ATPL(A) - Conversion

Application for the conversion of an Airline Transport Pilot Licence ATPL(A)
according to Commission Regulation (EU) No 1178/2011 Article 8

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/Licencing, Wagramer Straße 19, 1220 Vienna, Austria

1 Type of application

I apply for the conversion of an Airline Transport Pilot Licence ATPL(A) acc. to Commission Regulation (EU) No 1178/2011 Article 8, after having successfully completed a skill test in accordance with FCL.520.A.

2 Applicant

APPLICANT'S LICENCE NUMBER:

Title | First Name | Last Name

Street | Place | Postal | Country

Telephone | E-Mail

Date of Birth | Place of Birth / Country | Citizenship

Place | Date | Signature of Applicant

The applicant confirms hereby that all information is complete and correct. He also confirms that he has no further licences, issued according to Commission Regulation (EU) No 1175/2011 and has not applied for a conversion in any other EASA Member State.

3 Summary of knowledge and flight experience before test

General requirements

Medical certificate Class 1	valid until:

Flight experience

	state actual time (or n/a - if applicable)
a) Total flight experience	min. 1500 hours:
thereof on FFS or FNPT	max. 100 hours:
thereof on FNPT	max. 25 hours:
b) Experience in multi-pilot operations	min. 500 hours:
c) Flight experience as PIC or	min. 250 hours:
d) Flight experience as PICUS or	min. 500 hours:
e) Flight experience as PIC and PICUS	
e.i) thereof as PIC	min. 70 hours:
e.ii) thereof as PICUS	difference to 250 hours:
f) Flight experience on cross-country flights	min. 200 hours:
thereof as PIC or PICUS	min. 100 hours:

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	state actual time (or n/a - if applicable)
g) Instrument time	min. 75 hours:
thereof instrument ground time	max. 30 hours:
h) Night flight time as PIC or co-pilot	min. 100 hours:
i) Flight experience as pilot in that type to be accepted (according to Annex III C.)	min. 500 hours:

4 Confirmation of the successfully passed ATPL(A) theoretical examination (to be filled out by the competent authority)

Name and signature of the responsible official	Date and seal of the competent authority

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

- foreign licence
- foreign medical certificate
- verification letter
- medical certificate Class 1
- all pilot logbooks (original)
- 1 passport picture (original)
- acceptance of radio telephony (R/T) privileges
- Language proficiency - application for a language proficiency endorsment (see form no. 313)
- Application for the designation of a flight examiner for the conduct of the ATPL(A) skill test

6 Conduct of the ATPL(A) skill test as PIC of a multi-pilot aeroplane

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

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7 Skill test report

Note: According to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.520.A the ATPL(A) skill test shall be passed as PIC of a multi-pilot aeroplane under IFR, and the ability to perform the relevant procedures and manoeuvres with the competency appropriate to the privileges granted shall be demonstrated.

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	Chkd in	Examiner initials when test completed
		OTD	FTD	FFS	A		FFS A	
SECTION 1 - FLIGHT PREPARATION								
1.1	Performance calculation	P						
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	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 air traffic control or instructions of instructor			P →	→			
1.6	Before take-off checks		P →	→	→		M	
SECTION 2 - TAKE-OFFS								
2.1	Normal take-offs with different flap settings, including expedited take-off			P →	→			
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			P →	→			
2.3	Crosswind take-off			P →	→			
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)			P →	→			
2.5	Take-offs with simulated engine failure:							
2.5.1*	shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. 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 shortly after reaching V2)			P →	→			
2.5.2*	between V1 and V2			P	X		M FFS only	
2.6	Rejected take-off at a reasonable speed before reaching V1			P →	→X		M	

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Manoeuvres/Procedures	Practical training performed in				Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES							
3.1 Turns with and without spoilers			P →	→			
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P →	→X An aircraft may not be used for this exercise			
3.3 Normal operation of systems and controls engineer's panel	P →	→	→	→			
3.4 Normal and abnormal operations of following systems:						M	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0 Engine (if necessary propeller)	P →	→	→	→			
3.4.1 Pressurisation and air conditioning	P →	→	→	→			
3.4.2 Pitot/static system	P →	→	→	→			
3.4.3 Fuel system	P →	→	→	→			
3.4.4 Electrical system	P →	→	→	→			
3.4.5 Hydraulic system	P →	→	→	→			
3.4.6 Flight control and Trimsystem	P →	→	→	→			
3.4.7 Anti-icing/de-icing system, Glare shield heating	P →	→	→	→			
3.4.8 Autopilot/Flight director	P →	→	→	→		M Single-Pilot only	
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P →	→	→	→			
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder		P →	→	→			
3.4.11 Radios, navigation equipment, instruments, flight management system	P →	→	→	→			
3.4.12 Landing gear and brake	P →	→	→	→			
3.4.13 Slat and flap system	P →	→	→	→			
3.4.14 Auxiliary power unit	P →	→	→	→			
3.6 Abnormal and emergency procedures:						M	A mandatory min. of 3 items shall be selected from 3.6.1 to 3.6.9 incl.

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Manoeuvres/Procedures	Practical training performed in				Instructor initials when training completed	Chkd in	Examiner initials when test completed
	OTD	FTD	FFS	A		FFS A	
3.6.1 Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation		P →	→	→			
3.6.2 Smoke control and removal		P →	→	→			
3.6.3 Engine failures, shutdown and restart at a safe height		P →	→	→			
3.6.4 Fuel dumping (simulated)		P →	→	→			
3.6.5 Wind shear at take-off/landing			P	X		FFS only	
3.6.6 Simulated cabin pressure failure/emergency descent			P →	→			
3.6.7 Incapacitation of flight crew member		P →	→	→			
3.6.8 Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual		P →	→	→			
3.6.9 ACAS event	P →	→	→	An aircraft may not be used		FFS only	
3.7 Steep turns with 45° bank, 180° to 360° left and right		P →	→	→			
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P →	→			
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	X			
3.9 Instrument flight procedures							
3.9.1* Adherence to departure and arrival routes and ATC instructions		P →	→	→		M	
3.9.2* Holding procedures		P →	→	→			
3.9.3* 3D operations to DH/A of 200 feet (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 3.9.3.1 in case of such AFM limitation).							
3.9.3.1* manually, without flight director			P →	→		M (skill test only)	
3.9.3.2* manually, with flight director			P →	→			

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	OTD	FTD	FFS	A		FFS A	
3.9.3.3* with autopilot			P →	→			
3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 feet 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 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above 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 3.9.3.4.			P →	→		M	
3.9.4* 2D operations down to the MDH/A			P* →	→		M	
3.9.5 Circling approach under following conditions: 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: 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. Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.			P* →	→			

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	OTD	FTD	FFS	A		FFS A	
SECTION 4 - MISSED APPROACH PROCEDURES							
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height			P* →	→			
4.2 Other missed approach procedures			P* →	→			
4.3* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P* →	→		M	
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around			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 aircraft may not be used for this exercise			
5.3 Crosswind landings (a/c, 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	
5.6 Landing with two engines inoperative: - aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM, - aeroplanes with 4 engines: 2 engines at one side			P	X		M FFS only (skill test only)	
General remarks: Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. CAT II/III operations.							
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)							
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.							
6.1* Rejected take-off at minimum authorised RVR			P* →	→ X An aeroplane may not be used for this exercise		M*	

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	OTD	FTD	FFS	A		FFS A	
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	
Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.							

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

9 Result of the skill test

☐ PASSED ☐ PARTIALLY PASSED ☐ FAILED

Signature of Examiner

Signature of Applicant

10 Guidelines for the conduct of the skill test

PASS MARKS

In the case of multi-pilot and single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. Failure of more than five items will require the applicant to take the entire test or check again. Any applicant failing five or less 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 at a previous attempt will require the applicant to take the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does 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, the applicant shall pass the section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

The applicant shall demonstrate the ability to:

a) operate the aeroplane within its limitations;
b) complete all manoeuvres with smoothness and accuracy;
c) exercise good judgement and airmanship;
d) apply aeronautical knowledge;
e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is always assured;
f) understand and apply crew coordination and incapacitation procedures, if applicable and
g) 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	+ 50 feet / - 0 feet	For „angular“ deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
minimum descent height/alt.	+ 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 Baro-VNAV)	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°

CONTENTS OF THE SKILL TEST/PROFICIENCY CHECK

a) The following symbols mean:
   - P Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.
   - X Simulators shall be used for this exercise, if available; otherwise an aircraft 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
   - FTD Flight Training Device
   - OTD Other Training Device

c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

d) Where the letter ‘M’ appears in the skill test or proficiency check column this will indicate the mandatory exercise.

e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:
   i) the qualification of the FFS or FNPT II;
   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.

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, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

i) In case of a restricted type rating issued in accordance with FCL.720.A(e), the 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.