

# IR(A) / competency based - Issuance

Application for the issue of an instrument rating after completion of a competency based training course according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Appendix 6 Aa

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 (competency-based) for single-engine aeroplanes

issue of an instrument rating (competency-based) for multi-engine aeroplanes

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

## 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 ATO

From (Date)

Until (Date)

Head of Training (Name)

ATO (Approval Number)

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

Signature of the Head of Training and Seal of the ATO

## 5 Confirmation of the successfully passed theoretical examination (to be filled by the competent authority ACG)

Name and signature of the responsible official

Date and seal of the competent authority

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## 6 Confirmation of the flight training by the ATO

From (Date)	Until (Date)	Head of Training (Name)	ATO (Approval Number)
<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 to take the skill test on the following Class/Type:

\_\_\_\_\_

Signature of Head of Training and Seal of ATO

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

Pre-entry requirements

a) Medical certificate	<input type="checkbox"/> 1 <input type="checkbox"/> 2/IR	valid until:	<input type="text"/>
b) Radiotelephony licence (incl. IR privileges)		date of issue:	<input type="text"/>
c) Language proficiency English min. level 4		passed (date):	<input type="text"/>
d) Flight experience as PIC on cross-country flights		min. 50 hours:	<input type="text"/>

Training for the initial issue of an instrument rating for single-engine aeroplanes (competency-based)

e) Total instrument flight experience of the applicant	min. 40 hours:	<input type="text"/>
e.i) thereof dual instruction	min. 25 hours:	<input type="text"/>
e.ii) thereof in the named ATO	min. 10 hours:	<input type="text"/>
e.iii) thereof on FNPT I	max. 10 hours:	<input type="text"/>
e.iv) thereof on FNPT II or FFS	max. 25 hours:	<input type="text"/>

Training for the initial issue of an instrument rating for multi-engine aeroplanes (competency-based)

f) Total instrument flight experience of the applicant	min. 45 hours:	<input type="text"/>
f.i) thereof dual instruction	min. 25 hours:	<input type="text"/>
f.ii) thereof dual instruction on multi-engine aeroplanes	min. 15 hours:	<input type="text"/>
f.iii) thereof within the ATO, on multi-engine aeroplanes	min. 10 hours:	<input type="text"/>
f.iv) thereof on FNPT I	max. 10 hours:	<input type="text"/>
f.v) thereof on FNPT II or FFS	max. 30 hours:	<input type="text"/>

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

- Medical certificate
- Pilot logbook (relevant pages)
- Radiotelephony licence
- Protocol of the language proficiency examination (if not already submitted by LPE)
- Confirmation of payment of the examination fee

## 9 Summary of the credits granted by the ATO

a) Pre-entry assessment at the ATO

date:

Dual instrument instruction time, outside the ATO

b) Dual instrument instruction with FI(A)/IR or IRI(A)

max. 30/35 hours:

Prior instrument flight time under instruction, see AMC6 to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Appendix 6

c) Instrument flight time with an instructor on aeroplanes

max. 15 hours:

c.i) for an EIR rating issued by an EASA member state

hours:

c.ii) for a national instrument rating

hours:

c.iii) for an ICAO-compliant IR, issued by a third country

hours:

c.iv) for an authorisation acc. to Art. 4(8)  
REG (EU) No 1178/2011

hours:

Prior experience of flight time under IFR as PIC, see AMC5 to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Appendix 6

d) Instrument flight time as PIC on aeroplanes

max. 30 hours:

d.i) EIR, issued by an EASA member state

hours:

d.ii) national instrument rating

hours:

d.iii) ICAO-compliant IR, issued by a third country

hours:

d.iv) authorisation acc. to Art. 4(8)  
REG (EU) No 1178/2011

hours:

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## 9 Summary of the credits granted by the ATO

Applicants for the competency-based modular IR(A) who hold a BIR and have experience of at least 50 hours of flight time under IFR as PIC on aeroplanes, shall

e) at an ATO

e.i) be assessed as having an acceptable standard of competency-based instrument rating theoretical knowledge

Initials HT/CFI:

e.ii) receive appropriate flight training to extend IFR privileges in accordance with FCL.605.IR(a)

Initials HT/CFI:

f) after completion of (e)

f.i) demonstrate orally to the examiner during the skill test that they have acquired an adequate level of theoretical knowledge of air law, meteorology, and flight planning and performance

Initials Examiner:

## 10 Conduct of the skill test

Applicant	First Name	Last Name	Licence Number	
	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Examiner	First Name	Last Name	Examiner Number	Seat occupied by Exam
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
FSTD if applicable	Class/Type/Variant	FSTD-ID	FSTD Operator/Location	
	<input type="text"/>	<input type="text"/>	<input type="text"/>	
<input type="checkbox"/> no FSTD available	Examiner Initials			
	<input type="text"/>			
Aircraft	Class/Type/Variant	Registration		
	<input type="text"/>	<input type="text"/>		
Flight details	Date of Test	Time on Controls	# Landings	# Approaches
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Leg #1	Block-off	Departure	Destination	Block-on
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
			Leg #2 (if applicable)	
	Block-off	Departure	Destination	Block-on
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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## 11 Skill test report

<b>SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE</b>		1 <sup>st</sup> attempt	2 <sup>nd</sup> attempt
Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections			
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 correct 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		
<b>SECTION 2 - GENERAL HANDLING(°)</b>		1 <sup>st</sup> attempt	2 <sup>nd</sup> 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		
<b>SECTION 3 - EN-ROUTE-IFR-PROCEDURES(°)</b>		1 <sup>st</sup> attempt	2 <sup>nd</sup> 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		

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SECTION 3a – ARRIVAL PROCEDURES		1 <sup>st</sup> attempt	2 <sup>nd</sup> 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 (++)		1 <sup>st</sup> attempt	2 <sup>nd</sup> 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 (stabilised approach)		
g(+)	Go-around action		
h(+)	Missed approach procedure/landing		
i	ATC liaison – compliance, R/T procedures		
SECTION 5(°) – 2D OPERATIONS(++)		1 <sup>st</sup> attempt	2 <sup>nd</sup> 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		

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SECTION 6 - FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) (°)		1 <sup>st</sup> attempt	2 <sup>nd</sup> 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						
	1	2	3	4	5	6
„P“ - passed „F“ - failed						
REMARKS						

## 12 Skill test result

PASSED

PARTIALLY PASSED

FAILED

Signature of Examiner

Result acknowledged - Signature of Applicant

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## 13 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.



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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 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 |