

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 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)
Street	City	Postal code	Country
Telephone	E-Mail		
Date of Birth	Place of Birth	Citizenship	
Place	Date	Signature of Applicant	

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 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

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:

c.i) thereof dual instruction

min. 85 hours:

c.i.1) thereof VFR and may include

max. 75 hours:

helicopter FFS level C/D

max. 30 hours:

helicopter FTD 2,3

max. 25 hours:

helicopter FNPT II/III

max. 20 hours:

aircraft or TMG

max. 20 hours:

c.i.2) thereof IFR and may include

max. 10 hours:

helicopter FNPT I or an aircraft

max. 5 hours:

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:

c.ii.1) thereof as SPIC

max. 35 hours:

c.ii.2) thereof solo during the day

min. 14 hours:

c.ii.3) thereof solo during the night

min. 1 hour

c.iii) thereof dual instruction on cross country flights

min. 10 hours:

c.iv) thereof as PIC on cross-country flights

min. 10 hours:

d) Night rating completed

Date:

Cross-country flight as PIC

Leg 1

Date:

Dep:

Dest:

Km/NM:

Leg 2

Date:

Dep:

Dest:

Km/NM:

Leg 3

(optional)

Date:

Dep:

Dest:

Km/NM:

Total (min. 185 km/100 NM great circle distance)

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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
- Radio telephony licence
- Logbook
- Identity card or passport
- Certificate of the theoretical knowledge examination
- 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

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)	
☐ 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)		
SECTION 2 CONTINUES			

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SECTION 2 (CONTINUED)			
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
Note (1): 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.			
Note (2): 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						
„P“ - passed „F“ - failed	1	2	3	4	5	
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

Date

Signature

☐ 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.