

CPL(H) - Issuance after integrated CPL(H) course

Application for the issue of a CPL(H) licence after completion of a CPL(H) integrated course according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Appendix 3 J.

Please fill in the framed fields of the form, sign it and send it together with attachments to pilots@austrocontrol.at, or via FAX to +43 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 a Commercial Pilot Licence CPL(H) after having completed a CPL(H) integrated course according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Appendix 3 J.

2 Applicant

| | | | |
|----------------------|----------------------|----------------------|----------------------|
| Form of address | Title | First Name(s) | Last Name(s) |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

| | | | |
|----------------------|----------------------|----------------------|----------------------|
| Street | City | Postal code | Country |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

| | |
|----------------------|----------------------|
| Telephone | E-Mail |
| <input type="text"/> | <input type="text"/> |

| | | |
|----------------------|----------------------|----------------------|
| Date of Birth | Place of Birth | Citizenship |
| <input type="text"/> | <input type="text"/> | <input type="text"/> |

| | | |
|----------------------|----------------------|------------------------|
| Place | Date | Signature of Applicant |
| <input type="text"/> | <input type="text"/> | <input type="text"/> |

3 Invoice accepted by / to be sent to

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

| | |
|------------------------|----------------------|
| Company (name/address) | Signature |
| <input type="text"/> | <input type="text"/> |

4 Confirmation of the successfully passed theoretical knowledge examination

The applicant hereby confirms that the theoretical examination was passed successfully according to Commission Regulation (EU) No 1178/2011 Annex I Subpart D.

Signature of Applicant

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 hereby confirmed that the training was performed in compliance with the provision of Part-FCL and the approved training manuals, and that the applicant possesses all relevant practical knowledge and skills to take the skill test on the following class/type:

Signature of HT/CFI and, if available, seal of the ATO

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

a) Medical certificate class 1 valid until:

b) Radiotelephony certificate Date of issue:

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Flight experience and training

| | | |
|------------------------------------------|-----------------|----------------------|
| c) Total number of flight training hours | min. 135 hours: | <input type="text"/> |
| c.i) thereof dual instruction | min. 85 hours: | <input type="text"/> |
| c.i.1) thereof VFR and may include | max. 75 hours: | <input type="text"/> |
| helicopter FFS level C/D | max. 30 hours: | <input type="text"/> |
| helicopter FTD 2,3 | max. 25 hours: | <input type="text"/> |
| helicopter FNPT II/III | max. 20 hours: | <input type="text"/> |
| aircraft or TMG | max. 20 hours: | <input type="text"/> |
| c.i.2) thereof IFR and may include | max. 10 hours: | <input type="text"/> |
| helicopter FNPT I or an aircraft | max. 5 hours: | <input type="text"/> |

If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.

| | | |
|----------------------------------------------------------|----------------|----------------------|
| c.ii.) thereof as PIC | min. 50 hours: | <input type="text"/> |
| c.ii.1) thereof as SPIC | max. 35 hours: | <input type="text"/> |
| c.ii.2) thereof solo during the day | min. 14 hours: | <input type="text"/> |
| c.ii.3) thereof solo during the night | min. 1 hour: | <input type="text"/> |
| c.iii) thereof dual instruction on cross country flights | min. 10 hours: | <input type="text"/> |
| c.iv) thereof as PIC on cross-country flights | min. 10 hours: | <input type="text"/> |
| d) Night rating completed | Date: | <input type="text"/> |

Cross-country flight as PIC

| | | | | |
|--------------------------------------------------|----------------------------|---------------------------|----------------------------|-----------------------------|
| Leg 1 | Date: <input type="text"/> | Dep: <input type="text"/> | Dest: <input type="text"/> | Km/NM: <input type="text"/> |
| Leg 2 | Date: <input type="text"/> | Dep: <input type="text"/> | Dest: <input type="text"/> | Km/NM: <input type="text"/> |
| Leg 3 (optional) | Date: <input type="text"/> | Dep: <input type="text"/> | Dest: <input type="text"/> | Km/NM: <input type="text"/> |
| Total (min. 185 km/100 NM great circle distance) | | | | <input type="text"/> |

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

- If applicable: Residential registration form
- Identity card or passport
- Application form (form 096) and protocol of the language proficiency examination (if not already submitted by LPE)
- Medical certificate (Licencing authority: Austria)
- If the training was performed in a different member state: Copy of the ATO approval
- If the practical skill test was conducted by an examiner of a different member state: Copy of the examiner's licence
- Radio telephony licence
- Certificate of the theoretical knowledge examination
- Logbook

8 Conduct of the skill test

| | | | | | | | | | |
|--------------------------|-----------------------------------------------------------|-----------|------------------|-----------------|---------------------------|--------------|---------------------|-------------|----------|
| Applicant | First Name | Last Name | | | | | | | |
| Examiner | First Name | Last Name | | Examiner Number | Seat occupied | | | | |
| Aircraft | 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 |
| <input type="checkbox"/> | Validity of medical certificate checked before skill test | | | | | | Examiner's initials | | |

9 Skill test report

| SECTION 1 - PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES | | 1st attempt | 2nd attempt |
|--------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|
| a | Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather | | |
| b | Pre-flight inspection/action, location of parts and purpose | | |
| c | Cockpit inspection, starting procedure | | |
| d | Communication and navigation equipment checks, selecting and setting frequencies | | |
| e | Pre-take-off procedure, R/T procedure, ATC liaison-compliance | | |
| f | Parking, shutdown and post-flight procedure | | |
| SECTION 2 - Hover manoeuvres, advanced handling and confined areas | | 1st attempt | 2nd attempt |
| a | Take-off and landing (lift-off and touchdown) | | |
| b | Taxi, hover taxi | | |
| c | Stationary hover with head/cross/tail wind | | |
| d | Stationary hover turns, 360° left and right (spot turns) | | |
| <i>SECTION 2 CONTINUES</i> | | | |

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| <i>SECTION 2 (CONTINUED)</i> | | | |
|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|
| e | Forward, sideways and backwards hover manoeuvring | | |
| f | Simulated engine failure from the hover | | |
| g | Quick stops into and downwind | | |
| h | Sloping ground/unprepared sites landings and take-offs | | |
| i | Take-offs (various profiles) | | |
| j | Crosswind, 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/heights, map reading | | |
| b | Altitude/height, speed, heading control, observation of airspace, altimeter setting | | |
| c | Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re- establishment of correct track, instrument monitoring | | |
| d | Observation of weather conditions, diversion planning | | |
| e | Tracking, positioning (NDB and/or VOR), identification of facilities | | |
| f | ATC liaison and observance of regulations, etc. | | |
| SECTION 4 - FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS | | 1st attempt | 2nd attempt |
| a | Level flight, control of heading, altitude/height and speed | | |
| b | Rate 1 level turns onto specified headings, 180° to 360° left and right | | |
| c | Climbing and descending, including turns at rate 1 onto specified headings | | |
| d | Recovery from unusual attitudes | | |
| e | Turns with 30° bank, turning up to 90° left and right | | |

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| SECTION 5 - Abnormal and Emergency procedures (simulated where appropriate) | | 1st attempt | 2nd attempt |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|
| <i>Note (1):</i> Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single-engine approach and landing, shall be included in the test. | | | |
| <i>Note (2):</i> The FE shall select 4 items from the following: | | | |
| a | Engine malfunctions, including governor failure, carburettor/engine icing, 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 and/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, including for multi-engine helicopters: Simulated engine failure at take-off: rejected take-off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO. Landing with simulated engine failure: landing or go-around following engine failure before LDP or DPBL, following engine failure after LDP or safe forced landing after DPBL. | | |

| RESULTS OF THE SKILL TEST SECTIONS | | | | | | |
|------------------------------------|---|---|---|---|---|--|
| | 1 | 2 | 3 | 4 | 5 | |
| „P“ - passed | | | | | | |
| „F“ - failed | | | | | | |
| REMARKS (if any) | | | | | | |
| | | | | | | |

10 Result of the skill test

PASSED
 PARTIALLY PASSED
 FAILED

Signature of Examiner

Signature of Applicant

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11 Language Proficiency Examination German Level 6

Language proficiency German according to CAN FCL 7 verified by LPE/LPLE/flight examiner

| | |
|----------------------|----------------------|
| Name | Place |
| <input type="text"/> | <input type="text"/> |
| Date | Signature |
| <input type="text"/> | <input type="text"/> |

German Level 6 (informal examination only for German native speakers)

Note: Applicants whose mother-tongue level is not ascertainable beyond doubt have to pass an examination with an LTB based on a certified method of assessment.

12 Guidelines for the conduct of the CPL(H) skill test - Part-FCL Appendix 4

CONTENTS OF THE SKILL TEST

- (a) The helicopter used for the skill test shall meet the requirements for training helicopters.
- (b) The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.
- (c) The applicant shall 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; and
 - (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.

FLIGHT TEST TOLERANCES

- (d) The following limits shall apply, which can be corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:
 - (1) height
 - (i) normal flight ± 100 ft
 - (ii) simulated major emergency ± 150 ft
 - (2) tracking on radio aids $\pm 10^\circ$
 - (3) heading
 - (i) normal flight $\pm 10^\circ$
 - (ii) simulated major emergency $\pm 15^\circ$
 - (4) speed
 - (i) take-off and approach multi-engine ± 5 knots
 - (ii) all other flight regimes ± 10 knots
 - (5) ground drift
 - (i) T.O. hover I.G.E. ± 3 ft
 - (ii) landing no sideways or backwards movement

CONTENT OF THE TEST

- (e) Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.