

Conversion of FAA FCL according to TIP-L between FAA and EASA

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA

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 +45 51703 1536, or by post to:

AUSTRO CONTROL GmbH, Aviation Agency, Schnirchgasse 17, 1030 Vienna, Austria

1 Type of application

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA.

2 Applicant

Form of address Title First Name(s) Last Name(s)

Street City Postal code Country

Telephone E-Mail

Date of Birth Place of Birth Citizenship

Place Date Signature

3 Details of the FAA Licence

a) Type of FAA licence for airplanes: PPL CPL ATPL Licence issue date

b) Valid Class and/or Instrument ratings:

Ratings	Issue date

c) Remarks:
(e.g.: Limitations, restrictions, language proficiency level and validity)

Special endorsements

Last "Flight Review" in English (for language request) Date

d) Past or pending enforcement action: Yes, details on page 10 No

e) Is the licence selected in 3a) an FAA validated licence originally based on a licence issued by another Contracting State to the Chicago Convention? Yes, details: _____ No

f) Initial Part-MED medical certificate: Date of issue: Class:

Conversion of FAA FCL according to TIP-L between FAA and EASA

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA

First Name	Last Name
<input type="text"/>	<input type="text"/>

4 Details about the requested Part-FCL licence

-) Type of licence applied for: **Private Pilot licence - Aeroplanes**

-) Type of rating applied for: SEP(L) MEP(L) Night Rating IR(A) for SE IR(A) for ME

-) Are you a holder of a Part-FCL licence? Yes No

-) In case of holder of a Part-FCL Licence:

Part-FCL Licence number	Type of licence	State of licence issue
<input type="text"/>	<input type="text"/>	<input type="text"/>

-) Have you ever passed the theoretical knowledge or flight instruction, theoretical knowledge examination or skill test in another EU Member State? Yes No

If above is applicable, please enter the respective EU Member State:

Theoretical knowledge/flight instruction	Theoretical knowledge examination	Skill Test
<input type="text"/>	<input type="text"/>	<input type="text"/>

I hereby declare, that I have not submitted any other request to another competent authority of an EU Member State.

I do not hold any Part-FCL, Part-BFCL or Part-SFCL in any other Member State of EASA.

I have never held any personnel license, certificate, rating, authorization or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.

I have fully reviewed the information material provided by Austro Control GmbH and have submitted all of the necessary paperwork for my application to be considered.

I hereby declare that the information provided on this application form is true, complete and correct to the best of my belief and knowledge. I'm aware if the fact, that any wrong information provided, can be relevant under criminal law aspects.

I hereby declare, through my signature below, that I authorize the FAA to verify the contents of this applicant from information derived from my airmen record maintained by the FAA in accordance with the Privacy Act, under Privacy Act System of Record, Aviation Record on Individuals, SORN 847.

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

Conversion of FAA FCL according to TIP-L between FAA and EASA

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA

First Name	Last Name
<input type="text"/>	<input type="text"/>

5 Summary of the flight experience

-) Total flight experience:	<input type="text"/>
-) MEP experience (if necessary):	<input type="text"/>
-) Night flying experience (if necessary):	<input type="text"/>
-) PIC IFR (if necessary): (if less than 50 hours of PIC IFR experience, a theoretical, written examination for the subjects "Air law", "Flight planning and monitoring" and "Communication" has to be conducted at Austro Control GmbH. Additionally, in case of less than 50 hours of IFR PIC experience or less than 10 hours of IFR PIC experience within an EU or EASA State, an acclimatization training has to be completed at an approved training organization.)	<input type="text"/>

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

- FAA pilot licence
- If applicable: Residential registration form
- Medical certificate (Licencing authority: Austria)
- Certificate of the theoretical examination (if necessary according to point 5)
- Application form (form 096) and confirmation of the language proficiency in English (if no "English proficient" endorsement on FAA licence available)
- Documents to confirm the information stated in 3d)
- Valid medical certificate (issued by the FAA)
- Passport or identity card
- Pilot logbook

7 Conduct of the skill test

Applicant	First Name	Last Name		
	<input type="text"/>	<input type="text"/>		
Examiner	First Name	Last Name	Examiner Number	Seat occupied
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Aircraft	Class/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	Lef #2 (if applicable)	Block-off	Departure	Destination	Block-on
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Validity of medical certificate checked before skill test.

The required flight experience for the conversion has been checked.

Examiner's initials

The flight examiner hereby confirms that an oral theoretical assessment of the relevant subjects, described in attachment 2 of the TIP-L, has been conducted and that the candidate fulfills the theoretical requirements for the requested licence. (relevant if a written examination is not necessary, according to point 5)

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

Conversion of FAA FCL according to TIP-L between FAA and EASA

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA

First Name

Last Name

--	--

8 Skill test report

Single-Pilot aeroplanes, except for high performance complex aeroplanes		Practical training			Class or Type Rating Skill Test/Prof. Check	
		Practical training performed in			Instructor initials when training completed	Chkd in
Manoeuvres/Procedures		FTD	FFS	A		FFS A
SECTION 1 - DEPARTURE						
1.1	Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM					
1.2	Pre-start checks					
1.2.1	External	P#		P		
1.2.2	Internal			P	M	
1.3	Engine starting: Normal Malfunctions	P →	→	→	M	
1.4	Taxiing		P→	→	M	
1.5	Pre-departure checks: Engine run-up (if applicable)	P→	→	→	M	
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		P→	→	M	
1.7	Climbing: Vx/Vy Turns onto headings Level off		P→	→	M	
1.8	ATC liaison - Compliance, R/T procedure					
SECTION 2 - AIRWORK (VMC)						
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA 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 iv) Approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplane only)		P →	→	M	

Conversion of FAA FCL according to TIP-L between FAA and EASA

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA

First Name

Last Name

Single-Pilot aeroplanes, except for high performance complex aeroplanes	Practical training				Class or Type Rating Skill Test/Prof. Check	
	Practical training performed in			Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	A		FFS A	
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 procedure						
SECTION 3A - EN-ROUTE PROCEDURES VFR (see CONTENTS c) and d))						
3A.1 Flight plan, dead reckoning and map reading						
3A.2 Maintenance of altitude, heading and speed						
3A.3 Orientation, timing and revision of ETAs						
3A.4 Use of radio navigation aids (if applicable)		P →	→		M	
3A.5 Flight management (flight log, routine checks including fuel, systems and icing)						
3A.6 ATC liaison - Compliance, R/T procedure						
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 DH/A of 200 feet (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 MDH/A		P →	→		M	
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: rate 1 turns, recoveries from unusual attitudes	P →	→	→		M	
3B.7* Failure of localizer or glideslope	P →	→	→			
3B.8* ATC liaison - Compliance, R/T procedure						

Conversion of FAA FCL according to TIP-L between FAA and EASA

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA

First Name

Last Name

Single-Pilot aeroplanes, except for high performance complex aeroplanes	Practical training				Class or Type Rating Skill Test/Prof. Check	
	Practical training performed in			Instructor initials when training completed	Chkd in	Examiner initials when test completed
	FTD	FFS	A		FFS 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' above the runway (single-engine aeroplane 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 procedure						
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, ii) systems' malfunctions as appropriate	P→	→	→			
5.5 Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft)	P→	→	→			
5.6 ATC liaison - Compliance, R/T procedure						

Conversion of FAA FCL according to TIP-L between FAA and EASA

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA

First Name

Last Name

Single-Pilot aeroplanes, except for high performance complex aeroplanes	Practical training			Instructor initials when training completed	Class or Type Rating Skill Test/Prof. Check	
	Practical training performed in				Chkd in	Examiner initials when test completed
Manoeuvres/Procedures	FTD	FFS	A	FFS A		
	SECTION 6 - SIMULATED ASYMMETRIC FLIGHT (This section may be combined with sections 1 through 5)					
6.1* Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or 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 procedure						

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

Conversion of FAA FCL according to TIP-L between FAA and EASA

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA

First Name

Last Name

9 Result of the skill test

PASSED

PARTIALLY PASSED

FAILED

Signature of Examiner

Signature of Applicant

10 Language Proficiency Examination German Level 6

Language proficiency German according to CAN FCL 7 verified by LPE/LPLE/flight examiner

Name

Place

Date

Signature

German Level 6 (informal examination only for German native speakers)

Note: Applicants whose mother-tongue level is not ascertainable beyond doubt have to pass an examination with an LTB based on a certified method of assessment.

11 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, the applicant shall pass all sections of the skill test or proficiency check. 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 or check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take 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

The applicant 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 always assured;
- understand and apply crew coordination and incapacitation procedures, if applicable; and
- communicate effectively with the other crew members, if applicable.

Conversion of FAA FCL according to TIP-L between FAA and EASA

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA

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 feet	On radio aids	± 5°
Starting a go-around at decision height/altitude	+ 50 feet / - 0 feet	For „angular“ deviations	half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
Minimum descent height/MAP/altitude	+ 50 feet / - 0 feet	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.
		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.
Speed		Heading	
all engines operating	± 5 knots	all engines operating	± 5°
with simulated engine failure	+ 10 knots / - 5 knots	with simulated engine failure	± 10°

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

a) The following symbols mean:

P Trained as PIC or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF)

X Flight simulators shall be used for this exercise, if available, 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

FTD Flight Training Device (including FNPT II for ME class rating)

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.

Conversion of FAA FCL according to TIP-L between FAA and EASA

Application for a conversion of an FAA Flight crew license for airplanes to an EASA PPL(A) according to the "Technical Implementation Procedures - Licensing (TIP-L)" between the FAA and EASA

- f) An FFS or an FNPT II shall be used for practical training for type or multi-engine class ratings if they form part of an approved class or type rating course. The following considerations will apply when approving such a course:
 - i) the qualification of the FFS or FNPT II as set out in the relevant requirements of Part-ARA and Part-ORA;
 - ii) the qualifications of the instructors;
 - iii) the amount of FFS or FNPT II training provided on the course; and
 - iv) the qualifications and previous experience on similar types of the pilot under training.
- g) When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.
- h) 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.

Details concerning d)
(if applicable)