

IR(H) - Issuance/Extension

Application for the issue of an instrument rating for helicopters 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 helicopters
- issue of an instrument rating for multi-engine helicopters
- extension of the privileges of the instrument rating form single- to multi-engine helicopters according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Appendix 6 B.

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 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

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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) Night qualification completed
(required, if the IR privileges will be used at night) date of licence entry:
- e) Flight experience as PIC on cross-country flights on
aeroplanes, helicopters or TMGs min. 50 hours:
- thereof in the relevant aircraft category min. 10 hours:

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

- f) Number of hours IR flight instruction min. 50 hours:
- f.i) thereof in an FNPT I (H) or (A) or in an aeroplane,
approved for this course, or max. 20 hours:
- f.ii) thereof in a helicopter FTD 2/3, FNPT II/III or FFS max. 35 hours:
- f.iii) thereof in an IFR-certificated helicopter min. 10 hours:

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

- g) Number of hours IR flight instruction min. 55 hours:
- g.i) thereof in an FNPT I (H) or (A) or in an aeroplane,
approved for this course, or max. 20 hours:
- g.ii) thereof in a helicopter FTD 2/3, FNPT II/III or FFS max. 40 hours:
- g.iii) thereof in an IFR-certificated multi-engine helicopter min. 10 hours:

Taining for the extension of an instrument rating from single to multi-engine helicopters

- g) Number of hours IR flight instruction min. 5 hours:
- thereof in an FFS, FTD 2/3 or FNPT II/III max. 3 hours:

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Credits according to Part-FCL Appendix 6 B.

h) Holder of a PPL(H) licence incl. helicopter night rating (total amount of instrument time with instructor reduced by max. 5 hours) hours:

i) Holder of a CPL(H) licence (total amount of instrument time with instructor reduced by max. 5 hours) hours:

j) Holder of an IR(A) 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)
- Certificate of the theoretical knowledge examination
- Medical certificate (Licencing authority: Austria)
- Pilot's licence
- 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		Licence Number					
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)	Block-off	Departure	Destination	Block-on
<input type="checkbox"/> Validity of medical certificate checked before skill test									Examiner's initials

9 Skill test report

SECTION 1 - DEPARTURE		1 st attempt	2 nd attempt
Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections			
a	Use of flight manual (or equivalent) especially aircraft performance calculation, mass and balance		
b	Use of Air Traffic Services document, weather document		
c	Preparation of ATC flight plan, IFR flight plan/log		
SECTION 1 CONTINUES			

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APPLICANT'S LICENCE NUMBER :

<i>SECTION 1 (CONTINUED)</i>			
d	Identification of the required nav aids for departure, arrival and approach procedures		
e	Pre-flight inspection		
f	Weather Minima		
g	Taxiing/Air taxi in compliance with ATC or instructions of instructor		
h	PBN departure (if applicable): - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the departure chart.		
j	Pre-take-off briefing, procedures and checks		
k	Transition to instrument flight		
i	Instrument departure procedures, including PBN procedures		
SECTION 2 - GENERAL HANDLING		1 st attempt	2 nd attempt
a	Control of the helicopter by reference solely to instruments, including:		
b	Climbing and descending turns with sustained Rate 1 turn		
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns		
SECTION 3 - EN-ROUTE-IFR-PROCEDURES		1 st attempt	2 nd attempt
a	Tracking, including interception, e.g. NDB, VOR, RNAV		
b	Use of radio aids		
c	Level flight, control of heading, altitude and airspeed, power setting		
d	Altimeter settings		
e	Timing and revision of ETAs		
f	Monitoring of flight progress, flight log, fuel usage, systems management		
g	Ice protection procedures, simulated if necessary and if applicable		
h	ATC liaison - compliance, R/T procedures		
SECTION 3a – ARRIVAL PROCEDURES		1 st attempt	2 nd 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.		

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APPLICANT'S LICENCE NUMBER :

SECTION 4 - 3D OPERATIONS(+)		1 st attempt	2 nd attempt
a	Setting and checking of navigational aids Check Vertical Path angle for RNP APCH: (a) Check that the correct procedure has been loaded in the navigation system; and (b) Cross-check between the navigation system display and the approach chart.		
b	Approach and landing briefing, including descent/approach/landing checks		
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		
SECTION 5 - 2D OPERATIONS(+)		1 st attempt	2 nd 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 and identification of facilities		
c(*)	Holding procedure		
d	Compliance with published approach procedure		
e	Approach timing		
f	Altitude, speed, heading control (stabilised approach)		
g(*)	Go-around action		
h(*)	Missed approach procedure(*)/landing		
i	ATC liaison - compliance, R/T procedures		

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SECTION 6 - ABNORMAL AND EMERGENCY PROCEDURES		1 st attempt	2 nd attempt
This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations:			
a	Simulated engine failure after take-off and on/during approach (**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3)		
b	Failure of stability augmentation devices/hydraulic system (if applicable)		
c	Limited panel		
d	Autorotation and recovery to a pre-set altitude		
e	Precision approach manually without flight director (***) Precision approach manually with flight director (***)		

- (+) *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.*
- (*) *To be performed in Section 4 or Section 5.*
- (**) *Multi-engine helicopter only.*
- (***) *Only one item to be tested*

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

10 Result of the skill test

PASSED
 PARTIALLY PASSED
 FAILED

Signature of Examiner

Signature of Applicant

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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 aircraft 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.

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(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 and 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 |