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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 should be included in the test. Note (2): The FE should select 4 items from the following:)		1 st attempt	2 nd attempt
a	Engine malfunctions, including governor failure, carburetor or engine icing and 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 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 and with reference to Appendix 9 C to Part-FCL, sections 3 and 4, including for ME helicopters: (a) Simulated engine failure at take-off: (1) Rejected take-off at or before TDP or safe forced landing at or before DPATO; (2) Shortly after TDP or DPATO. (b) Landing with simulated engine failure: (1) Landing or go-around following engine failure before LDP or DPBL; (2) 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 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

CONTENTS OF THE SKILL TEST

- (a) The area and route to be flown should be chosen by the FE and all low level and hover work should be at an adequate aerodrome or site. Routes used for section 3 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 consist of at least three legs, each leg of a minimum duration of 10 minutes. The skill test may be conducted in two flights.
- (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 authorised checklist or pilot operating handbook for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant is 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 helicopter used.

FLIGHT TEST TOLERANCE

- (c) The applicant should 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;
 - (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.
- (d) The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:
 - (1) height:
 - (i) normal forward flight ± 150 ft
 - (ii) with simulated major emergency ± 200 ft
 - (iii) hovering IGE flight ± 2 ft
 - (2) heading or tracking of radio aids:
 - (i) normal flight $\pm 10^\circ$
 - (ii) with simulated major emergency $\pm 15^\circ$
 - (3) speed:
 - (i) take-off approach $+ 15$ knots / $- 10$ knots
 - (ii) all other flight regimes ± 15 knots
 - (4) ground drift:
 - (i) take-off hover IGE ± 3 ft
 - (ii) landing no sideways or backwards movement