

ATPL(A) - Conversion

Application for the conversion of an Airline Transport Pilot Licence ATPL(A)
according to Commission Regulation (EU) 2020/723 Article 3

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 conversion of an Airline Transport Pilot Licence ATPL(A) acc. to Commission Regulation (EU) 2020/723 Article 3, after having successfully completed a skill test in accordance with FCL.520.A.

2 Applicant

Form of address	Title	First Name(s)	Last Name(s)
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Street	City	Postal code	Country
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Telephone	E-Mail
<input type="text"/>	<input type="text"/>

Date of Birth	Place of Birth	Citizenship
<input type="text"/>	<input type="text"/>	<input type="text"/>

Place	Date	Signature
<input type="text"/>	<input type="text"/>	<input type="text"/>

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 1178/2011 and has not applied for a conversion in any other EASA Member State.

3 Invoice accepted by / to be sent to

the Applicant via e-mail the Applicant via postal service the Company

Company (name/address)	Signature
<input type="text"/>	<input type="text"/>

4 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:

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	state actual time (or n/a - if applicable)
e.ii) thereof as PICUS	difference to 250 hours: <input style="width: 150px; height: 20px;" type="text"/>
f) Flight experience on cross-country flights	min. 200 hours: <input style="width: 150px; height: 20px;" type="text"/>
thereof as PIC or PICUS	min. 100 hours: <input style="width: 150px; height: 20px;" type="text"/>
g) Instrument time	min. 75 hours: <input style="width: 150px; height: 20px;" type="text"/>
thereof instrument ground time	max. 30 hours: <input style="width: 150px; height: 20px;" type="text"/>
h) Night flight time as PIC or co-pilot	min. 100 hours: <input style="width: 150px; height: 20px;" type="text"/>
i) Flight experience as pilot on that type to be accepted (according to Annex III C.)	Type: <input style="width: 50px; height: 20px;" type="text"/> min. 500 hours: <input style="width: 150px; height: 20px;" type="text"/>

5 Confirmation of the successfully passed ATPL(A) theoretical knowledge examination

The applicant hereby confirms that the theoretical examination was passed successfully according to FCL.515.

Signature of Applicant

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

- Foreign licence
- Verification letter
- All pilot logbooks
- Identity card or passport
- If the practical skill test was conducted by an examiner of a different member state: Copy of the examiner's licence
- Language proficiency - application for a language proficiency endorsement (see form no. 096)
- Application for the designation of a flight examiner for the conduct of the ATPL(A) skill test
- Foreign medical certificate
- Medical certificate class 1 (Licencing authority: Austria)
- Certificate of the theoretical knowledge examination
- Acceptance of radio telephony (R/T) privileges

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

Applicant	First Name	Last Name		
	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>		
Examiner	First Name	Last Name	Examiner Number	Seat occupied
	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>
FSTD if applicable	Class/Type/Variant	FSTD-ID	FSTD Operator/Location	
	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	
<input type="checkbox"/> no FSTD available	Examiner's Initials			
	<input style="width: 100%; height: 20px;" type="text"/>			
Aircraft	Class/Type/Variant	Registration		
	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>		
Flight details	Date of Test	Time on Controls	# Landings	# Approaches
	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>
Leg #1	Block-off	Departure	Destination	Block-on
	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>
		Leg #2 (if applicable)	Block-off	Departure
			<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>
			Destination	Block-on
			<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>

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Last name(s)

Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes	Practical Training			ATPL/MPL/Type Rating Skill Test or Proficiency Check	
	Practical training performed in		Instructor initials when training completed	Tested or checked in FFS or A	Examiner initials when test or check completed
Manoeuvres/Procedures	FSTD	A			
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 →	→		M	
SECTION 3 - FLIGHT MANOEUVRES AND PROCEDURES					
3.1 Manual flight with and without flight directors (no autopilot, no autothrus/ autothrottle, and at different control laws, where applicable)	P →	→			
3.1.1 At different speeds (including slow flight) and altitudes within the FSTD training envelope	P →	→			
3.1.2 Steep turns using 45° bank, 180° to 360° left and right	P →	→			
3.1.3 Turns with and without spoilers	P →	→			
3.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P →	→			
3.2 Tuck under Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P →	→X An aeroplane shall not be used for this exercise		FFS only	
3.3 Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	→			
3.4 Normal and abnormal operations of following systems:				M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0 Engine (if necessary propeller)	OTD P →	→			
3.4.1 Pressurisation and air conditioning	OTD P →	→			
3.4.2 Pitot/static system	OTD P →	→			
3.4.3 Fuel system	OTD P →	→			
3.4.4 Electrical system	OTD P →	→			
3.4.5 Hydraulic system	OTD P →	→			
3.4.6 Flight control and trim-system	OTD P →	→			
3.4.7 Anti-icing/de-icing system, glare shield heating	OTD P →	→			

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	Manoeuvres/Procedures	Practical training performed in		Instructor initials when training completed	Tested or checked in FFS or A	Examiner initials when test or check completed
	FSTD	A				
3.7.2 The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS only		
3.8 Instrument flight procedures						
3.8.1* Adherence to departure and arrival routes and ATC instructions	P →	→		M		
3.8.2* Holding procedures	P →	→				
3.8.3* 3D operations to DH/A of 200 ft (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 3.8.3.1 in the case of such AFM limitation).						
3.8.3.1* manually, without flight director	P →	→		M <small>(skill test only)</small>		
3.8.3.2* Manually, with flight director	P →	→				
3.8.3.3* With autopilot	P →	→				
3.8.3.4* Manually, with one engine simulated inoperative; during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1000 ft above aerodrome level; and (ii) after passing 1000 ft above aerodrome level. 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 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however not later than reaching an MDH/A of 500 ft above the 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 exercise 3.8.3.4.	P →	→		M		

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	Manoeuvres/Procedures	Practical training performed in		Instructor initials when training completed	Tested or checked in FFS or A	Examiner initials when test or check completed
FSTD		A				
3.8.4* 2D operations down to the MDH/A	P* →	→		M		
3.8.5 Circling approach under the 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* →	→				
3.8.6 Visual approaches	P →	→				
SECTION 4 - MISSED APPROACH PROCEDURES						
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	P* →	→				
4.2 Go-around with all engines operating* from various stages during an instrument approach	P* →	→				
4.3 Other missed approach procedures	P* →	→				
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		M		
4.5 Rejected landing with all engines operating: - from various heights below DH/MDH; - 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 →	→				

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	Practical training performed in		Instructor initials when training completed	Tested or checked in FFS or A	Examiner initials when test or check completed
Manoeuvres/Procedures	FSTD	A			
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 aeroplane shall not be used for this exercise		FFS only	
5.3 Crosswind landings (aircraft, 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 three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and - aeroplanes with four engines: two engines at one side	P	X		M FFS only <small>(skill test only)</small>	

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

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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, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing 5 or fewer 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 on a previous attempt, will require applicants to repeat the entire check or test again.

FLIGHT TEST TOLERANCE

Applicants 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 never in doubt;
- 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, 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°

CONTENTS OF THE SKILL TEST/PROFICIENCY CHECK

a) The following symbols mean:

- P Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable
- 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 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
- FSTD flight simulator training device

c) The starred items (*) shall be flown solely by reference to instruments.

d) 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.

e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following shall be considered when approving such a course:

- i) the qualifications of the instructors;
- ii) the qualification and the amount of training provided on the course in an FSTD; and
- iii) the qualifications and previous experience on similar types of the pilots 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, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

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

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.