IR(A) - Issuance/Extension

Application for the issue of an instrument rating for aeroplanes according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart G and extension of the IR privileges

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 an instrument rating for single-engine aeroplanes
- ☐ issue of an instrument rating for multi-engine aeroplanes
- ☐ extension of the privileges of the instrument rating from single- to multi-engine aeroplanes

according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Appendix 6 A.

2 Applicant

APPLICANT'S LICENCE NUMBER:

Form of address	Title	First Name(s)	Last Name(s)
Mrs/Ms			

Street	City	Postal code	Country

Telephone	E-Mail

Date of Birth (dd/mm/yyyy)	Place of Birth / Country	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 G.

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

IR(A) - Issuance/Extension

Application for the issue of an instrument rating for aeroplanes according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart G and extension of the IR privileges

APPLICANT'S LICENCE NUMBER:

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

Pre-entry requirements

a) Medical certificate ☐ 1 ☐ 2/IR — valid until:

b) Radiotelephony licence (incl. IR privileges) (add, if not submitted already) — date of issue:

c) Language proficiency English min. level 4 (add, if not submitted already) — passed (date):

d) Flight experience as PIC on cross-country flights — min. 50 hours:

Training for the initial issue of an instrument rating for single-engine aeroplanes

e) Number of hours IR flight instruction — min. 50 hours:

e.i) thereof on FNPT I — max. 20 hours:

e.ii) thereof on FNPT II or FFS — max. 35 hours:

Training for the initial issue of an instrument rating for multi-engine aeroplanes

f) Number of hours IR flight instruction — min. 55 hours:

f.i) thereof on FNPT I — max. 25 hours:

f.ii) threof on FNPT II or FFS — max. 40 hours:

Training for the extension of an instrument rating from single to multi-engine aeroplanes

g) Number of hours IR flight instruction — min. 5 hours:

thereof on FNPT II or FFS — max. 3 hours:

Credits according to Part-FCL Appendix 6 A.

☐ h) Holder of a CPL(A) license — max. 10 hours:

☐ i) Basic instrument flight training module completed (attach certificate) — max. 10 Stunden:

☐ j) Holder of an IR(H) — training course reduced to (min. 10 hours):

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

- Pilot logbook (relevant pages)
- Pilot's licence
- Medical certificate (Licencing authority: Austria)
- Certificate of the theoretical knowledge examination
- 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

IR(A) - Issuance/Extension

Application for the issue of an instrument rating for aeroplanes according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart G and extension of the IR privileges

8 Conduct

Applicant	First Name	Last Name	Licence Number	
Examiner	First Name	Last Name	Examiner Number	Seat occupied
Aircraft	Class/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

☐ Validity of medical certificate checked before skill test

Examiner's initials

9 Skill Test Report

SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections		1st attempt	2nd attempt
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance		
b	Use of Air Traffic Services document, weather document		
c	Preparation of ATC flight plan, IFR flight plan/log		
d	Identification of the required navaids for departure, arrival and approach procedures		
e	Pre-flight inspection		
f	Weather Minima		
g	Taxiing		
h	PBN departure (if applicable): - Check that the correckt procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the departure chart.		
i	Pre-take-off briefing, Take-off		
j(°)	Transition to instrument flight		
k(°)	Instrument departure procedures, including PBN departures, and altimeter setting		
l(°)	ATC liaison - compliance, R/T procedures		
SECTION 2 - GENERAL HANDLING(°)		1st attempt	2nd attempt
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim		
b	Climbing and descending turns with sustained Rate 1 turn		
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns		
d(*)	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration - only applicable to aeroplanes		
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes - only applicable to aeroplanes		

IR(A) - Issuance/Extension

Application for the issue of an instrument rating for aeroplanes according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart G and extension of the IR privileges

APPLICANT'S LICENCE NUMBER:

SECTION 3 - EN-ROUTE-IFR-PROCEDURES(°)		1st attempt	2nd attempt
a	Tracking, including interception, e.g. NDB, VOR, or track between waypoints		
b	Use of navigation system and radio aids		
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique		
d	Altimeter settings		
e	Timing and revision of ETAs (en-route hold, if required)		
f	Monitoring of flight progress, flight log, fuel usage, systems' management		
g	Ice protection procedures, simulated if necessary		
h	ATC liaison - compliance, R/T procedures		
SECTION 3a - ARRIVAL PROCEDURES		1st attempt	2nd attempt
a	Setting and checking of navigational aids, if applicable		
b	Arrival procedures, altimeter checks		
c	Altitude and speed constraints, if applicable		
d	PBN arrival (if applicable): - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the arrival chart.		
SECTION 4(°) – 3D Operations (++)		1st attempt	2nd attempt
a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.		
B	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities		
c(+)	Holding procedure		
d	Compliance with published approach procedure		
e	Approach timing		
f	Altitude, speed heading control (stabilized approach)		
g(+)	Go-around action		
h(+)	Missed approach procedure/landing		
i	ATC liaison - compliance, R/T procedures		

APPLICANT'S LICENCE NUMBER:

SECTION 5(°) - 2D OPERATIONS(++)		1st attempt	2nd attempt
a	Setting and checking of navigational aids For RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.		
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities		
c(+)	Holding procedure		
d	Compliance with published approach procedure		
e	Approach timing		
f	Altitude/Distance to MAPT, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable		
g(+)	Go-around action		
h(+)	Missed approach procedure/landing		
i(+)	ATC liaison - compliance, R/T procedures		
SECTION 6 - FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) (°)		1st attempt	2nd attempt
a	Simulated engine failure after take-off or on go-around		
b	Approach, go-around and procedural missed approach with one engine inoperative		
c	Approach and landing with one engine inoperative		
d	ATC liaison - compliance, R/T procedures		

(°) Must be performed by sole reference to instruments
(*) May be performed in an FFS, FTD 2/3 or FNPT II
(+) May be performed in either Section 5 or Section 6
(++) To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

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

10 Skill Test Result

☐ PASSED ☐ PARTIALLY PASSED ☐ FAILED

Signature of Examiner

Result acknowledged - Signature of Applicant

11 Guidelines for the conduct of the skill test

(1) An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test which shall be appropriately equipped for the training and testing purposes.

(2) An applicant shall pass all the relevant sections of the skill test. 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 again. An applicant failing only one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

(3) Further training may be required following a failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

(4) The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 1 hour.

(5) Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

(6) At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.

(7) An applicant shall fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.

(8) Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

(9) An applicant for an IR shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

FLIGHT TEST TOLERANCES

(10) The applicant shall demonstrate the ability to:

(1) operate the aeroplane within its limitations;
(2) complete all manoeuvres with smoothness and accuracy;
(3) exercise good judgement and airmanship;
(4) apply aeronautical knowledge; and
(5) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

(11) The following limits shall apply, which can be corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

(1) Height

(i)	Generally	± 100 feet
(ii)	Starting a go-around at decision height/altitude	+ 50 feet / - 0 feet
(iii)	Minimum descent height/MAP/altitude	+ 50 feet / - 0 feet

(2) Tracking

(i)	On radio aids	± 5°
(ii)	For angular deviations	Half scale deflection, azimuth und glide path (e.g. LPV, ILS, MLS, GLS)
(iii)	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.
(iv)	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.

(3) Heading

(i)	all engines operating	± 5°
(ii)	with simulated engine failure	± 10°

(4) Speed

(i)	all engines operating	± 5 knots
(ii)	with simulated engine failure	+ 10 knots / - 5 knots