

TR SP(A) complex HPA - Issuance

Application for the issue of a type rating for single-pilot high-performance complex aeroplanes according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.740.A and Appendix 9

Please fill in the framed fields of the form, sign it and send it together with attachments to piloten@austrocontrol.at, or via FAX to +43 (0) 51703 1536, or by post to:

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

1 Type of application

I apply for the issue of the following

type rating for single-pilot high-performance complex aeroplanes

according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.740.A and Appendix 9.

2 Applicant

APPLICANT'S LICENCE NUMBER:

Form of address	Title	First Name(s)	Last Name(s)
<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>

Street	City	Postal code	Country
<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>

Telephone	E-Mail
<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>

Date of Birth (dd/mm/yyyy)	Place of Birth / Country	Citizenship
<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>

Place	Date	Signature of Applicant
<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>

3 Invoice accepted by / to be sent to

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

Company (name/address)	Signature
<div style="border: 1px solid black; height: 40px;"></div>	<div style="border: 1px solid black; height: 40px;"></div>

4 Confirmation of the theoretical training by the ATO

From (Date)	Until (Date)	HT/CTKI (or deputy, if applicable) (Name)	Approval Number
<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>	<div style="border: 1px solid black; height: 25px;"></div>

It is confirmed 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 HT/CTKI and Seal (optionally) of ATO

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APPLICANT'S LICENCE NUMBER:

5 Confirmation of the practical training by the ATO

From (Date)	Until (Date)	HT/CFI (or deputy, if applicable) (Name)	Approval Number
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

It is confirmed 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 HT/CFI and Seal (optionally) of ATO

Type:

Registration:

FSTD:

Training on controls in hours:

6 Summary of knowledge and flight experience

a) Medical certificate class 1 2 IR valid until:

b) Flight experience min. 200 hours:
thereof flight time as PIC on aeroplanes min. 70 hours:

c) ATPL(A) theory or high performance aeroplanes (HPA) course passed date:

d) Requirements for a multi-engine IR(A), as established in Part-FCL Subpart G, fulfilled date:

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

- Pilot's licence
- Logbook
- Certificate of HPA-course
- Certificate of MCC-course (only MPO)
- Record of Training or Certificate of Course Completion
- FSTD qualification certificate
- If the practical skill test was conducted by an examiner of a different member state: Copy of the examiner's licence
- If the training was performed in a different member state: Copy of the ATO approval
- If the aircraft training was conducted by a TRI of a different member state: Copy of the TRI's licence
- OSD (if applicable)
- If the base training was not performed under the responsibility of an ATO and without an exceptional approval: Abstract of the OM-D

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8 Conduct of the skill test

Applicant	First Name	Last Name	Licence Number						
	<input type="text"/>	<input type="text"/>	<input type="text"/>						
Type of operation	<input type="checkbox"/> SPO OR								
	<input type="checkbox"/> MPO: <input type="checkbox"/> PIC / <input type="checkbox"/> COPI OR								
	<input type="checkbox"/> SPO and MPO (In the case of application for both types of operation, the exercises, which have also been completed in single-pilot operation, have to be signed in the proficiency check report under "Section MPO/SPO".)								
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"/>							
FSTD if applicable	Class/Type/Variant	FSTD-ID	FSTD Operator/Location						
	<input type="text"/>	<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"/>	<input type="text"/>

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.

! For confirmation of the aircraft training please consider no. 12 of this form

9 Skill test report

Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes	Practical Training			ATPL/MPL/Type Rating Skill Test or Proficiency Check		
	Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECTION 1 - FLIGHT PREPARATION						
1.1	Performance calculation	OTD P				
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P			
1.3	Cockpit inspection	P →	→			
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P →	→		M	
1.5	Taxiing in compliance with ATC instructions or instructions of instructor	P →	→			
1.6	Before take-off checks	P →	→		M	

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Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes		Practical Training		ATPL/MPL/Type Rating Skill Test or Proficiency Check		
		Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/Procedures		FSTD	A			
3.2	Tuck under Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P →	→X An aeroplane shall not be used for this exercise		FFS only	
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	→			
3.4	Normal and abnormal operations of following systems:				M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0	Engine (if necessary propeller)	OTD P →	→			
3.4.1	Pressurisation and air conditioning	OTD P →	→			
3.4.2	Pitot/static system	OTD P →	→			
3.4.3	Fuel system	OTD P →	→			
3.4.4	Electrical system	OTD P →	→			
3.4.5	Hydraulic system	OTD P →	→			
3.4.6	Flight control and trim-system	OTD P →	→			
3.4.7	Anti-icing/de-icing system, glare shield heating	OTD P →	→			
3.4.8	Autopilot/flight director	OTD P →	→		M Single-Pilot only	
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P →	→			
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P →	→			
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P →	→			
3.4.12	Landing gear and brake	OTD P →	→			
3.4.13	Slat and flap system	OTD	→			
3.4.14	Auxiliary power unit (APU)	OTD P →	→			
Intentionally left blank						

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	Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/Procedures	FSTD	A			
3.8 Instrument flight procedures					
3.8.1* Adherence to departure and arrival routes and ATC instructions	P →	→		M	
3.8.2* Holding procedures	P →	→			
3.8.3* 3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure					
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).					
3.8.3.1* manually, without flight director	P →	→		M <small>(skill test only)</small>	
3.8.3.2* Manually, with flight director	P →	→			
3.8.3.3* With autopilot	P →	→			
3.8.3.4* Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 ft above aerodrome level until touchdown or through the complete missed approach procedure In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A), however not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.8.3.4.	P →	→		M	

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Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes	Practical Training		ATPL/MPL/Type Rating Skill Test or Proficiency Check		
	Manoeuvres/Procedures	Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A
FSTD		A			
<p>3.8.3.5* Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach after passing the outer marker (OM) within a distance of not more than 4 NM until touchdown or through the complete missed approach procedure</p> <p>In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.8.4. The go-around shall be initiated when reaching the published OCH/A; however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.8.3.4.</p>	P →	→		M	
<p>3.8.4* 2D operations down to the MDH/A</p>	P* →	→		M	
<p>3.8.5 Circling approach under the following conditions:</p> <p>a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by:</p> <p>b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude.</p> <p>Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</p>	P* →	→			

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	Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/Procedures	FSTD	A			
3.8.6 Visual approaches	P →	→			
SECTION 4 - MISSED APPROACH PROCEDURES					
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	P* →	→			
4.2 Go-around with all engines operating* from various stages during an instrument approach	P* →	→			
4.3 Other missed approach procedures	P* →	→			
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		M	
4.5 Rejected landing with all engines operating: - from various heights below DH/MDH; - after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P →	→			
SECTION 5 - LANDINGS					
5.1 Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P				
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P →	An aeroplane shall not be used for this exercise		FFS only	
5.3 Crosswind landings (aircraft, if practicable)	P →	→			
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats	P →	→			
5.5 Landing with critical engine simulated inoperative	P →	→		M	

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		Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/Procedures		FSTD	A			
5.6	Landing with two engines inoperative: - aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and - aeroplanes with four engines: two engines at one side	P	X		M FFS only <small>(skill test only)</small>	
<p>General remarks: Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations.</p> <p>SECTION 6 - ADDITIONAL AUTHORISATION ON A TYPE RATING FOR INSTRUMENT APPROACHES DOWN TO A DECISION HEIGHT OF LESS THAN 60 m (200 ft) - (CAT II/III)</p> <p>The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures, all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.</p>						
6.1*	Rejected take-off at minimum authorised runway visual range (RVR)	P* →	→X An aeroplane shall not be used for this exercise		M*	
6.2*	CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call-out procedures, mutual surveillance, information exchange and support) shall be observed	P →	→		M	
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.	P →	→		M*	
6.4*	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed	P →	→		M	
<p>Note: CAT II/III operations shall be performed in accordance with the applicable air operations requirements.</p>						

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	Manoeuvres/Procedures	Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
FSTD		A				
SECTION MPO/SPO - The following exercises have been performed in SPO additionally (fill in only if MPO and SPO are intended to be achieved)^{1*}						
3.4.12 Landing gear and brake	OTD P →	→				
3.4.13 Slat and flap system	OTD	→				
3.4.14 Auxiliary power unit (APU)	OTD P →	→				
3.8.3.4* Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 ft above aerodrome level until touchdown or through the complete missed approach procedure In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A), however not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.8.3.4.	P →	→		M		
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		M		
5.5 Landing with critical engine simulated inoperative	P →	→		M		

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RESULTS OF THE TEST SECTIONS							
„P“ - passed „F“ - failed	1	2	3	4	5	6	Section MPO/SPO (if applicable)**
REMARKS (if any)							

** Fill in only if MPO and SPO are intended to be achieved. Otherwise the field should be deleted.

10 Result of the skill test

PASSED

PARTIALLY PASSED

FAILED

Signature of Examiner

Signature of Applicant

11 Guidelines for the conduct of the skill test

PASS MARKS

In the case of multi-pilot and single-pilot high performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing 5 or fewer items shall take the failed items again. Failure in any item on the re-test or re-check, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If applicants only fail or do not take Section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, applicants shall pass the Section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

Applicants 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 never in doubt;
- understand and apply crew coordination and incapacitation procedures, if applicable; and
- communicate effectively with the other crew members, if applicable.

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The following limits shall apply, which can be corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height		Tracking	
Generally	± 100 ft	On radio aids	± 5°
Starting a go-around at decision height/altitude	+ 50 ft / - 0 ft	For „angular“ deviations	Half_scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
minimum descent height/MAPt/altitude	+ 50 ft / - 0 ft	2D (LNAV) and 3D (LNAV/VNAV) “linear” lateral deviations	Cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
-	-	3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	Not more than -75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1000 ft 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°

CONTENTS OF THE SKILL TEST/PROFICIENCY CHECK

a) The following symbols mean:

- P Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable
- OTD Other training devices may be used for this exercise
- X An FFS shall be used for this exercise; 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 up to any higher equipment level shown by the arrow →

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

- A aeroplane
- FFS full-flight simulator
- FSTD flight simulator training device

c) The starred items (*) shall be flown solely by reference to instruments.

d) Where the letter ‘M’ appears in the skill test or proficiency check column, this indicates that the exercise is mandatory or a choice of exercises where more than one exercise appears in the “Manoeuvres/Procedures” column.

e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following shall be considered when approving such a course:

- i) the qualifications of the instructors;
- ii) the qualification and the amount of training provided on the course in an FSTD; and
- iii) the qualifications and previous experience on similar types of the pilots under training.

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- f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high-performance complex aeroplanes in multi-pilot operations.
- g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single-pilot operations.
- h) In the case of single-pilot high-performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.
- i) In the case of a restricted type rating issued in accordance with FCL.720.A(e), applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.
- j) 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.

12 Confirmation of the successfully completed aircraft training

APPLICANT'S LICENCE NUMBER:

Aircraft training was conducted on an aeroplane as follows:

6 landings for initial SP(A) complex HPA rating

4 landings for further SP(A) complex HPA ratings with > 500 SP(A) hours

Type:

Registration mark:

Number of landings:

Time on controls:

Aerodromes:

Date:

Instructor

First name / Last name

Licence number

Location / Date

Signature of instructor

ATO

(If not applicable, please fill out form FO_LFA_ACW_091 "Exemption request - aircraft training outside an ATO according to Article 71 of Regulation (EU) 2018/1139")

Name

Approval number

Head of Training (Name)

Licence number

Location / Date

Signature of Head of Training and Seal of ATO