

CR/TR SP(A), except high-performance complex aeroplanes - Revalidation/Renewal

Application for revalidation/renewal of a class or type rating for single-pilot aeroplanes, except for high performance complex aeroplanes, according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.625, FCL.740, FCL.740.A and Appendix 9

Please fill in the framed fields of the form, sign it and send it together with attachments to:

AUSTRO CONTROL GmbH, Aviation Agency, Department LSA/PEL/Licensing, Wagramer Straße 19, 1220 Vienna, Austria

1 Type of Application

I apply for the

Revalidation

Renewal

of the rating for the

VFR

IR

according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.625, FLC.740, FCL.740.A and Appendix 9.

2 Applicant

APPLICANT'S LICENCE NUMBER:

Title First Name Last Name

Street Place Postal Country

Telephone Fax 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 FI/CRI (fill in only in case of renewal)

Instructor (The FI/CRI conducting the training confirms fit for prof. check)

First name / Last name

Licence number

Location / Date

Signature of instructor

5 Confirmation of the renewal training by the ATO (fill in only in case of renewal)

From (Date)

Until (Date)

Head of Training (Name)

ATO (Approval Number)

The Head of Training confirms that the renewal training was performed in compliance with Part-FCL and the approved training manuals and that the applicant possesses all relevant theoretical knowledge and skills for the rating reendorsement.

Signature of Head of Training and Seal of ATO

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6 Flight experience for the revalidation of the rating (fill in only in case of revalidation)

During the period of validity of the rating, the applicant fulfilled at least:

- 10 route sectors as pilot of the relevant class or type of aeroplane (except SE class ratings) **or**
- 1 route sector as pilot of the relevant class or type of aeroplane or FFS, flown with an examiner (except SE class ratings) (this route sector may be flown during the proficiency check)

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

- In case of revalidation: examiner authorisation, licence and medical certificate of the examiner (only if not an austrian examiner!)
- In case of renewal: examiner authorisation, licence and medical certificate of the examiner (only if not an austrian examiner!) and the ATO certificate (only if not an austrian ATO!)

8 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		
FSTD if applicable	Class/Type/Variant	FSTD-ID	FSTD Operator/Location	
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

9 Proficiency check report

Single-Pilot aeroplanes, except for high performance complex aeroplanes	Practical training				Class or Type Rating Skill Test/Prof. Check	
	Practical training performed in			Instructor initials when training completed	Chkd in	Examiner initials when test completed
Manoeuvres/Procedures	FTD	FFS	A		FFS A	
SECTION 1 - DEPARTURE						
1.1 Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM						
1.2 Pre-start checks						
1.2.1 External	P#		P			
1.2.2 Internal			P		M	

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	Practical training performed in				Chkd in	Examiner initials when test completed
Manoeuvres/Procedures	FTD	FFS	A	FFS A		
1.3 Engine starting: Normal Malfunctions	P →	→	→		M	
1.4 Taxiing		P→	→		M	
1.5 Pre-departure checks: Engine run-up (if applicable)	P→	→	→		M	
1.6 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		P→	→		M	
1.7 Climbing: Vx/Vy Turns onto headings Level off		P→	→		M	
1.8 ATC liaison - Compliance, R/T procedure						
SECTION 2 - AIRWORK (VMC)						
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)		P→	→			
2.2 Steep turns (360° left and right at 45° bank)		P →	→		M	
2.3 Stalls and recovery: i) Clean stall ii) Approach to stall in descending turn with bank with approach configuration and power iii) Approach to stall in landing configuration and power iv) Approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplane only)		P →	→		M	
2.4 Handling using autopilot and flight director (may be conducted in section 3) if applicable		P →	→		M	

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Manoeuvres/Procedures	FTD	FFS	A		FFS A	
2.5 ATC liaison - Compliance, R/T procedure						
SECTION 3A - EN-ROUTE PROCEDURES VFR (see CONTENTS c) and d))						
3A.1 Flight plan, dead reckoning and map reading						
3A.2 Maintenance of altitude, heading and speed						
3A.3 Orientation, timing and revision of ETAs						
3A.4 Use of radio navigation aids (if applicable)						
3A.5 Flight management (flight log, routine checks including fuel, systems and icing)						
3A.6 ATC liaison - Compliance, R/T procedure						
SECTION 3B - INSTRUMENT FLIGHT						
3B.1* Departure-IFR		P→	→		M	
3B.2* En-route IFR		P→	→		M	
3B.3* Holding procedures		P→	→		M	
3B.4* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)		P→	→		M	
3B.5* 2D operations to MDH/A		P→	→		M	
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: rate 1 turns, recoveries from unusual attitudes	P→	→	→		M	
3B.7* Failure of localizer or glideslope	P→	→	→			

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	Manoeuvres/Procedures	FTD	FFS		A	Chkd in FFS A
3B.8* ATC liaison - Compliance, R/T procedure						
Intentionally left blank						
SECTION 4 - ARRIVAL AND LANDINGS						
4.1 Aerodrome arrival procedure		P→	→		M	
4.2 Normal landing		P→	→		M	
4.3 Flapless landing		P→	→		M	
4.4 Crosswind landing (if suitable conditions)		P→	→			
4.5 Approach and landing with idle power from up to 2000' above the runway (single-engine aeroplane only)		P→	→			
4.6 Go-around from minimum height		P→	→		M	
4.7 Night go-around and landing (if applicable)	P→	→	→			
4.8 ATC liaison - Compliance, R/T procedure						
SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES (This section may be combined with sections 1 through 4)						
5.1 Rejected take-off at a reasonable speed		P→	→		M	
5.2 Simulated engine failure after take-off (single-engine aeroplanes only)			P		M	
5.3 Simulated forced landing without power (single-engine aeroplanes only)			P		M	
5.4 Simulated emergencies: i) fire or smoke in flight, ii) systems' malfunctions as appropriate	P→	→	→			
5.5 Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft)	P→	→	→			
5.6 ATC liaison - Compliance, R/T procedure						

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	Manoeuvres/Procedures	FTD	FFS		A	Chkd in FFS A
SECTION 6 - SIMULATED ASYMMETRIC FLIGHT						
6.1* (This section may be combined with sections 1 through 5) Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)	P→	→	→ X		M	
6.2* Asymmetric approach and go-around	P→	→	→		M	
6.3* Asymmetric approach and full stop landing	P→	→	→		M	
6.4 ATC liaison - Compliance, R/T procedure						

RESULTS OF THE TEST SECTIONS						
	1	2	3	4	5	6
„P“ - passed						
„F“ - failed						
REMARKS (if any)						

10 Result of the proficiency check

PASSED PARTIALLY PASSED FAILED

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

Signature of Examiner

Signature of Applicant

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11 Guidelines for the conduct of the proficiency check

PASS MARKS

In the case of single-pilot aeroplanes, with the exception of for single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or 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 or check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test or check again. For single-pilot multi-engine aeroplanes, section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.

FLIGHT TEST TOLERANCE

The applicant 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 always assured;
- understand and apply crew coordination and incapacitation procedures, if applicable; and
- communicate effectively with the other crew members, if applicable.

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

Height		Tracking	
Generally	± 100 feet	On radio aids	± 5°
Starting a go-around at decision height/altitude	+ 50 feet / - 0 feet	For „angular“ deviations	half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
Minimum descent height/MAP/altitude	+ 50 feet / - 0 feet	2D (LNAV) and 3D (LNAV/VNAV) „linear“ lateral deviations	Cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
		3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	Not more than - 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1000 feet 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°

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CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

a) The following symbols mean:

- P Trained as PIC or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF)
- X Flight simulators shall be used for this exercise, if available, 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 on any higher level of equipment shown by the arrow →

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

- A Aeroplane
- FFS Full Flight Simulator
- FTD Flight Training Device (including FNPT II for ME class rating)

c) The starred (*) items of section 3B and, for multi-engine, section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.

d) Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required of section 3B is completed.

e) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

f) An FFS or an FNPT II shall be used for practical training for type or multi-engine class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:

- i) the qualification of the FFS or FNPT II as set out in the relevant requirements of Part-ARA and Part-ORA;
- ii) the qualifications of the instructors;
- iii) the amount of FFS or FNPT II training provided on the course; and
- iv) the qualifications and previous experience on similar types of the pilot under training.

g) When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.

h) 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.