

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

Application for the issue 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.725.A and Appendix 9

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 the following

single-pilot **single-engine** class rating

single-pilot **multi-engine** class/type rating

except for high-performance complex aeroplanes according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) FCL.720.A and Appendix 9.

2 Applicant

APPLICANT'S LICENCE NUMBER :

Form of address

Title

First Name(s)

Last Name(s)

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 theoretical training by the training organisation (TO)

From (Date)

Until (Date)

Head of Training (Name)

Approval number (TO)

Signature of Head of Training and Seal of the TO

The Head of Training confirms that the training has been performed in compliance with Part-FCL and the approved training manuals, and that the applicant possesses all relevant theoretical knowledge to take the theoretical examination.

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5 Confirmation of the practical training by the training organisation (TO)

From (Date)	Until (Date)	Head of Training (Name)	Approval number (TO)
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

The Head of Training confirms that the training has been performed in compliance with Part-FCL and the approved training manuals, and that the applicant possesses all relevant knowledge and skills for the skill test on the type.

Signature of Head of Training and Seal of the TO

Type:

Registration:

FSTD:

Training on controls in hours:

6 The landing training has been performed as follows except for class rating!

Type:	<input type="text"/>	Registration mark:	<input type="text"/>
Number of landings:	<input type="text"/>	Time on controls:	<input type="text"/>
Aeordromes:	<input type="text"/>	Date:	<input type="text"/>

Instructor

First name / Last name	Licence number
<input type="text"/>	<input type="text"/>

Location / Date	Signature of instructor
<input type="text"/>	<input type="text"/>

7 Summary of knowledge and flight experience

a) Medical certificate class 1 2 IR valid until:

Additionally for initial SP(A) **multi engine** CR/TR skill test:

b) flight experience as PIC on aeroplanes min. 70 hours:

c) dual flight instruction normal conditions min. 2:30 hours:

d) dual flight instruction abnormal conditions (engine failure procedures, asymmetric flight) min. 3:30 hours:

Additionally for the issue of a CR/TR SP(A) for **High Performance Aeroplanes (HPA)**

e) flight experience min. 200 hours:

f) ATPL(A) theory or high performance aeroplanes (HPA) course passed date:

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TMGs and Single-Pilot aeroplanes, except for high-performance complex aeroplanes	Practical training			Class or Type Rating Skill Test or Proficiency Check		
	Manoeuvres/Procedures	Practical training performed in		Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
FSTD		A				
1.5 Pre-departure checks: engine run-up (if applicable)	P→	→		M		
1.6 Take-off procedure: - normal with flight manual flap settings; and - crosswind (if conditions are available)	P→	→		M		
1.7 Climbing: - Vx/Vy; - Turns onto headings; and - level off.	P→	→		M		
1.8 ATC liaison - compliance, R/T procedures	P→			M		
SECTION 2 - AIRWORK (visual meteorological conditions (VMC))						
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{MCA} 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; and iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only)	P→	→		M		
2.4 Handling using autopilot and flight director (may be conducted in Section 3), if applicable	P→	→		M		
2.5 ATC liaison - compliance, R/T procedures	P→	→		M		
SECTION 3A - EN-ROUTE PROCEDURES VFR (see CONTENTS c) and d))						
3A.1 Flight plan, dead reckoning and map reading	P→	→				
3A.2 Maintenance of altitude, heading and speed	P→	→				

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FSTD		A				
3A.3 Orientation, timing and revision of ETAs	P→	→				
3A.4 Use of radio navigation aids (if applicable)	P→	→				
3A.5 Flight management (flight log, routine checks including fuel, systems and icing)	P→	→				
3A.6 ATC liaison - compliance, R/T procedures	P→	→				
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 decision height/altitude DH/A of 200 ft (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 minimum descent height/altitude (MDH/A)	P→	→		M		
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: - rate 1 turns; and - recoveries from unusual attitudes.	P→	→		M		
3B.7* Failure of localiser or glideslope	P→	→				
3B.8* ATC liaison - Compliance, R/T procedures	P→	→		M		
Intentionally left blank						

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	FSTD	A			
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 ft above the runway (single-engine aeroplanes 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 procedures	P→	→		M	
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; and ii) systems' malfunctions as appropriate	P→	→			
5.5 ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P→	→			
5.6 ATC liaison - compliance, R/T procedures					

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FSTD		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 an FFS or an 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 procedures	P→	→		M		
SECTION 7 - UPRT						
7.1 Flight manoeuvres and procedures						
7.1.1 Manual flight with and without flight directors (no autopilot, no autothrust/ autothrottle, and at different control laws, where applicable)	P→	→				
7.1.1.1 At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P→	→				
7.1.1.2 Steep turns using 45° bank, 180° to 360° left and right	P→	→				
7.1.1.3 Turn with and without spoilers	P→	→				
7.1.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→				
7.2 Upset recovery training						
7.2.1 Recovery from stall events in: - take-off configuration; - clean configuration at low altitude; - clean configuration near maximum operating altitude; and - landing configuration	P→	→				
7.2.2 The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles.	P	X An aeroplane shall not be used for this exercise				

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Manoeuvres/Procedures		FSTD	A			
7.3	Go-around with all engines operating* from various stages during an instrument approach	P→	→			
7.4	Rejected landing with all engines operating: - from various heights below DH/MDH 15 m (50 ft) above the runway threshold - after touchdown (balked landing) - In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P→	→			

RESULTS OF THE TEST SECTIONS							
	1	2	3	4	5	6	7
„P“ - passed							
„F“ - failed							
REMARKS (if any)							

11 Result of the skill test

PASSED

PARTIALLY PASSED

FAILED

Signature of Examiner

Signature of Applicant

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12 Guidelines for the conduct of the skill test

PASS MARKS

In the case of single-pilot aeroplanes, with the exception of single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in any item of a section will cause applicants to fail the entire section. If they fail only one section, they shall repeat only that section. Failure in more than one section will require applicants to repeat the entire test or check. Failure in any section in the case of a retest or recheck, including those sections that have been passed on a previous attempt, will require applicants to repeat 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

Applicants 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 never in doubt;
- 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, which can be corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

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

OTD Other training devices may be used for this exercise

X An FFS shall be used for this exercise; 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

FSTD flight simulation training device

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 if Section 3B is completed.

e) Where the letter 'M' appears in the skill test or proficiency check column, this indicates that the exercise is mandatory or a choice of exercises where more than one exercise appears in the Manoeuvres/Procedures column.

f) An FTD shall be used for practical training for type or ME class ratings if they form part of an approved class or type rating course. The following shall be considered when approving such a course:

i) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);

ii) the qualifications of the instructors;

iii) the amount of FSTD training provided on the course; and

iv) the qualifications and previous experience on similar types of the pilot under training.

g) If privileges for multi-pilot operation are sought for the first time, pilots holding privileges for single-pilot operations shall:

(1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an ATO; and

(2) pass a proficiency check in multi-pilot operations.

h) If privileges for single-pilot operations are sought for the first time, pilots holding privileges for multi-pilot operations shall be trained at an ATO and checked for the following additional manoeuvres and procedures in single-pilot operations:

(1) for SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B; and

(2) for ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.

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- i) Pilots holding privileges for both single-pilot and multi-pilot operations in accordance with points g) and h) may revalidate privileges for both types of operations by completing a proficiency check in multi-pilot operations in addition to the exercises referred to in points h)(1) or h)(2), as applicable, in single-pilot operations.
- j) If a skill test or a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point h).
- k) The training, testing and checking shall follow the table mentioned below.
 - (1) Training at an ATO, testing and checking requirements for single-pilot privileges
 - (2) Training at an ATO, testing and checking requirements for multi-pilot privileges
 - (3) Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course)
 - (4) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course)
 - (5) Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges

	(1)		(2)		(3)		(4)		(5)	
	<i>Type of operation</i>									
<i>Type of aircraft</i>	SP		MP		SP → MP (initial)		MP → SP (initial)		SP + MP	
	<i>Training</i>	<i>Testing/ checking</i>	<i>Training</i>	<i>Testing/ checking</i>	<i>Training</i>	<i>Testing/checking</i>	<i>Training, testing and checking (SE aeroplanes)</i>	<i>Training, testing and checking (ME aeroplanes)</i>	<i>SE aeroplanes</i>	<i>ME aeroplanes</i>
Initial issue										
All (except SP complex)	Sections 1-6	Sections 1-6	MCC CRM Human factors	Sections 1-6	MCC CRM Human factors	Sections 1-6	1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	1.6, Section 6 and, if applicable, one approach from Section 3.B		
SP complex	1-7	1-6	TEM Sections 1-7		TEM Section 7					
Revalidation										
All	n/a	Sections 1-6	n/a	Sections 1-6	n/a	n/a	n/a	n/a	MPO: Sections 1-7 (training) Section 1-6 (checking) SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	MPO: Sections 1-7 (training) Sections 1-6 (checking) SPO: 1.6, Section 6 and, if applicable, one approach from Section 3.B
Renewal										
All	FCL.740	Sections 1-6	FCL.740	Sections 1-6	n/a	n/a	n/a	n/a	Training: FCL.740 Check: as for the revalidation	Training: FCL.740 Check: as for the revalidation

- l) 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.
By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.